

## **Appendix B: Public Involvement**

(Provided on DVD attached to inside back cover)





## Appendix B Table of Contents

Outreach Type	Date and Location
Notice of Intent	Notice of Intent, <i>Federal Register</i> , February 29, 2008.
Notice of Availability	Notice of Availability, <i>Federal Register</i> , September 13, 2013
<b>Letters of Intent to Study Stakeholder Working Group</b>	
Meeting	April 7, 2008, Summit Christian Church, 7075 Pyramid Highway
Meeting	July 28, 2008, Desert Research Institute
Meeting	April 27, 2009, Spanish Springs Library
Meeting	November 9, 2009, Spanish Springs Library
Letters of Dissolution for SWG	June 14, 2011
<b>Public Meetings/Open House/Workshops</b>	
Public scoping meeting	April 15, 2008, Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, Nevada, from 4:00 p.m. to 7:00 p.m.
Public open house	March 4, 2009, Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, NV, from 5:30 p.m. to 7:00 p.m.
Public open house	April 29, 2009, Sun Valley Neighborhood Center, 115 West 6 <sup>th</sup> Avenue, Sun Valley, Nevada, from 4:30 p.m. to 7:00 p.m.
Sun Valley community workshop	January 19, 2011, Sun Valley Neighborhood Center, 115 West 6 <sup>th</sup> Avenue, Sun Valley, Nevada, from 5:30 p.m. to 8:00 p.m.
Sun Valley neighborhood meeting	October 26, 2011, Hobey's Casino, 5195 Sun Valley Boulevard, Sun Valley, NV, from 5:00 p.m. to 7:00 p.m.
Sun Valley neighborhood meeting	January 31, 2012, Truckee Meadows Community College, 7000 Dandini Boulevard, Reno, NV, from 4:30 p.m. to 7:30 p.m.
Spanish Springs Public Open House	June 13, 2012, Yvonne Shaw Middle School, 600 Eagle Canyon Drive, Sparks, NV, from 4:30 p.m. to 7:30 p.m.
Public Hearing #1	October 9, 2013, Truckee Meadows Community College Student Center, Red Mountain Building, 7000 Dandini Boulevard, Reno, NV, from 4:30 p.m. to 7:30 p.m.
Public Hearing #2	October 10, 2013, Shaw Middle School, 600 Eagle Canyon Drive, Sparks, NV, from 4:30 p.m. to 7:30 p.m.
<b>Small Group Meetings</b>	
Meeting	October 19, 2009, Tanamera Development/ Iractabal Properties
Meeting	November 12, 2009, Wingfield Nevada Group, Wingfield Nevada Group Offices
Meeting	January 12, 2010, Desert Research Institute meeting, RTC Offices
Meeting	February 12, 2010, Washoe County Sheriff's Office meeting, NDOT offices

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Outreach Type	Date and Location
Meeting	April 11, 2011, City of Sparks Council Presentation, Sparks City Hall Council Chambers
Meeting	April 14, 2014, City of Sparks City Council Presentation
Meeting	April 22, 2014, Washoe County Commission Presentation
Meeting	August 26, 2014, Washoe County Commission Presentation
Meeting	December 2, 2014 Washoe County Commission Presentation
<b>Sun Valley General Improvement District (GID)</b>	
Meeting	February 11, 2010, Sun Valley GID
Meeting	January 27, 2011, Sun Valley GID
Meeting	July 14, 2011, Sun Valley GID
Field Trip	March 11, 2013, Alternative 3 Alignment (Ridgeline)
Field Trip	February 18, 2013, Alternative 3 Alignment (Ridgeline)
Email	April 17, 2014, RTC email to Darrin Price
<b>Citizen Advisory Board (CAB)</b>	
Meeting	April 11, 2009, Sun Valley CAB meeting
Meeting	November 14, 2009, Sun Valley CAB meeting
Meeting	November 16, 2009, North Valleys CAB/NAB meeting
Meeting	January 13, 2010, Spanish Springs CAB meeting
Meeting	April 10, 2010, Sun Valley CAB meeting
Meeting	January 8, 2011, Sun Valley CAB meeting
Meeting	January 12, 2011, Spanish Springs CAB meeting
Meeting	July 9, 2011, Sun Valley CAB meeting
Meeting	November 5, 2011, Sun Valley CAB meeting
Meeting	October 3, 2016, Sun Valley CAB meeting

**Appendix B:  
Public Involvement**

**Notice of Intent**

Application scenario	Number of annual respondents	Completion time (minutes)	Burden hours
Applicants age 12 or older who need to answer additional questions so SSA can determine whether an SSN was previously assigned .....	40,000	9½	6,333
Applicants asking for a replacement SSN card beyond the new allowable limits (i.e., who must provide additional documentation to accompany the application) .....	4,000	60	4,000
Totals .....	13,584,000	.....	1,933,000

Dated: February 25, 2008.  
**Elizabeth A. Davidson,**  
*Reports Clearance Officer, Social Security Administration.*  
 [FR Doc. E8-3871 Filed 2-28-08; 8:45 am]  
**BILLING CODE 4191-02-P**

**DEPARTMENT OF STATE**

[Public Notice 6113]

**Advisory Committee on International Postal and Delivery Services**

**AGENCY:** Department of State.  
**ACTION:** Notice; FACA Committee meeting announcement.

*Summary:* As required by the Federal Advisory Committee Act, Public Law 92-463, the Department of State gives notice of the inaugural meeting of the Advisory Committee on International Postal and Delivery Services. This Committee has been formed in fulfillment of the provisions of the 2006 Postal Accountability and Enhancement Act (Pub. L. 109-435) and in accordance with the Federal Advisory Committee Act.

*Public input:* Any member of the public interested in providing public input to the meeting should contact Mr. Chris Wood, whose contact information is listed under **FOR FURTHER INFORMATION CONTACT** section of this notice. Each individual providing oral input is requested to limit his or her comments to five minutes. Requests to be added to the speaker list must be received in writing (letter, e-mail or fax) prior to the close of business on March 18, 2008; written comments from members of the public for distribution at this meeting must reach Mr. Wood by letter, e-mail or fax by this same date.

**Agenda of the Meeting**

The agenda will include the following subjects:

- Preparations for U.S. participation in the UPU Congress to take place in Geneva from July 23 to August 12, 2008.
- Extra-territorial offices of exchange (ETOE).

- Performance measurement.
- Customs clearance.

*Date:* March 25, 2008 from 2 p.m. to about 5 p.m. (open to the public).  
*Location:* Room 1482, George C. Marshall Conference Center, Department of State, 2201 C Street, NW., Washington, DC 20520. Individuals attending the Committee meeting should enter the State Department at the 21st Street entrance, where photo identification will be required to be displayed to Diplomatic Security before entering the building. One of the following forms of valid photo identification will be required for admission to the State Department building: U.S. driver's license, U.S. Government identification card, or any valid passport.

For further information, please contact Christopher Wood, Office of Technical Specialized Agencies (IO/T), Bureau of International Organization Affairs, U.S. Department of State, at (202) 647-1044, [woodcs@state.gov](mailto:woodcs@state.gov).

Dated: February 21, 2008.  
**Dennis M. Delehanty,**  
*Designated Federal Officer, Advisory Committee on International Postal and Delivery Services.*

Dated: February 21, 2008.  
**Dennis M. Delehanty,**  
*Foreign Affairs Officer, Department of State.*  
 [FR Doc. E8-3939 Filed 2-28-08; 8:45 am]  
**BILLING CODE 4710-19-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

**Environmental Impact Statement; Washoe County, NV**

**AGENCY:** Federal Highway Administration (FHWA), DOT.  
**ACTION:** Notice of Intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed highway project in Washoe County, NV.

**FOR FURTHER INFORMATION CONTACT:** Mr. Abdelmoez Abdalla, Environmental Project Manager, Federal Highway Administration, 705 North Plaza Street, Suite 220, Carson City, Nevada 89701-0602, Telephone: (775) 687-1231; Mr. Steve Cooke, Chief, Environmental Service Division, Nevada Department of Transportation (NDOT), 1263 S. Stewart Street, Carson City, Nevada 89712, Telephone: (775) 888-7686; or Mr. Doug Maloy, Project Manager, Regional Transportation Commission (RTC), 1105 Terminal Way, Suite 108, Reno, Nevada 89502, Telephone: (775) 335-1865.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the NDOT, will prepare an Environmental Impact Statement (EIS) on a proposal to improve Pyramid Way (SR 44) from Queen Way to Calle de la Plata Drive and a proposal for a new corridor from Vista Boulevard to US-395 near the Parr/Dandini Interchange in Washoe County, Nevada. The FHWA will serve as the Lead Federal agency while the NDOT and the RTC will serve as Joint Lead Agencies. The new SAFETEA-LU environmental review process will be followed.

The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid highway to Spanish Springs and Pyramid Lake. Improvements to the existing corridor (Pyramid Highway) are considered necessary to provide for the existing and projected traffic demand. There will be a "No Build Alternative" and "Build Alternatives" developed that may include improvements to existing Pyramid Highway from Queen Way to Calle de la Plata and a possible new roadway between US-395 and Vista Boulevard.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A formal scoping meeting will be held later this year or early next year. Public notice will be

given of the time and place of the meeting.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

**Authority:** 42 U.S.C. 4321 *et seq.*, 49 CFR 1.48(d)(17), and 40 CFR 1501.7.

Issued on: February 20, 2008.

**Susan E. Klekar,**

*Division Administrator, Federal Highway Administration, Nevada Division, Carson City, Nevada.*

[FR Doc. 08-885 Filed 2-28-08; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice of Final Federal Agency Actions on Winston-Salem Northern Beltway, Forsyth County, NC

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Limitations on Claims for Judicial Review of Actions by FHWA and Other Federal Agencies.

**SUMMARY:** This notice announces actions taken by the FHWA and other Federal agencies that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to a proposed highway project, the Winston-Salem Northern Beltway, from U.S. 158 southwest of Winston-Salem to U.S. 311 southeast of Winston-Salem in Forsyth County, North Carolina. Those actions grant licenses, permits, and approvals for the project.

**DATES:** By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before August 27, 2008. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

**FOR FURTHER INFORMATION CONTACT:** Clarence W. Coleman, P. E., Operations

Engineer, Federal Highway Administration, 310 New Bern Avenue, Ste 410, Raleigh, North Carolina, 27601-1418; Telephone: (919) 747-7014; e-mail: [clarence.coleman@fhwa.dot.gov](mailto:clarence.coleman@fhwa.dot.gov). FHWA North Carolina Division Office's normal business hours are 8 a.m. to 5 p.m. (Eastern Time). You may also contact Gregory J. Thorpe, PhD, Project Development and Environmental Analysis Branch Manager, North Carolina Department of Transportation (NCDOT), 1 South Wilmington Street (Delivery), 1548 Mail Service Center, Raleigh, North Carolina 27699-1548; Telephone (919) 733-3141, [gthorpe@dot.state.nc.us](mailto:gthorpe@dot.state.nc.us). NCDOT—Project Development and Environmental Analysis Branch Office's normal business hours are 8 a.m. to 5 p.m. (Eastern Time).

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that the FHWA and other Federal agencies have taken final agency actions by issuing licenses, permits, and approvals for the following highway project in the State of North Carolina: the Winston-Salem Northern Beltway, Forsyth County, North Carolina. The proposed action would be the construction of a 34.2-mile multi-lane divided, controlled access highway on new location from U.S. 158 southwest of Winston-Salem to U.S. 311 southeast of Winston-Salem in Forsyth County, North Carolina. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Supplemental Final Environmental Impact Statement (Western Section)/Final Environmental Impact Statement (Eastern Section and Eastern Section Extension) (SFEIS/FEIS) for the project, approved on January 11, 2007, in the FHWA Record of Decision (ROD) issued on February 15, 2008, and in other documents in the FHWA administrative record. The SFEIS/FEIS, ROD, and other documents in the FHWA administrative record file are available by contacting the FHWA or NCDOT at the addresses provided above. The FHWA SFEIS/FEIS and ROD can be viewed at the NCDOT—Project Development and Environmental Analysis Branch, 1 South Wilmington Street, Raleigh, North Carolina; NCDOT—Division 9 Office, 375 Silas Creek Parkway, Winston-Salem, North Carolina and the Winston-Salem Department of Transportation, City Hall South, 101 East First Street, Room 307, Winston-Salem, North Carolina.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. *General:* National Environmental Policy Act (NEPA) [42 U.S.C. 4321-4351]; Federal-Aid Highway Act [23 U.S.C. 109].

2. *Air:* Clean Air Act [42 U.S.C. 7401-7671(q)].

3. *Land:* Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].

4. *Wildlife:* Endangered Species Act [16 U.S.C. 1531-1544 and Section 1536], Marine Mammal Protection Act [16 U.S.C. 1361], Anadromous Fish Conservation Act [16 U.S.C. 757(a)-757(g)], Fish and Wildlife Coordination Act [16 U.S.C. 661-667(d)], Migratory Bird Treaty Act [16 U.S.C. 703-712], Magnuson-Stevenson Fishery Conservation and Management Act of 1976, as amended [16 U.S.C. 1801 *et seq.*].

5. *Historic and Cultural Resources:* Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)-11]; Archeological and Historic Preservation Act [16 U.S.C. 469-469(c)]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001-3013].

6. *Social and Economic:* Civil Rights Act of 1964 [42 U.S.C. 2000(d)-2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201-4209].

7. *Wetlands and Water Resources:* Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601-4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)-300(j)(6)]; Wild and Scenic Rivers Act [16 U.S.C. 1271-1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; TEA-21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(m), 133(b)(11)]; Flood Disaster Protection Act [42 U.S.C. 4001-4128].

8. *Hazardous Materials:* Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) [42 U.S.C. 9601-9675]; Superfund Amendments and Reauthorization Act of 1986 (SARA); Resource Conservation and Recovery Act (RCRA) [42 U.S.C. 6901-6992(k)].

9. *Executive Orders:* E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13007 Indian Sacred Sites; E.O. 13287 Preserve America; E.O. 13175 Consultation and Coordination with

**Appendix B:  
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**Notice of Availability**

CFR 79, Subpart F, is covered by a separate information collection. Manufacturers are also required to submit periodic reports (annually for additives, quarterly and annually for fuels) on production volume and related information. The information is used to identify products whose evaporative or combustion emissions may pose an unreasonable risk to public health, thus meriting further investigation and potential regulation. The information is also used to ensure that fuel additives comply with EPA requirements for protecting catalytic converters and other automotive emission controls. The data have been used to construct a comprehensive data base on fuel and additive composition. The Mine Safety and Health Administration of the Department of Labor restricts the use of diesel additives in underground coal mines to those registered by EPA. Most of the information is business confidential.

*Form Numbers:* EPA Forms 3520–12, 3520–12A, 3520–12Q, 3520–13, 3520–13A, and 3520–13B.

*Respondents/affected entities:* Manufacturers and importers of motor-vehicle gasoline, motor-vehicle diesel fuel, and additives to those fuels.

*Respondents obligation to respond:* Mandatory per 40 CFR part 79.

*Estimated number of respondents:* 1850.

*Frequency of response:* On occasion, quarterly, annually.

*Total estimated burden:* 20,600 hours per year. Burden is defined at 5 CFR 1320.03(b).

*Total estimated cost:* \$1,898,875 per year, includes \$44,875 annualized capital or operation & maintenance costs.

*Changes in estimates:* There is an increase of 900 hours in the total estimated respondent burden compared with the ICR currently approved by OMB. This increase is due to an increase in the number of registered fuels for which quarterly and annual reports are required.

**John Moses,**

*Director, Collection Strategies Division.*

[FR Doc. 2013–22227 Filed 9–12–13; 8:45 am]

**BILLING CODE 6560–50–P**

## ENVIRONMENTAL PROTECTION AGENCY

[3ER–FRL–9011–1]

### Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202)

564–7146 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements

Filed 09/03/2013 through 09/06/2013 Pursuant to 40 CFR 1506.9.

### Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <http://www.epa.gov/compliance/nepa/eisdata.html>.

EIS No. 20130263, Draft EIS, FHWA, NV, Pyramid Highway/US 395 Connection, Comment Period Ends: 11/12/2013, Contact: Abdelmoez Abdalla 775–687–1231

EIS No. 20130264, Final EIS, FHWA, CO, Interstate 25 Improvements through Pueblo, Review Period Ends: 10/15/2013, Contact: Chris Horn 720–963–3017

EIS No. 20130265, Final EIS, USFS, UT, Fishlake National Forest Oil and Gas Leasing Analysis Project, Review Period Ends: 10/21/2013, Contact: Rob Hamilton 435–896–1022

EIS No. 20130266, Draft EIS, USN, GU, The Mariana Islands Training and Testing, Comment Period Ends: 11/12/2013, Contact: John Van Name 808–471–1714

EIS No. 20130267, Final Supplement, USFS, CA, Sierra Nevada Forest Plan Amendment (SNFPA), Review Period Ends: 11/18/2013, Contact: Donald Yasuda 916–640–1168

EIS No. 20130268, Final EIS, USFWS, WV, Proposed Issuance of an Incidental Take Permit For the Beech Ridge Energy Wind Project Habitat Conservation Plan, Review Period Ends: 10/15/2013, Contact: Laura Hill 304–636–6586

EIS No. 20130269, Draft EIS, NRC, 00, Generic—Waste Confidence, Comment Period Ends: 11/27/2013, Contact: Sarah Lopas 301–287–0675

EIS No. 20130270, Draft EIS, FHWA, OH, Cleveland Opportunity Corridor Project, Comment Period Ends: 10/28/2013, Contact: Naureen Dar 614–280–6846

EIS No. 20130271, Final EIS, HUD, NY, Halletts Point Rezoning, Review Period Ends: 10/15/2013, Contact: Robert Dobruskin 212–720–3423

EIS No. 20130272, Final EIS, USFS, AK, Greens Creek Mine Tailings Disposal Facility Expansion, Review Period Ends: 10/28/2013, Contact: Sarah Samuelson 907–789–6274

### Amended Notices

EIS No. 20130159, Final Supplement, USACE, IN, Indianapolis North Flood

Damage Reduction Project, Review Period Ends: 10/31/2013, Contact: Keith Keeney 502–315–6885 Revision to FR Notice Published 07/05/2013; Extending Comment Period from 09/06/2013 to 10/31/2013

EIS No. 20130260, Draft EIS, BIA, NV, Moapa Solar Energy Center, Comment Period Ends: 10/21/2013, Contact: Amy Heuslein 602–379–6750 Revision to FR Notice Published 09/06/2013; Correction to Comment Period—Change from 10/14/2013 to 10/21/2013 and Contact Phone Number should be 602–379–6750.

Dated: September 10, 2013.

**Aimee S. Hessert,**

*Deputy Director, NEPA Compliance Division, Office of Federal Activities.*

[FR Doc. 2013–22363 Filed 9–12–13; 8:45 am]

**BILLING CODE 6560–50–P**

## ENVIRONMENTAL PROTECTION AGENCY

[FRL–9900–95—Region 5]

### Proposed Listing of Additional Waters To Be Included on Indiana's 2010 List of Impaired Waters Under the Clean Water Act

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Reopening of comment period.

**SUMMARY:** EPA is reopening the comment period for its notice which announces the availability of EPA's proposed decision identifying water quality limited segments and associated pollutants in Indiana to be listed pursuant to the Clean Water Act Section 303(d)(2), and requests public comment. For additional information regarding this action, please refer to EPA's original public notice published at 78 **Federal Register** 35929 (June 14, 2013), which is available at <https://federalregister.gov/a/2013-14192>.

**DATES:** Comments on this document must be received in writing by October 15, 2013.

**ADDRESSES:** Written comments on this notice may be submitted to Tinka Hyde, Director, Water Division, Attn: Indiana's 303(d) list, U.S. Environmental Protection Agency, 77 West Jackson Boulevard, Chicago, Illinois 60604. Alternatively, comments may be submitted electronically to the following email address: [rivera-carrero.vilma@epa.gov](mailto:rivera-carrero.vilma@epa.gov).

**FOR FURTHER INFORMATION CONTACT:** Vilma Rivera-Carrero, Watersheds and Wetlands Branch, at the EPA address noted above or by telephone at (312) 886–7795.

## Appendix B: Public Involvement

### Stakeholder Working Group Meetings





## Meeting Minutes

**Project:** Pyramid Highway/US 395 Connection

**Purpose:** Stakeholder Working Group (SWG) Meeting #1

**Date Held:** April 7th, 2008

**Location:** Summit Christian Church, High Country Room  
7075 Pyramid Highway, Sparks NV

**Attendees:**

<b>RTC:</b>	Doug Maloy, Michael Moreno
<b>CH2M HILL:</b>	Cindy Potter, Leslie Regos
<b>Jacobs Carter Burgess.:</b>	Jim Caviola, David Dodson, Steve Oxoby
<b>SWG Members:</b>	<b>See attached sign-in sheet.</b>

**Copies:** Attendees, File

***NOTE: The next SWG Meeting will be held on Monday, June 23, 2008 from 5:30 – 7:30 at the Spanish Springs Library, 7100A Pyramid Highway, Sparks, Nevada (Lazy 5 Park Complex). A meeting reminder will be sent 2 weeks in advance along with an agenda.***

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## Summary of Discussion:

### 1. Welcome and Introduction

- Doug Maloy welcomed the group, thanked them for their attendance and for their participation.
- Leslie Regos gave an explanation of the intent of this meeting.
- SWG and PMT members introduced themselves.

### 2. Project Overview & Goals

- Leslie gave a PowerPoint presentation highlighting the following project issues (See attached PowerPoint presentation):
  - a. Project corridor history:
    - i. Development of the RTC's Pyramid Corridor Management Plan and its recommendations, "Package C".
  - b. Project goals:
    - i. A collaborative process to develop an Environmental Impact Statement (EIS) and preliminary engineering of a preferred alternative.
  - c. Project details:
    - i. Project study area.
    - ii. Study schedule with approximate milestone dates.

- d. Team organization:
  - i. The RTC (the lead agency), NDOT, FHWA, consultants and sub-consultants work in collaboration with the Stakeholder Working Group (SWG), Technical Advisory Committee (TAC), Project Steering Team (PST) and the general public. The roles for each group were defined.

**The Role of the SWG**

- a. Communicate community needs and vision.
  - b. Advisory body to the PMT.
  - c. Initially will meet every other month, eventually will meet quarterly.
  - d. Serve as point of contact representing the body of each individual organization.
  - e. Provide input on proposed project alternatives.
  - f. Communicate project information to individual organizations and general public.
  - g. Serve as an extension of the Pyramid Highway/US 395 Connection Project team.
- e. Intent of the Purpose and Need.
    - i. It is the backbone of the NEPA document.
    - ii. It establishes existing conditions to which the agency is proposing significant taxpayer investment and environmental impact.
    - iii. It discusses the relationship between existing and desired conditions.
  - f. Review of the project development process:
    - i. Federal funding and significant environmental impacts initiate the NEPA process.
    - ii. Benefits of the NEPA process.
    - iii. Coordinating and participating agencies involved.
    - iv. Public outreach.
    - v. Environmental justice.
    - vi. Alternative Screening (See handout).
    - vii. Project Milestone Schedule.

**3. Proposed Protocols and Working Agreements for the SWG and the PMT.**

- See handout, highlights include:
  - a. Proposed attendance expectations.
  - b. Proposed meeting format, documentation and internal communication.
  - c. Proposed Process for Making Recommendations.
  - d. External communication protocol.
  - e. Proposed ground rules for working together as a team.

**4. Review and Discuss Draft Purpose & Need (See handout):**

- Need to address existing congestion.
  - a. Level of Service (LOS) Defined.
    - i. Related to time delay at intersections.

- ii. Related to density and speed on roadway segments.
    - iii. LOS E can be the most efficient in relation to traffic volumes.
  - b. The current RTC LOS standard policy for arterial roadways is currently LOS D inside McCarran Blvd. and LOS C outside McCarran Blvd. during the AM and PM peak hour.
  - c. The RTC is recommending that the local agencies adopt changing the design requirements from LOS C to LOS E for regional roads with year 2030 projected average daily traffic volumes in excess of 27,000 ADT.
  - d. The existing LOS on Pyramid Highway from McCarran Blvd. to north of Queen Way is E and F during the AM and PM peak hour.
- Need to address existing and forecasted population growth.
    - iv. Projections include 2040 numbers.
  - Need to address travel inefficiencies.
  - Need to address existing safety issues.
  - Need to address existing and future regional access needs.
  - Need to be consistent with the current regional and local plans.
  - It is crucial to define the Purpose and Need correctly.

**5. Standard Meeting Dates and Times**

- 4<sup>th</sup> Monday of the month from 5:30 to 7:30, approximately every other month
- Next meeting will be June 23<sup>rd</sup>, 2008 at the Spanish Springs Library 7100A Pyramid Highway Sparks, NV (Lazy 5 Park Complex)

**6. Questions & Comments**

- *Will there be additional capacity provided by NDOT to US395 to accommodate the potential increase in traffic volume generated by the completion of a Pyramid & US 395 connection?*
  - a. Other regional studies are ongoing (Example: Pyramid/McCarran Intersection).
  - b. NDOT completed the Washoe County Freeway Corridor Study which detailed the improvements needed to the existing freeway infrastructure based on forecasted population and traffic growth. The Pyramid Highway/US 395 Connection was included in this study and ties into the master plan completed by NDOT to address regional needs.
- In addressing the regional access needs, individual property owners, both commercial and residential might be adversely affected. Direct access to Pyramid Highway could be cut off.
- *Will traffic volumes and other data be presented?*
  - a. Yes, traffic data has been collected and will be presented for the first time during the public meeting on 4/15/08, and at future SWG meetings.
- *How can the forecasted population growth numbers be trusted when past forecasts were incorrect?*
  - a. This is a valid concern and forecasts are recognized as being approximate, but population growth is expected regardless.
  - b. Should show how population growth forecasts are determined.
- *Are there plans for a west to east connection from Pyramid over to Vista Blvd?*
  - a. An east/west connection from Pyramid to Vista Blvd. is included in the study.
- *Have any roadway alternatives been developed?*

- a. At this stage in the project, there have only been discussions amongst the team of potential interchange locations. Alternatives have yet to be studied or developed.
- *What is the status of the Sun Valley Western project? What would happen to the LOS along the Pyramid corridor if this project were to take place?*
  - a. The West Sun Valley Arterial project is part of the recommendation of the Pyramid Corridor Management Plan (“Package C”), and is also a part of the 2030 plan, however it is considered a separate project from this one and is not considered as high priority for the RTC at this time.
- It appears from the project study map that any alternatives developed in this area would just be creating new “bottlenecks” or pinch points at different areas along US 395 and at McCarran.
  - a. This intent of this study is to find a solution to traffic issues along the Pyramid Corridor and to provide an alternative route east to west. We can not solve all of the regional traffic issues with this one project. We need to work in conjunction with the other studies ongoing in the region to best manage new traffic being introduced to other facilities and locations.
- *There is a free right turn being designed at the Pyramid/McCarran intersection, will this affect traffic volumes along the Pyramid corridor?*
  - a. This is a short term solution to the existing traffic issues at this intersection and it is assumed that the need for improvements along the Pyramid corridor and an east/west connection will still be warranted.
  - b. The consulting firm (Parsons) working on the Pyramid/McCarran intersection is a sub-consultant to Jacobs Carter Burgess on this project and we will coordinate with them closely.
  - c. Currently there are only three north/south alternatives to access the Spanish Springs area and existing traffic is currently accessing US 395. This situation will not change, and one of the intentions of this project is to study more efficient north/south routes and US 395 access alternatives.
- *What effect will the Southeast Connector have on traffic numbers along US 395?*
  - a. We will be working with local agencies and our own traffic experts to incorporate regional plans and forecasted traffic volumes into our study.

## **7. Next Steps**

- A public meeting will be held next week on 4/15/08 at the Lazy 5 Community Center from 4:00 to 7:30. A display with existing and forecasted traffic volumes will be provided.
- The next SWG meeting will be held on June 23<sup>rd</sup>, 2008 at the Spanish Springs Library 7100A Pyramid Highway Sparks, NV (Lazy 5 Park Complex)
- After the June meeting it will be decided if the SWG should move to quarterly meetings.

## Meeting Minutes

**Project:** Pyramid Highway/US 395 Connection Study

**Purpose:** Stakeholder Working Group

**Date Held:** July 28, 2008

**Location:** Desert Research Institute  
2215 Raggio Parkway, Reno NV

**Attendees:**

<b>RTC:</b>	Doug Maloy
<b>Jacobs Carter Burgess:</b>	Bryan Gant, Steve Oxoby, David Dodson
<b>CH2M HILL:</b>	Leslie Regos, Mark Gallegos
<b>SWG Members:</b>	See attached sign-in roster

**Copies:** SWG Membership, Attendees, File

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## Summary of Discussion:

### 1. Welcome and Introductions

- Leslie Regos welcomed attendees and provided a brief overview of the agenda.
- Attendees introduced themselves.
- Handouts provided for review and discussion:
  - Draft SWG Summary of Level One Alternatives Development and Screening
  - Draft Level One Screening Table

### 2. 5 - Minute Opportunity

- SWG Members were provided an opportunity to discuss any questions/thoughts that might have been brought to their attention by their respective constituencies.
- Greg Bortolin of the Desert Research Institute (DRI) expressed his hope that the current congestion and safety/access issues on Dandini Boulevard around the DRI and TMCC would be addressed either within this study or other upcoming projects.

### 3. Study Status and Schedule – Leslie Regos

- Still within the scoping and alternatives development and Level 1 Screening process. The team is working to screen alternatives down to a manageable number that can then be looked at in more detail from an environmental and engineering design standpoint within the Level 2 Screening
- Leslie walked through the remaining steps of the process and the anticipated time frames through completion of the Final EIS. The Team is currently 9-10 months into the process and currently on schedule.

### 4. Review of Alternatives Methodology – Leslie Regos

- Leslie provided a refresher on the screening methodology that is being used.
- The SWG was reminded that the purpose of the screening process is to funnel the multiple possible alternatives to a smaller number which are found to be technically sound, financially affordable, and have the majority of support of the involved agencies and the public.
- The goal of the Level 1 Screening was to identify and eliminate those alternatives that did not meet Purpose and Need and/or were otherwise fatally flawed.
- The team anticipates that the Level 2 screening will occur by late fall. Once the Level 2 screening is complete, the next SWG meeting would be scheduled so that the Team can share its findings with the SWG.
- Attendees were advised that any newly identified alternatives can be put through this same process during the study and were encouraged to share new ideas for possible alternatives as they arise.
- Alternatives screened at this point came from a variety of sources including the RTC's Corridor Management Plan, the public scoping meeting held, and ideas developed by the Team as they looked and the corridor and considered other improvements not previously introduced.

#### **5. Review of Level 1 Screening Results**

- An overview of each of the alternatives evaluated to date was provided to attendees while referencing the "SWG Summary Level One Alternatives Development and Screening" handout provided to attendees.
- Attendees were reminded that the Level 1 Screening is a high-level screening using more qualitative rather than quantitative assessment.
- The study area has been expanded as a result of feedback received during the first SWG and public meetings which requested the Team look at alternatives within the areas a little more to the north and west of the original proposed study area. A map of the newly expanded study area provided for reference.
- System Alternatives were described by David Dodson including an explanation of the "no-action" alternative and how this would be used as a control model in accordance with NEPA requirements.
- Transit Alternatives overview was provided by Steve Oxoby.
- Highway alignment and lane type alternatives overview was provided by Bryan Gant.
- Bryan explained to the attendees that many of the highway alignments were a product of the previous study performed within the corridor. The team has gone back and taken another look at the underlying data and assumptions and compared these to data available today to determine if these alternatives are still viable. In most cases they were.
- Team recommendations for Level 1 elimination were discussed referencing the Draft Level 1 Screening table provided.
- Leslie Regos provided an overview of the qualitative process and questions asked during the Level 1 screening used in developing the recommendations of the team and provided a table illustrating the initial results/recommendations for review and discussion.
- A brief discussion of the 2040 RTP was provided in order to give attendees a sense of how this study ties in with other potential future improvements throughout the region to provide a better overall system perspective.
- Bryan Gant reminded attendees that the study process allows for additional alternatives to be considered at any point during the process and encouraged attendees to bring forward possible alternatives that might come up in meetings with their constituencies as they arise.
- Attendees were advised that the Team would be happy to send a representative to discuss the study with their respective organizations if desired. Also, if questions/comments/ideas come up prior to the next meeting, attendees are encouraged to contact the Study Team.

**NOTE:** The following "Q&A" and "Additional Comments" sections provide a brief summary of discussions that took place during the meeting. These sections are not documented in strict

chronological order, but rather they combine related discussions that took place at different times during the meeting.

**6. Q & A**

Q: If there are any proposed alternatives that impact BLM land, would that add more time to the process?

A: Yes. However, we are working with the FHWA, BLM and other agencies to determine up-front if there are any issues so that these can be addressed as early in the process as possible and hopefully limit any impacts to the study schedule.

Q: With regard to Transportation Demand Management (TDM) options, do you actually survey the public and companies to see if they are willing to participate in the various TDM options?

A: The RTC has a proactive education campaign to advise business and the public of the various options and also performs various surveys to gauge interest. TDM would not necessarily be a stand-alone solution, but it is important to capture it as a potential supplemental alternative to be used in conjunction with other alternatives.

Q: What is the difference between Transportation Demand Management (TDM) and Transportation System Management (TSM).

A: TDM is focused on changes in individual driver behavior with regard to how they use the transportation system and roadways (people focused). TSM is managing the actual system differently through signalization and timing, changeable message signs, etc. in order to help the system operate more efficiently (technology focused).

Q: Could the Bus Rapid Transit (BRT) lane also be used as a carpool lane rather than having a lane dedicated only to buses?

A: This type of combination has never been tried before so we are uncertain how efficiently a dual purpose lane would operate given that buses would have to constantly slow down to make stops and therefore affect carpool traffic. There would potentially be options of managing the lane such that it is mixed purpose during certain times of day.

Q: What about using reversible lanes?

A: This has been carried over as a supplemental alternative that may prove useful in conjunction with potential highway/roadway alternatives.

Q: What is the difference between a freeway and an expressway?

A: A freeway would be completely access controlled, grade separated, with limited access to cross roads via on- and off-ramps only (US 395 through Reno is an example of this). An expressway operates much like a freeway however would have occasional intersections, traffic lights, etc (US 395 south of Carson City heading down into Douglas County would be an example).

Q: Are you looking at any freeway alternatives that parallel Pyramid rather than using the existing altering the existing Pyramid?

A: We are looking at potential traffic impacts if we were to run alignments to the west parallel of the existing Pyramid alignment. We might want to consider whether the "relocating" or "realigning" of Pyramid should be called out as a separate alternative and studied accordingly.

Q: Shouldn't we be preserving right of way along the Pyramid Highway to accommodate potential future widening?

A: The RTC does make recommendations to local agencies and developers regarding future right of way needs along Pyramid in accordance with the updated Pyramid Corridor Management Plan. The challenge with acquiring right of way is funds are more apt to be used on current needs and are not readily available to acquire property from a developer and they are not willing to give up property without compensation.

Q: If a connection is made to US 395 at the Parr/Dandini area, won't this negatively impact traffic already existing on US 395? Traffic is already pretty heavy during peak hours within this area?

A: As we move into the Level 2 screening and beyond we would begin to take a more in-depth look at system improvements that would need to be made within impacted areas to accommodate the increased flow of traffic.

Q: On some of these freeway alternatives that would restrict local access, would there be frontage roads to provide this type of local access?

A: This level of analysis would take place in the later screening levels, but it is anticipated that frontage roads would need to be a part of these particular alternatives.

Q: Why was light rail eliminated at this stage? I think that this option from Spanish Springs through to Carson City would be of great benefit.

A: The reason light rail has been screened out was due to projected densities in the Spanish Springs area not being sufficient to support a full transit alternative of this type. The 2040 projections show approximately 2.5 dwelling units per acre in this area. We would need to be up around 8 dwelling units per acre and above to support mass transit on the scale required for light rail and the associated costs of construction and operation.

Q: When you do this type of planning, do you actually go out and look at the roadways to see what is along side these roadways?

A: This level of detail is analyzed and considered as we move further along in the screening process. It is possible that alternatives carried forward at this point will be eliminated as we move forward into greater detailed analysis.

Q: Is it more cost-effective to build on an existing alignment or to start from scratch on a new alignment?

A: That will vary from case to case and is dependent on multiple variables with right-of-way acquisition being one of the largest components of this.

Q: Has there been any study with regard to which direction(s) most of the traffic is traveling?

A: Yes. Studies have shown that traffic moves in all directions as the Reno/Sparks area does not have a central employment center, but rather employment centers are distributed throughout the region. This pattern of development will continue into the future, and therefore, the need to provide increased connectivity and flow in all directions throughout the entire system will continue to be of importance.



## 7. Additional Comments

- It is important to keep in mind that with future development planned for the North Valleys (Stead/Red Rock areas), these areas will eventually become more of an employment center which makes east/west connections from US 395 to east Sparks even more critical in the future.
- There should be less reliance on north south connections by providing east/west connections and include access at Dandini and 7<sup>th</sup> St.
- Connectivity should be considered so as not to preclude access to and from local development.
- When restricting of access is discussed, it is assumed by the RTC and the Team that local networks will need to be studied and potentially improved to make sure that needed local access is still maintained and adequate so as not to disrupt commerce and travel within the affected areas.
- We are using traffic numbers from the latest 2040 plan which has not been completely adopted yet, to make sure that we are using the latest numbers available.
- Reno does not have a central business district, there are instead several employment centers spread out around the area and this pattern will continue with future planned development. This means that we are not looking at moving traffic between just a couple of major areas but instead are needing to move traffic efficiently throughout the entire system. It is also important to keep in mind that this study is not intended to solve all of the traffic problems throughout the system. We are only looking at one piece of the system. There are many other projects identified in the RTC's 2040 plan which will tie into the study we are working on and are being taken into consideration while we evaluate alternatives for this study.
- I think alternatives H-6, H-7, H-16, H-17, and H-18 are going to run into some major environmental issues. Washoe County Parks just finished our open space plan so we have a lot of data on the properties that could be affected that I would be happy to share with you (Jen Budge).
- I think we need to start looking at other ways of moving traffic rather than always directing everything onto US 395 and I-80.
- I am concerned that by the time any improvements are made they will already be obsolete and that the local governments need to start being more aggressive when it comes to transportation and traffic planning and getting projects built.
- There are currently 2 ballot issues on the table in order to help close the gap in funding so that needed projects can be built, but it is going to require public support to make it happen.
- The team will be looking at possibly studying a parallel alignment to Pyramid Highway as a separate alternative.
- Alternatives H-14 and H-15 should connect to Sparks Boulevard.
- West Sun Valley is critical for north/south movements.
- It seems as though H-16, 17, and 18 carry everything to US 395, which is already pretty close to capacity. I think H-14 and 15 would provide better flow as they give "double access" providing better connections to US 395 as well as I-80.

**NOTE: The next meeting will be scheduled once the Level 1 Screening is completed and the Team has begun moving into the Level 2 Screening. The Team anticipating that this will occur sometime in the late fall of 2008.**

Meeting adjourned at 7:20 p.m.

## Meeting Minutes

**Project:** Pyramid Highway/US 395 Connection

**Purpose:** Stakeholder Working Group

**Date Held:** April 27, 2009

**Location:** Spanish Springs Library, Pauite Room  
7100A Pyramid Highway, Sparks, NV

**Attendees:**

<b>RTC:</b>	Doug Maloy, Michael Moreno
<b>Jacobs Carter Burgess:</b>	Bryan Gant
<b>CH2M HILL:</b>	Leslie Regos, Mark Gallegos
<b>SWG Members:</b>	Vaughn Hartung, Steve Grosz, Brooke Keast, Scott Nebesky, Katherine McGrath

**Copies:** SWG Membership, Attendees, File

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## Summary of Discussion:

### 1. Welcome and Introductions

- Leslie Regos welcomed attendees and provided a brief overview of the agenda.
- Attendees introduced themselves.
- Attendees were advised of Public Open House scheduled to be held at Sun Valley Neighborhood Center on 4/29/2009.
- Handouts provided for review and discussion:
  - Level 2A Screening Results
  - Level 2A Alignment Alternatives

### 2. 5 - Minute Opportunity

- SWG Members were provided an opportunity to discuss any questions/thoughts that might have been brought to their attention by their respective constituencies.
- A recommendation was made to adjust to later start times for public meetings based on feedback from various Sun Valley residents. 5:30 pm start time seems to work better for most residents.
- A concern was expressed regarding the open house format. Many of the same questions are being asked multiple times. Might be more productive to have a short 15-20 minute presentation with short Q&A, followed by open house. This concern is based on feedback received from residents in attendance at previous meetings.
- A recommendation was made to run all public meetings through the CAB's so that the CAB chair can assist in maintaining control of the meeting as well as provide time limit rules for public comment.

**3. Project Status and Schedule – Leslie Regos**

- Leslie explained that the screening process to-date has been based on high-level, fatal-flaw analysis to screen out those potential alternatives that do not meet purpose and need for the project, have significant impacts, or are otherwise considered to be not feasible.
- There has been some high-level impact data gathered and analyzed including relocations, habitat, flood plains, and recreation area impacts.
- The next step is to take the remaining alternatives and begin more detailed engineering and analysis to determine a preferred alternative to take into the EIS documentation.
- Currently the team is on schedule to have the draft EIS (DEIS) document prepared in early 2010.

**4. Review of Level 2A Screening Results – Bryan Gant**

- Bryan advised that although the study team is midway through the process, the level of effort and detail will be increasing as the team progresses through the study toward the drafting of the EIS. Most of the detailed engineering will be starting as the team moves into the next phases of the study.
- A brief refresher of the alternatives screening process and levels of analysis was provided.
- Overview of each of the 3 concepts remaining after the Level 2A screening was provided (H6, H7, and H17).
- A summary of the findings that led to the elimination of those concepts not carried forward was provided.
- The next screening level (2B) will involve more detailed engineering of possible alignments within the remaining concepts to further determine feasibility and get a better idea of the true impacts of each of the remaining alternatives. The team anticipates having much more defined alignments within the next 4-6 weeks.
- Level 3 analysis is anticipated to begin late May to early June. This level of analysis will begin to look at horizontal and vertical alignments, potential interchange types and locations, access impacts, facility types, and strategies to perpetuate local street networks. This will be the level in which the team will begin analysis of lane type options, transit options, and bicycle/pedestrian access.
- Moving into Level 2B, the team will be narrowing down the number of concepts from the 3 concepts being carried over from the Level 2A screening to either 1 or 2 concepts to be carried into the more detailed Level 3 screening. In Level 3, the remaining concepts will then be developed into various alignment options that will be further analyzed, screened, and narrowed to a preferred alternative(s).
- Residential relocations have been the primary environmental impact leading to the screening out of alternatives. Open space and park property impacts have also been a major contributing factor in the screening analysis thus far. Parks and open space impacts will continue to be a major decision factor as the team moves forward into the next screening levels.

**5. Next Steps – Leslie Regos**

- The project team will be working on more detailed engineering analysis on the remaining concepts through the summer.
- The SWG is anticipated to meet again in late August to September to review and discuss the engineering sketches produced in the interim and provide information on the concepts that will be carried into the DEIS.
- The next formal public meeting will be scheduled when the DEIS is complete. The team is considering going to the CAB's in the interim to give the public an opportunity to comment as the team finalizes the concepts to be carried into the DEIS.
- SWG membership will be provided information, as it becomes available, that can be shared with their respective organizations and constituencies. Information will also continue to be posted to the website.

**NOTE:** The following “Q&A” and “Additional Comments” sections provide a brief summary of discussions that took place during the meeting. These sections are not documented in strict chronological order, but rather they combine related discussions that took place at different times during the meeting.

**6. Q & A**

Q: At what point will the team start looking at detailed mitigation and impacts to individual properties?

A: We will be going into this level of detailed analysis once we are able to determine which concept(s) will be carried into the DEIS document. We anticipate this to begin sometime in late summer/early fall of 2009.

Q: Does the RTC have any concern that development within the corridor will outpace the project's development?

A: The City of Sparks and Washoe County are aware of the potential changes that will be occurring along the corridor and have also been given some idea of the types of facilities that may be needed and the potential changes to access and right-of-way requirements. These agencies understand that they will need to keep this in mind as they consider future development within the corridor.

Q: When is the anticipated start of design and construction?

A: There are several steps involved after the EIS is completed and Record of Decision has been issued, including preliminary and final design, identification of funding, determining project phasing, and right-of-way acquisition. At the earliest, construction would begin in late 2015.

Q: The Indian Colony is concerned with these extended time frames as we are beginning to plan development of some of our property within the corridor. How soon would we know what we should be planning for?

A: The team should have a good idea of what the project will look like when we complete our alternatives analysis and begin to draft the EIS and would be able to share this information with property owners so that they can plan their developments accordingly in anticipation of the future changes along the corridor.

Q: When you refer to the “Wedekind Alternative” are you referring to the Disc Drive area or actually converting Wedekind Road?

A: The Wedekind alternative as described within the Pyramid Corridor Plan would be a roadway coming off of Pyramid just south of Disc and connecting to the existing Wedekind Road. We are currently looking at variations of this alternative that would decrease the level of impact to the neighborhood as compared to connecting directly to Wedekind Road. However, there would likely still be substantial impacts that will need to be considered as we move forward with the screening process.

Q: Wasn't there a plan to extend Sun Valley Boulevard beyond the Highland Ranch development?

A: There is an extension of Sun Valley Boulevard contained within the RTC's 2040 Regional Transportation Plan.

Q: Isn't there a connection planned from Eagle Canyon to Military Road?

A: There is a North Valley connector contained within the 2040 Plan which would work with the West Sun Valley connector.

Q: How does the Southeast Connector affect the traffic numbers?

A: The team did run models with improvements to Sparks Boulevard connecting to the Southeast Connector, but the resulting traffic numbers did not show the improvements drawing traffic in sufficient volumes to reduce the congestion on Pyramid to a degree that would justify the significant relocation impacts resulting from increasing the capacity on Sparks Boulevard.

Q: Will any of the adjacent streets be affected by the improvements along Pyramid?

A: In some locations the side streets will also need to have improvements. This will depend upon the alignment selected, facility type, interchange types, etc.

Q: Are you expecting any induced increased volume and growth along existing roads and adjacent properties?

A: We will not know this until we get into more detailed analysis which will include some study of potential induced growth. Potential induced growth within the area will also be dependent upon other transportation improvements included within the 2040 Plan and City/County land use planning.

## 7. Additional Comments

- Concern was raised regarding the West Pyramid Plan (Section 33) which has been approved and could significantly change your numbers in the northern end of Pyramid and may provide justification for maintaining the West Sun Valley route. If this is developed it is anticipated that 20-30 thousand residences and a large-scale industrial park would be a part of the eventual build-out. It is believed that this project was not considered during the development of the 2040 Plan. – *The study team will be looking into this to make sure that the traffic impacts of this planned development were taken into consideration in the traffic modeling.*
- SWG members were reminded that the intersection improvements at Pyramid and McCarran are considered to be a short-term solution to ease congestion while longer term solutions (including the Pyramid/US 395 project) can be developed and implemented.
- It was noted by the project team that the West Sun Valley route is still a part of the 2040 Plan, but would be a separate project to address a separate set of needs that are not a part of the Pyramid/US 395 Connection project's scope.
- Traffic modeling shows significant increased movement from the North Valleys to the Spanish Springs area as the two areas continue to develop. This will be considered in the development alternative alignments.
- General consensus was in support of H17 with eventual additional implementation of the West Sun Valley route.
- The study team is currently looking at 3 different locations where the connector included as part of alternative H-17 could tie into US 395: south of TMCC; at Parr Avenue; north of Parr Avenue. Each of these potential connections has its own challenges and constraints due to surrounding development and current land uses.

**NOTE: The next meeting is currently anticipated for late August/September 2009, dependent on progress of the ongoing analysis.**

Meeting adjourned at 7:30 p.m.



## Meeting Minutes

**Project:** Pyramid Highway/US 395 Connection Study

**Purpose:** Stakeholder Working Group

**Date Held:** November 9, 2009

**Location:** Spanish Springs Library, Pauite Room  
7100A Pyramid Highway, Sparks, NV

**Attendees:**

<b>RTC:</b>	Doug Maloy
<b>Jacobs Engineering:</b>	Bryan Gant, Chris Martinovich
<b>CH2M HILL:</b>	Leslie Regos, David Dodson
<b>SWG Members:</b>	Dave Roberts, Steve Grosz, Katherine McGrath, Jennifer Budge, Loren Chilson, Greg Bortolin

**Copies:** SWG Membership, Attendees, File

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## Summary of Discussion:

### 1. Welcome and Introductions

- Leslie Regos welcomed attendees and provided a brief overview of the agenda and meeting objectives.
- Attendees introduced themselves.

### 2. 5 - Minute Opportunity

- Doug Maloy provided a brief history on the screening process to-date.
- No other items were brought up for discussion by SWG members.

### 3. Pyramid Highway Alternatives (Disc Drive to Golden View) – David Dodson

- Three alternatives being studied
  1. On Existing Pyramid Alignment with Frontage Roads – Overlaying a controlled access freeway on the existing Pyramid corridor. The challenge is perpetuating local access as currently exists, much of which would be addressed with the use of frontage roads. This would require a wider physical footprint within the corridor. Maintaining traffic operations during construction would be a challenge.
  2. On Existing Pyramid Alignment without Frontage Roads - Overlaying a controlled access freeway on the existing Pyramid corridor. Perpetuating local access would involve the rerouting of local roads within the developed areas to the east and west of Pyramid. This alternative is being strongly considered for elimination as the right-of-way impacts along Pyramid are similar to those with frontage roads, however, additional right-of-way impacts are

anticipated due to the need for rerouting the local roads to provide access to properties along Pyramid Highway. Maintaining traffic operations during construction would be a challenge.

3. Off Existing Pyramid Alignment – This concept avoids the challenges in perpetuating local access through this area as existing Pyramid would remain as it is today with an additional facility running parallel along the hills to the west (behind the WalMart) of the existing developments within the corridor. This concept would tie back into existing Pyramid just north of Golden View and south of Sparks Boulevard. This alternative would significantly reduce potential commercial and residential right-of-way impacts. There would be construction challenges building a roadway on the hillside as well as visual impacts.

#### **4. Pyramid Alternatives (North of Sparks Boulevard) – David Dodson**

- There are multiple interchange location/layout options and freeway termini being studied. More detailed traffic analysis will provide the information needed to further narrow these options.
- Some access points will be affected depending on the freeway terminus and interchange locations.
- The alternatives presented were primarily for determining the environmental footprint in this area so that environmental field studies could begin. All of the alternatives in this area will be highly dependent on further traffic analysis.

#### **5. Vista Connection – David Dodson**

- The primary focus for this segment has been to overlay an arterial over Disc Drive east to Vista. The concepts being developed for this segment are dependent on additional traffic analysis.
- There is some consideration being given to a new alignment south of Disc, however, due to federal land use constraints in the hills through this area, the design team is focusing more on the possibility of developing a viable Disc Drive facility alternative to avoid this area.

#### **6. Sun Valley Crossing – David Dodson**

- There are currently three options being considered for the freeway connection crossing through Sun Valley.
  1. The southern alignment alternative would cross Sun Valley just north of El Rancho. This alignment has some challenges with steep grades as well as proximity of the potential interchange location at Sun Valley Boulevard to the El Rancho/Dandini intersection. This alternative would have the least number of right-of-way impacts.
  2. The middle alignment alternative would cross Sun Valley in the area of Rampion Way. The freeway grades will be a challenge with this alternative. Intersection spacing with the other intersections along Sun Valley Boulevard would work better than with southern alignment. Right-of-way impacts are comparable to southern alignment.
  3. The northern alignment alternative would cross Sun Valley in the area of First Avenue. The northern alignment alternative provides some relief with respect to grades and terrain. This route would have greater right-of-way impacts as compared to the southern and middle alternatives (approximately double).
- A brief overview of interchange concepts on the Sun Valley alignments was provided.

#### **7. US 395 Connector – David Dodson**

- There are currently three interchange location options for the US 395 Connector.
  1. At-Parr Boulevard – This alternative would bring the freeway connection through the hills just north of Dandini Boulevard with an interchange in the area of the existing Parr Boulevard interchange. Currently, this concept does not include access to the connector via Parr/Dandini. The study team is looking at possible ways to integrate this access based on feedback from the Technical Advisory committee (TAC).
  2. North of Parr Boulevard – This alternative would bring the freeway connection north of Dandini Boulevard and an interchange just south of the Regional Emergency Response Training Center. It was the opinion of the TAC that this alternative be eliminated due to its complexity

and out-of-direction travel on the condition that the Parr access to the connector (which this alternative provides) could be integrated into the at-Parr alternative.

3. South of Parr Boulevard – This alternative would take the freeway connection south of TMCC/DRI through the current open space with an interchange just to the north of Clear Acre/McCarran. This alternative involves some residential impacts. The alternative would also involve some traffic operations challenges due to the proximity to Clear Acre/McCarran and the ramp braiding that would be needed to make the interchanges function together.

#### **8. Next Steps – Leslie Regos**

- The study team will be making presentations to citizen and neighborhood advisory boards, developers and key stakeholder groups within the corridor throughout November 2009 and into early 2010 to review concepts and provide an opportunity for input.
- The team is in the process of organizing a “design workshop” for the community of Sun Valley to encourage additional participation from residents in the area and provide the opportunity for review of the concepts and obtain feedback.
- The team will begin more detailed traffic modeling through the remainder of 2009 and into early 2010.
- Field studies will be performed through the end of 2009 and into early 2010.
- The team will be organizing an Executive Advisory Committee consisting of policy level decision makers from City of Reno, Washoe County, City of Sparks, NDOT, FHWA, and RTC. This will provide the directors from these agencies an opportunity to review the concepts and provide comment/direction before moving into more detailed engineering.
- The team anticipates having a Draft EIS by Spring/Summer 2010.

**NOTE:** The following “Q&A” and “Additional Comments” sections provide a brief summary of discussions that took place during the meeting. These sections are not documented in strict chronological order, but rather they combine related discussions that took place at different times during the meeting.

#### **Q & A**

Q: Have you looked at comparisons between construction costs versus relocations and property acquisition costs for the on- and off-alignment concepts?

A: In general, cost analysis has been considered to some degree, however, more detailed cost analysis will need to be performed as alternatives are further narrowed and more detailed engineering can be performed.

Q: Do you have a working group that involves the commercial developers in the area to get their feedback?

A: We are meeting individually with the developers and major property owners to obtain their input on the conceptual alternatives and any concerns they might have.

Q: Is there a Sun Valley option that is preferred by the study team?

A: What the Technical Advisory Committee (TAC) has recommended is that the northern alignment through Sun Valley be dropped due to the number of residential impacts with the middle and southern alignments being carried forward for further study.

Q: What about noise impacts to TMCC and DRI with the new connector running past them?

A: Noise will be one of the impacts studied as we move forward. Baseline noise levels would be determined during the environmental field investigations and potential impacts and possible mitigation



measures for each of the alternatives would be determined once the team begins more detailed engineering on the preferred alternative(s) being carried into the EIS.

Q: Would the north-of-Parr interchange alternative interfere with the shooting range?

A: No. The shooting range is northeast of where the mainline and interchange would be located. The shooting range is in the Red Hill area, which is an area that we would not be able to build on due to species habitat.

## 9. Additional Comments

- TMCC and DRI would like to see access improvements to their facilities as part of the project to service the projected growth in TMCC enrollment as well as the expansion of DRI's research park facilities. It is felt that the current alternatives being studied do not provide any benefit to these facilities.
- There is some concern with adding more ramp movements in the area of the Clear Acre/McCarran/US 395 interchange with the southern connector option. It was noted that traffic is already an issue in this area and adding more ramps to the area could make things worse.
- It was noted that the large footprint and extensive ramps on the north-of-Parr concept is a concern from both a cost standpoint and the amount of land that would be left undevelopable in the vicinity of the new freeway/ramp facility.
- SWG membership has requested copies of the conceptual layouts. The project team will determine the most effective method of getting this information to the group.
- Suggestion was made of possibly moving the meeting to an earlier time and/or changing location.
- It was noted that the south-of-Parr connector alternative would potentially interfere with DRI's expansion master plan.

**NOTE: The next meeting is currently anticipated for Spring 2010, dependent on progress of the ongoing analysis and decision making process.**

Meeting adjourned at 7:00 p.m.



## Meeting Minutes

**Project:** Pyramid Highway/US 395 Connection Study

**Purpose:** Stakeholder Working Group

**Date Held:** March 28, 2011

**Location:** Spanish Springs Library, Pauite Room  
7100A Pyramid Highway, Sparks, NV

**Attendees:**

<b>SWG Members:</b>	Peter Ross, Steve Grosz, Vaughn Hartung
<b>RTC:</b>	Doug Maloy
<b>Jacobs Engineering:</b>	Bryan Gant
<b>CH2M HILL:</b>	Cindy Potter, Mark Gallegos

**Copies:** SWG Membership, Attendees, File

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### Summary of Discussion:

#### 1. Welcome and Introductions

- Doug Maloy welcomed attendees and provided a brief overview of the agenda and meeting objectives.

#### 2. 5 - Minute Opportunity

- Doug Maloy provided a brief overview of activity since the last SWG meeting.
- No other items were brought up for discussion by SWG members.

#### 3. Study Review and Status Update – Cindy Potter

- Cindy provided a brief recap of previous SWG meetings; alternatives analysis/screening process used; and the remaining alternatives following the Level 2B screening and last SWG meeting held in November 2009.
- Travel demand model has been recalibrated based on “Consensus Forecast” providing updated employment and population projections. The Consensus Forecast was developed through collaborative efforts of Reno, Sparks, Washoe County, and Truckee Meadows Regional Planning Agency.
- Traffic modeling has been performed using the new Consensus Forecast data. This analysis continues to support the need for the transportation improvements being studied by the team.
- Since the last SWG meeting, the team has performed progressively more detailed analysis of the remaining alternative (H17 – Pyramid Freeway with US 395 Connector freeway). Alignment and interchange alternatives based on the H17 concept were further developed and screened during the Level 3 screening.
- Alternatives remaining for further evaluation within the environmental document include:
  - At-Parr system interchange
  - Two alternative Sun Valley crossing locations for the connector
  - Two interchange location alternatives within Sun Valley
  - Three Pyramid alignment alternatives

- o Various supplemental alternatives (transit, TDM/TSM, bike/pedestrian facilities)

**4. At-Parr US 395 Connector System Interchange – Cindy Potter**

- Cindy provided an overview of the remaining At-Parr US 395 Connector system interchange alternative. A conceptual plan view was provided for review and comment.
- Surface street reconstruction/realignments that would be needed to accommodate the interchange were discussed.
- Note was made that during traffic demand modeling and analysis, this facility will serve both existing/future southbound US 395 movements and the projected increase in northbound movements with the commercial/industrial growth projected within the northern valleys.

**5. Sun Valley Crossing Alternatives – Cindy Potter**

- Cindy provided an overview of the remaining alignment and interchange locations for the proposed connector through Sun Valley. These included a northerly crossing in the area of Rampion Way and a southerly crossing in the area just north of El Rancho and Dandini Boulevards.
- The relative benefits/impacts of potential interchanges at Sun Valley Boulevard and the future West Sun Valley Arterial were discussed. Conceptual plan views for each crossing/interchange combination were provided for review and comment.

**6. Sun Valley Workshop – Cindy Potter**

- Cindy provided a recap of the Sun Valley Workshop held on 1/19/2011, including the outreach efforts leading up to the workshop and a summary of feedback received.

**7. Pyramid Alignment Alternatives (South of Sparks Boulevard) – Cindy Potter**

- Cindy provided an overview of the three remaining alternative alignments south of Sparks Boulevard (Off-alignment, On-alignment w/frontage roads, and Ridge alignment). Conceptual plan views of each alternative were provided for review and comment.

**8. Pyramid Alignment Alternatives (North of Sparks Boulevard) – Cindy Potter**

- Cindy provided an overview of the alignment and interchange alternatives for Pyramid Highway north of Sparks Boulevard to be carried forward into the DEIS. A conceptual plan view was provided for review and comment.
- Note was made that the team is still looking at various frontage road and interchange configurations. The updated traffic model will help in determining which configurations would provide optimal traffic operations within the area.
- Note was made that the team has been working with various developers in the area to coordinate their future development plans and the proposed improvements.

**9. Supplemental Alternatives – Bryan Gant**

- Bryan reviewed the various supplemental alternatives studied including transit options, lane types, Traffic Demand Management (TDM)/Transportation System Management (TSM) strategies, and bike/pedestrian facilities. The team's findings and recommendations were discussed.

**10. Next Steps –**

- The team will be presenting its findings and recommendations to the Reno and Sparks Councils and the Washoe County Commissioners.
- The team will continue refinement and more detailed analysis of the remaining alternatives and begin preparing the DEIS.

**Meeting Minutes— Pyramid Highway/US 395 Connector Study SWG Meeting**

April 27, 2009

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- It is anticipated that the SWG will reconvene after the DEIS is ready for publication and public review. Currently this is anticipated in mid-2012.

**NOTE:** The following “Q&A” and “Additional Comments” sections provide a brief summary of discussions that took place during the meeting. These sections are not documented in strict chronological order, but rather they combine related discussions that took place at different times during the meeting.

**11. Q & A**

**Q:** *Would this project be a balanced earthwork project?*

**A:** *There is still quite a bit of engineering to do. At this point we are looking at about 1 million cubic yards of surplus material due to the anticipated cuts needed and the poor quality soils in the area. This figure is only a preliminary estimate and is likely to change when the project progresses into preliminary and final design.*

**Q:** *What is the design speed for the loop ramps for the interchange configuration at the future West Sun Valley Arterial?*

**A:** [???

Comment [cmp1]: Bryan?

**Q:** *How would the proposed improvements in the area of Disc Drive impact the planned courthouse facility in the area of the Pyramid/Disc intersection?*

**A:** *There are representatives from the City of Sparks that have been working with us on this study as part of the Technical Advisory Committee (TAC) and there have been no concerns regarding possible impacts to the planned court facility. It is our understanding that this is being planned for the area within the southeast corner of Pyramid Highway and Disc Drive. However, since it has been a while since this planned development has been discussed, the team will check-in with the City regarding the footprint of the planned facility.*

**Q:** *How many right of way impacts are we estimating at this time?*

**A:** *Depending on the combination of alternatives selected, project-wide impacts range from approximately 70 to 180 (parcels impacted).*

**Q:** *Would an at-Parr interchange add a significant amount of traffic to Parr Boulevard?*

**A:** *With the interchange concept under consideration, there would be both service ramps serving traffic traveling to and from Parr Boulevard as well as high-speed system to system ramps to serve traffic accessing US 395. Traffic to and from US 395 would not have to get off at Parr to access the connector.*

**Q:** *What is the build-out timeframe?*

**A:** *The study horizon is 2035. Construction would likely happen in phases and the scheduling of these phases would be dependent on available funding. Best case scenario would be beginning the first phase of construction in 2018.*

**Q:** *How is the project being funded?*

**A:** *It is anticipated that funding would be a combination of federal, state, and local funding.*

**Meeting Minutes— Pyramid Highway/US 395 Connector Study SWG Meeting**

April 27, 2009

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**Q:** *How will the decision be made regarding the preferred alternative alignment through Sun Valley and along Pyramid since there are still multiple options at this point?*

**A:** *Each of the alternatives presented will be carried into the Draft Environmental Impact Statement (DEIS) for more in-depth analysis. The DEIS will include all of the data collected on impacts, cost, traffic modeling, etc., and will in turn be submitted for agency and public review/comment. As we begin to receive comments on the DEIS, it is anticipated that a preferred alternative will begin to become apparent. This preferred alternative will then become the focus of the Final EIS.*

**Q:** *Have you been coordinating with Parks and Recreation?*

**A:** *Yes. They have representation on the Technical Advisory Committee (TAC) and we have also been working closely with them on one particular parcel, so they are well aware of the project.*

**Q:** *Have you discussed the project with the BLM?*

**A:** *Yes. They are also represented on the TAC and are a Cooperating Agency under the NEPA process, which means that they are recognizing the environmental document and it will satisfy their environmental purposes as well.*

**Q:** *How will the traffic from the connector impact operations on US 395?*

**A:** *There are other projects in the Regional Transportation Plan to address needed improvements to US 395 including widening US 395 to ten lanes from the Spaghetti Bowl to McCarran Boulevard and to eight lanes from McCarran Boulevard to Parr Boulevard. The RTC and NDOT are working closely to make sure that improvements are coordinated appropriately.*

**Q:** *Wouldn't this project eliminate the need for the proposed Pyramid/McCarran intersection improvements?*

**A:** *No. Traffic analysis performed indicates that both projects will be needed to effectively address future traffic demand on Pyramid. The model shows that there is still a significant amount of traffic at the Pyramid/McCarran intersection after implementation of the Pyramid/US 395 connector improvements.*

**Q:** *Why not create a connection going through Sparks and feeding into the Southeast Connector instead of the proposed US 395 connector?*

**A:** *The footprint of this type of facility and the associated impacts would be exponentially larger. Improvements of Pyramid Way south to I-80 have also been looked at which again would have tremendous impacts to neighborhoods and businesses. I-80 is also constrained in this area and would have a difficult time handling the additional traffic.*

**Q:** *Is there a way to accelerate the project schedule should growth within the region rebound back to prerecession levels?*

**A:** *The federal approval process is beyond the control of the study team. However, once the Record of Decision has been received, there are options that can be considered for the acceleration of design and construction if needed and if funding is available.*

## **12. Comments**

*Request was made to provide either electronic or hard copies of the exhibits used during the meeting.*

**Meeting Minutes— Pyramid Highway/US 395 Connector Study SWG Meeting**

April 27, 2009

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*DRI has applied for grant funding from the Economic Development Authority (EDA) to rebuild Raggio Drive and rebuild the Raggio/Dandini intersection. This intersection currently functions at LOS F. Future development of the DRI parcels in this area will be limited until the traffic problems at this intersection are addressed. If grant funding is obtained, DRI would like to coordinate their improvements to try and minimize conflicts with any future US 395 Connector interchange and associated surface street improvements.*

*Raggio Drive is currently owned by the Board of Regents but will eventually be dedicated to the City of Reno.*

*An interchange at the future West Sun Valley Arterial would potentially create opportunities for the DRI's expansion plans for their property north of Dandini Boulevard.*

*TMCC is concerned about traffic on Raggio Boulevard as three of their driveways empty onto this road and there is parking on both sides with pedestrian traffic crossing Raggio to access the campus. There is concern that Raggio could become more of an arterial.*

*The access provided to the TMCC campus from the connector system interchange will be beneficial.*

*Although the interchange location at the future West Sun Valley Arterial would reduce some of the right of way impact, it seems that having the interchange at Sun Valley Boulevard would provide easier access for residents that wish to use the connector.*

*The footprint and complexity of an interchange at the future West Sun Valley Arterial is of concern.*

*There was concern regarding the number of right of way impacts with the on-alignment w/frontage roads alternative in the area of Los Altos north to the Golden View area.*

*The off- and ridge alignments would better provide for an alternate route in the event of traffic incidents or other problems that might require traffic diversions.*

*The on-alignment alternative would cause major traffic problems during construction that would need to be somehow mitigated.*

*The ridge alignment appears to be the best option from the point of view of constructability, right of way, and visual and noise impacts.*

*Note was made that city and county Parks and Recreation staff did not see any significant issues with the ridge alignment so long as accommodation was provided for wildlife crossings and trailheads.*

*It looks as though intermediate phasing could potentially increase the current problems at the Parr/Dandini/US 395 interchange and TMCC/DRI traffic. [Note was made that detailed phasing analysis has not been performed. These types of concerns would be analyzed and addressed within this analysis.]*

*Any right of way acquisition that might be needed in the area of DRI/TMCC will need to be approved by the Board of Regents. This is something that will need to be considered so that the process is managed appropriately as the project moves forward.*

Meeting adjourned at 7:30 p.m.



**REGIONAL TRANSPORTATION COMMISSION**  
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June 14, 2011

Deputy Brooke Keast  
Washoe County Sheriff's Department  
911 E. Parr Boulevard  
Reno, NV 89512

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Deputy Keast:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

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Though the SWG will not be reconvened for the duration of the study, members will be notified of future public meetings and are strongly encouraged to attend and provide feedback. You may also continue to forward comments and questions to me for inclusion within the public record.

Thank you again for your contributions to this important regional transportation study!

Sincerely,

A handwritten signature in blue ink, appearing to read "Doug Maloy", is written over a light blue circular background.

Doug Maloy, P.E.  
Project Manager

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June 14, 2011

Deputy Tim O'Connor  
Washoe County Sheriff's Department  
911 E. Parr Boulevard  
Reno, NV 89512

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Deputy O'Connor:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

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June 14, 2011

Deputy Janice Blue  
Washoe County Sheriff's Department  
911 E Parr Boulevard  
Reno, NV 89512

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Deputy Blue:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

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June 14, 2011

Peter Ross  
Desert Research Institute  
2215 Raggio Parkway  
Reno, NV 89512

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Mr. Ross:

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**REGIONAL TRANSPORTATION COMMISSION**

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June 14, 2011

Greg Bortolin  
Desert Research Institute  
2215 Raggio Parkway  
Reno, NV 89512

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Mr. Bortolin:

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**REGIONAL TRANSPORTATION COMMISSION**

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June 14, 2011

Jennifer Budge  
Washoe County Parks  
2301 Plumas Street  
Reno, NV 89509

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Ms. Budge:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

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**REGIONAL TRANSPORTATION COMMISSION**

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June 14, 2011

John Jackson  
5280 Honey Bear Drive  
Sun Valley, NV 89433

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Mr. Jackson:

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Project Manager

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dmaloy@rtcwashoe.com



June 14, 2011

Katherine McGrath  
9525 Angel Falls Drive  
Reno, NV 89506

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Ms. McGrath:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

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**REGIONAL TRANSPORTATION COMMISSION**

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June 14, 2011

Kyle Dalpe  
Truckee Meadows Community College  
7000 Dandini Boulevard, RDMT 201  
Reno, NV 89512

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Mr. Dalpe:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

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**REGIONAL TRANSPORTATION COMMISSION**

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June 14, 2011

Margaret Reinhardt  
530 East 7<sup>th</sup> Street  
Sun Valley, NV 89433

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Ms. Reinhardt:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

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**REGIONAL TRANSPORTATION COMMISSION**  
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June 14, 2011

Nathan Hastings  
NV Energy  
6100 Neil Road  
Reno, NV 89511

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Mr. Hastings:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

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**REGIONAL TRANSPORTATION COMMISSION**  
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June 14, 2011

Pat Lancaster  
P.O. Box 20362  
Sun Valley, NV 89433

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Ms. Lancaster:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

The RTC is currently in the process of wrapping up the technical aspects of the study and will soon begin preparing the Draft Environmental Impact Statement (DEIS). During this phase, the RTC and its consultants will be pulling together the technical data gathered and feedback received during the public outreach efforts to describe a set of potential solutions, including potential environmental and community impacts and mitigation strategies.

Though the SWG will not be reconvened for the duration of the study, members will be notified of future public meetings and are strongly encouraged to attend and provide feedback. You may also continue to forward comments and questions to me for inclusion within the public record.

Thank you again for your contributions to this important regional transportation study!

Sincerely,

A handwritten signature in blue ink, appearing to read "Doug Maloy", is written over a light blue circular background.

Doug Maloy, P.E.  
Project Manager

775.335.1865 (direct)  
775.348.0170 (fax)  
dmaloy@rtcwashoe.com



June 14, 2011

Scott Nebesky  
Reno-Sparks Indian Colony  
1937 Prosperity Street  
Reno, NV 89502

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Mr. Nebesky:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

The RTC is currently in the process of wrapping up the technical aspects of the study and will soon begin preparing the Draft Environmental Impact Statement (DEIS). During this phase, the RTC and its consultants will be pulling together the technical data gathered and feedback received during the public outreach efforts to describe a set of potential solutions, including potential environmental and community impacts and mitigation strategies.

Though the SWG will not be reconvened for the duration of the study, members will be notified of future public meetings and are strongly encouraged to attend and provide feedback. You may also continue to forward comments and questions to me for inclusion within the public record.

Thank you again for your contributions to this important regional transportation study!

Sincerely,

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Doug Maloy, P.E.  
Project Manager

775.335.1865 (direct)  
775.348.0170 (fax)  
dmaloy@rtcwashoe.com





**REGIONAL TRANSPORTATION COMMISSION**

*Public Transportation • Streets and Highway • Planning*

June 14, 2011

Steve Grosz  
3038 Bandera Avenue  
Sparks, NV 89436

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Mr. Grosz:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

The RTC is currently in the process of wrapping up the technical aspects of the study and will soon begin preparing the Draft Environmental Impact Statement (DEIS). During this phase, the RTC and its consultants will be pulling together the technical data gathered and feedback received during the public outreach efforts to describe a set of potential solutions, including potential environmental and community impacts and mitigation strategies.

Though the SWG will not be reconvened for the duration of the study, members will be notified of future public meetings and are strongly encouraged to attend and provide feedback. You may also continue to forward comments and questions to me for inclusion within the public record.

Thank you again for your contributions to this important regional transportation study!

Sincerely,

A handwritten signature in blue ink, appearing to read "Doug Maloy", is written over a light blue circular background.

Doug Maloy, P.E.  
Project Manager

775.335.1865 (direct)  
775.348.0170 (fax)  
dmaloy@rtcwashoe.com



**REGIONAL TRANSPORTATION COMMISSION**  
*Public Transportation • Streets and Highway • Planning*

June 14, 2011

Vaughn Hartung  
200 E. Sky Ranch Boulevard  
Sparks, NV 89441

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Mr. Hartung:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

The RTC is currently in the process of wrapping up the technical aspects of the study and will soon begin preparing the Draft Environmental Impact Statement (DEIS). During this phase, the RTC and its consultants will be pulling together the technical data gathered and feedback received during the public outreach efforts to describe a set of potential solutions, including potential environmental and community impacts and mitigation strategies.

Though the SWG will not be reconvened for the duration of the study, members will be notified of future public meetings and are strongly encouraged to attend and provide feedback. You may also continue to forward comments and questions to me for inclusion within the public record.

Thank you again for your contributions to this important regional transportation study!

Sincerely,

A handwritten signature in blue ink, appearing to read "Doug Maloy", is written over a light blue circular background.

Doug Maloy, P.E.  
Project Manager

775.335.1865 (direct)  
775.348.0170 (fax)  
dmaloy@rtcwashoe.com



**REGIONAL TRANSPORTATION COMMISSION**

*Public Transportation • Streets and Highway • Planning*

June 14, 2011

Dave Roberts  
Truckee Meadows Community College  
7000 Dandini Boulevard, RDMT 201  
Reno, NV 89512

**Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Mr. Roberts:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

The RTC is currently in the process of wrapping up the technical aspects of the study and will soon begin preparing the Draft Environmental Impact Statement (DEIS). During this phase, the RTC and its consultants will be pulling together the technical data gathered and feedback received during the public outreach efforts to describe a set of potential solutions, including potential environmental and community impacts and mitigation strategies.

Though the SWG will not be reconvened for the duration of the study, members will be notified of future public meetings and are strongly encouraged to attend and provide feedback. You may also continue to forward comments and questions to me for inclusion within the public record.

Thank you again for your contributions to this important regional transportation study!

Sincerely,

A handwritten signature in blue ink, appearing to read "Doug Maloy", is written over a light blue circular background.

Doug Maloy, P.E.  
Project Manager

775.335.1865 (direct)  
775.348.0170 (fax)  
dmaloy@rtcwashoe.com

## Appendix B: Public Involvement

### Public Meetings, Open Houses, and Workshops



## Pyramid Highway/US 395 Connection Study Public Meeting Summary

ATTENDEES:      Members of the Public  
Mark Gallegos/Pyramid Partnership  
Leslie Regos/Pyramid Partnership  
Michelle Searle/Pyramid Partnership  
Cindy Potter/Pyramid Partnership  
John Narigon/Pyramid Partnership  
Gina McAfee/Pyramid Partnership  
Steve Oxoby/Pyramid Partnership  
David Dodson/Pyramid Partnership

Jim Clarke/Pyramid Partnership  
Julie Maxey/NDOT  
Todd Montgomery/NDOT  
Dan Nollsch/NDOT  
Patty Brisbin/NDOT  
Doug Maloy/RTC  
Michael Moreno/RTC  
Hannah Visser/FHWA

FROM:            Leslie Regos/CH2M HILL  
Michelle Searle/CH2M HILL

MEETING DATE:      April 15, 2008

In compliance with the National Environmental Policy Act (NEPA), on Tuesday, April 15, 2008, the first Public Scoping Meeting for the Pyramid Highway/US 395 Connection Study was held at the Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, Nevada. Following is a summary of the meeting, including its format, a description of the informational materials provided, a summary of the questions and comments collected at the meeting, attendee rosters, presentation slides and meeting notification methods used.

### 1. General Meeting Summary

The Pyramid Highway/US 395 Connection Study's first public information meeting was held in an "open house" format with informational display boards and Study representatives available to discuss the Study and answer questions between the hours of 4:00 p.m. and 7:00 p.m. Approximately 100 members of the public were in attendance. A formal presentation was given at 5:30 p.m. followed by an open comment period that was recorded. A Study Fact Sheet, public comment form, study website information flier, and a study boundary map were provided to attendees as they entered the meeting room. The options to submit written comments on a comment sheet and to give verbal comment to a court reporter were made available throughout the meeting.



## 2. Presentation Content

### Display Board Summary

The following is a list of the display boards presented during the meeting and a brief synopsis of the content for each board. Study representatives from various engineering disciplines were also on-hand to explain the various displays and answer questions.

- **History of the Pyramid Highway Corridor:** A brief historical timeline illustrating the Pyramid Highway Corridor Management Plan study highlights.
- **Draft Purpose and Need Elements:** A list of proposed transportation needs that the current study will address.
- **Alternatives Screening Process:** Graphical illustration of the alternatives screening process that will take place as the study progresses, and how the process results in a few alternatives to be studied in detail in the NEPA document.
- **NEPA Planning Process:** Outline of the steps required during the NEPA process, and where the project is currently in relation to these steps.
- **Range of Possible Alternatives:** List of possible alternatives that may be considered during the study process.
- **Pyramid Management Plan Recommendations:** Description of the preferred alternative from the Pyramid Management Plan ("Package C"), and some of the benefits of this alternative.
- **Next Steps in the Study Process:** An overview of the steps to be taken next in the NEPA process.
- **Study Team Organization:** Organizational chart showing the various groups that compose the study team, their membership make-up, and how they relate to one another.
- **Traffic Volumes:** Map portraying graphical comparisons of current and projected traffic volumes within various sections of the study corridor.
- **Environmental Resources:** Map illustrating various natural and man-made environmental resources located within the study area.
- **Project Study Boundary:** Map illustrating the study boundaries for the project.

### Formal Presentation Summary

During the formal presentation, a PowerPoint slideshow was given by Doug Maloy/RTC and Leslie Regos of the Pyramid Partnership.

Doug began the presentation with a project background overview that reviewed RTC's 2001 Pyramid Highway Corridor Management Plan that determined the need to increase capacity to serve anticipated population growth, improve safety, and to provide an alternate access to existing freeway systems from the Spanish Springs area. He explained that "Package C" was determined to be the preferred alternative at the time of this study. "Package C" alternative included upgrading Pyramid Highway to a restricted access freeway, providing an outer ring freeway connecting US 395 to Vista Boulevard, and providing a possible west Sun Valley north/south route connecting to US 395 at Parr/Dandini Boulevards. He stated that the benefits of this package would include the

connecting of arterials, improvements in vehicular safety, and improvements in daily travel time for those traveling in the area.

Doug advised attendees that although “Package C” was found to be the preferred alternative during the Pyramid Highway Corridor Management Plan Study, it is the intent of the current Pyramid Highway/US 395 Connection Study to further study possible improvements along the corridor, and how these improvements would impact the surrounding communities and the natural environment. He stressed to those present that no decision has been made regarding alignments or specific improvements to be implemented. Input from the public and regulatory agencies during this process will play a large part in making these determinations and in the development and selection of alternatives.

To move this study forward, he reviewed a preliminary study development timeline as follows:

- 2007-2011 – NEPA/Preliminary Engineering
- 2011-~2015 – Final Design/Right-of-Way (depending on available funding)
- ~2015-Construction could begin (depending on available funding)

Leslie Regos of the Pyramid Partnership then provided an overview of the NEPA process, during which she stressed the importance of a clearly defined *Purpose and Need*, and how that defined *Purpose and Need* is developed. She presented a study team organizational chart, a list of coordinating agencies that will be a part of the process, and explained how the teams will work together during the process, and provide input to be incorporated within the EIS document. A preliminary *Draft Purpose and Need* elements list was presented to help facilitate discussion.

- Address existing congestion problems on Pyramid Highway
- Address existing and forecasted population growth
- Address existing safety problems on Pyramid Highway
- Address existing and future access needs
- Address existing travel inefficiencies.

The Purpose and Need will also need to be responsive to the local and regional plans for the area.

Leslie explained that the Draft Environmental Impact Statement (DEIS) document will address potential environmental consequences including relocation, noise, air, water, land use, wildlife, economic, social, Section 4(f), environmental justice, hazardous materials, historic properties, construction, wetlands, floodplains, farmlands, transportation and traffic.

In closing, Leslie stressed that public input is a vital component of the NEPA process, and encouraged attendees to provide verbal comments to the court reporter present at the meeting, or in writing on the comment forms available that evening. She also explained that development of solutions through this study will be managed by the RTC of Washoe County and the Nevada Department of Transportation. These agencies would be ensuring

conformance to the NEPA requirements throughout the process of developing alternatives, evaluating the associated environmental impacts, and preferred alternative selection.

### 3. General Public Comment Summary

The bullet points below are a general summary of the questions and comments provided at the meeting.

- Recommendation for consideration of alternative modes - transit, specifically bus service was a common interest. Rail transit was also mentioned
- Consider expanding study boundaries to consider alternatives northwest of the valley
- Safety, specifically getting on and off highway is a major concern
- Concern about rapid development and the ability to plan ahead - control the growth
- Congestion in general during the peak periods is a key concern
- Signal timing along highway is frustrating
- Location of the connection route - should it be further north?
- Timing of project - need something done now

### 4. Meeting Notification

Public notifications for this information meeting were distributed as follows:

- 3/11/2008 - Invitation sent to Technical Advisory Committee
- 3/19/2008 - Invitation sent to Stakeholder Working Group
- 4/1/2008 - Email reminder sent to Technical Advisory Committee
- 4/3/2008 - Email reminder sent to Stakeholder Working Group
- 4/2/2008 & 4/9/2008 - AHORA ad (Local Spanish Language Periodical)
- 3/31/2008, 4/14/2008, & 4/15/2008 - Reno Gazette Journal ad
- 4/1/2008 - Postcard mailer sent to property owners within and adjacent to study area

Please see attached attendee rosters, comment sheets and presentation slides.

## Pyramid Highway/US 395 Connection Study Public Meeting Summary

ATTENDEES:      Members of the Public  
                     Doug Maloy/RTC  
                     Tom Greco/RTC  
                     Howard Riedl/RTC  
                     Michael Moreno/RTC  
                     Jack Lorbeer/RTC  
                     Bryan Gant/Jacobs  
                     Gina McAfee/Jacobs  
                     Steve Oxoby/Jacobs  
                     Jim Clarke/Jacobs  
                     Chris Primus/Jacobs  
                     Mark Gallegos/CH2M HILL  
                     Leslie Regos/CH2M HILL  
                     Cindy Potter/CH2M HILL

                     David Dodson/CH2M HILL  
                     Todd Montgomery/NDOT  
                     Patty Brisbin/NDOT  
                     Sharon Jones/NDOT  
                     Mike Fuess/NDOT  
                     Thor Dyson/NDOT  
                     Kent Cooper/NDOT  
                     Adam Mayberry/City of Sparks  
                     Holly Flores/TMWA

FROM:             Mark Gallegos/CH2M HILL  
                     Leslie Regos/CH2M HILL

MEETING DATE:      March 4, 2009

On Wednesday, March 4, 2009, the Regional Transportation Commission of Washoe County (RTC) hosted a Public Information Open House for the Pyramid Highway/US 395 Connection Study held at the Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, Nevada. Following is a summary of the meeting, including its format, a description of the informational materials provided, a summary of the questions and comments collected at the meeting, attendee rosters, presentation slides and meeting notification methods used.

### 1. General Meeting Summary

The Pyramid Highway/US 395 Connection Study's second public information meeting was held in an "open house" format with informational display boards and Study representatives available to discuss the study and answer questions between the hours of 5:30 p.m. and 7:00 p.m. The purpose of the open house was to provide information on the Study's progress, potential alternatives being considered, and the Study Team's initial findings and recommendations. The open house also provided an opportunity for the Study Team to obtain public feedback prior to finalizing their recommendations and moving forward into the next phase of analysis.

A Level 2A Screening Summary, public comment form, study website information flier, and Level 2A Alignment Alternatives handout were provided to attendees as they entered the meeting room. Attendees were provided the opportunity to submit written comments during the meeting and were also given contact information for submitting written comment via U.S. mail, e-mail, and through the study website.

*Approximate public attendance – 75.*

*Elected officials in attendance:*

*(1) Assemblymen Don Gustavson*

## 2. Presentation Content

### Display Board Summary

The following is a list of the display boards presented during the meeting and a brief synopsis of the content for each board. Study representatives from various engineering disciplines and public agencies were also on-hand to explain the various displays and answer questions.

- **Level 2A Study Area:** Map illustrating the study boundaries.
- **Purpose and Need Elements:** A list of transportation needs that the current study is using as a basis for the development of evaluation criteria.
- **Screening Process Workflow:** Graphical illustration of the alternatives screening process that will take place as the study progresses, and depicting those elements that have been completed to-date.
- **NEPA Planning Process:** Outline of the steps required during the NEPA process, and where the study is currently in relation to these steps.
- **Project Schedule:** Graphical overview of the study schedule illustrating process timeframes and major milestones.
- **Level 1 Alignment Alternatives:** Display depicting the alternatives evaluated during the Level 1 Screening and identifying those that were carried forward for additional evaluation.
- **Level 1 Screening Results:** Large format display depicting the alternatives studied and evaluation criteria used during the Level 1 Screening as well as findings and recommendations.
- **Level 2A Alignment Alternatives:** Display depicting the alternatives evaluated during the Level 2A screening and the Study Team's recommendations for those alternatives to be carried forward for additional evaluation.
- **Level 2A Screening Results:** Large format display depicting the alternatives studied and evaluation criteria used during the Level 2A Screening as well as findings and recommendations.
- **Environmental Resources Being Studied:** A list of various natural and man-made resources being studied.
- **Level 2A Constraints-Potential Relocations and Environmental Justice Areas:** Map depicting the alternatives being studied and the estimated potential relocation and environmental justice impacts along various segments.

- **Level 2A Constraints-Recreation Areas:** Map depicting the alternatives being studied and the potential impacts to parks, recreation areas, and public lands along various segments.
- **Level 2A Constraints-Floodplains and Streams:** Map depicting alternatives being studied and potential stream and floodplain impacts along various segments.
- **Level 2A Screening-2040 Traffic Demand:** Map depicting alternatives being considered and bar graphs illustrating 2040 model travel demands at key locations.
- **Next Steps in the Study Process:** Overview of the remaining steps to be completed within the EIS process.

### 3. General Public Comment Summary

The bullet points below are a general summary of the questions and comments received.

- Comments were generally opposed to alternatives H-6 and H-7 due to potential impacts to golf course and residences, safety and noise impacts, and impact to the overall character of the Wedekind and Village Greene areas.
- H-17 was generally considered a viable option and felt to provide the most traffic relief with the least negative impacts.
- Numerous concerns regarding access to Lazy 5 Park and the raised median along Pyramid Highway.
- Improved/increased transit options are desired within the corridor.
- There was expressed concern regarding horse trails along the north end of Pyramid Highway which are not fenced, creating potential safety issues for trail users and highway users.
- Some attendees disliked the “open house” style and would have preferred a more structured/formal presentation with Q&A period.

### 4. Meeting Notification

Public notifications for the open house were distributed as follows:

#### **Media Outlets, Direct Mail, and E-mail**

- 2/4/2009 - Email blast (see attached e-mail lists)
- 2/9/2009 - Notices sent via USPS (see attached mailing list)
- 2/18 & 3/2/2009 - RGJ advertisement
- 2/25 & 3/4/2009 - Ahora! Spanish Newspaper advertisement
- 3/2/2009 - RTC issued press release
- 3/3/2009 - “The Road Ahead with RTC,” KOLO Channel 8

- 3/3/2009 – Sparks Tribune advertisement
- 3/4/2009 – RGJ Article, “Planners weigh fate of Pyramid Highway”

**Web Site Postings**

- [www.pyramidus395connection.com](http://www.pyramidus395connection.com)
- [www.rtcwashoe.com](http://www.rtcwashoe.com)
- [www.nevadadot.com](http://www.nevadadot.com)

**Public Posting Locations**

- Immaculate Conception Church, 2900 N. McCarran Blvd., Sparks, NV 89431
- Sparks Library, 1125 12<sup>th</sup> Street, Sparks, NV 89431
- Larry D. Johnson Community Center, 1200 12<sup>th</sup> Street, Sparks, NV 89431
- Scolari’s Food & Drug, 5430 Sun Valley Blvd., Sun Valley, NV 89433
- Scolari’s Food & Drug, 950 Holman Way, Sparks, NV 89431
- Bi-Rite Market, 5690 Sun Valley Blvd., Sun Valley, NV 89433
- Spanish Springs Library, 7100A Pyramid Hwy., Sparks, NV 89436
- Boys & Girls Club, 2680 E. 9<sup>th</sup> Street, Reno, NV 89512

Please see attached attendee rosters, comment sheets and contact lists.





## 2. Presentation Content

### Display Board Summary

The following is a list of the display boards presented during the meeting and a brief synopsis of the content for each board. Study representatives from the consultant team and the RTC were also on-hand to explain the various displays and answer questions.

- **Level 2A Study Area:** Map illustrating the study boundaries for the project.
- **Purpose and Need Elements:** A list of transportation needs that the current study is using as a basis for the development of evaluation criteria.
- **What We've Heard and How We've Responded...**
- **Screening Process Workflow:** Graphical illustration of the alternatives screening process that will take place as the study progresses, and depicting those elements that have been completed to-date.
- **NEPA Planning Process:** Outline of the steps required during the NEPA process, and where the study is currently in relation to these steps.
- **Project Schedule:** Graphical overview of the study schedule illustrating process timeframes and major milestones.
- **Level 1 Alignment Alternatives:** Display depicting the alternatives evaluated during the Level 1 Screening and identifying those that were carried forward for additional evaluation.
- **Level 1 Screening Results:** Large format display depicting the alternatives studied and evaluation criteria used during the Level 1 Screening as well as findings and recommendations.
- **Level 2A Alignment Alternatives:** Display depicting the alternatives evaluated during the Level 2A screening and the Project Team's recommendations for those alternatives to be carried forward for additional evaluation.
- **Level 2A Screening Results:** Large format display depicting the alternatives studied and evaluation criteria used during the Level 2A Screening as well as findings and recommendations.
- **Environmental Resources Being Studied:** A list of various natural and man-made resources being studied.
- **Level 2A Constraints-Potential Relocations and Environmental Justice Areas:** Map depicting the alternatives being studied and the estimated potential relocation and environmental justice impacts along various segments.
- **Level 2A Constraints-Recreation Areas:** Map depicting the alternatives being studied and the potential impacts to parks, recreation areas, and public lands along various segments.
- **Level 2A Constraints-Floodplains and Streams:** Map depicting alternatives being studied and potential stream and floodplain impacts along various segments.
- **Level 2A Screening-2040 Traffic Demand:** Map depicting alternatives being considered and bar graphs illustrating 2040 model travel demands at key locations.
- **Next Steps in the Study Process:** Overview of the remaining steps to be completed within the EIS process.

### 3. General Public Comment Summary

The bullet points below are a general summary of the questions and comments received. Comment sheets submitted during the open house are attached.

- Comments were generally opposed to alternatives H-6 and H-7 due to potential impacts to golf course and residences, safety and noise impacts, and impact to the overall character of the Wedekind area.
- H-17 was generally considered a viable option and felt to provide the most traffic relief with the least negative impacts.
- There was concern raised regarding H-17 and this alternative's potential relocations and neighborhood impacts to the Sun Valley area.

### 4. Meeting Notification

Public notifications for the open house were distributed as follows:

#### **Direct Mail and E-mail**

- 4/21/09 - Notification via USPS to Sun Valley area churches (see attached mail list)
- 4/22/09 - Email blast to County and State representatives (see attached email list)

#### **Web Site Postings**

- [www.pyramidus395connection.com](http://www.pyramidus395connection.com)
- [www.rtcwashoe.com](http://www.rtcwashoe.com)
- [hrhanv.com](http://hrhanv.com) (Highland Ranch Homeowner's Association)

#### **Public Posting Locations**

- Scolari's Food & Drug, 5430 Sun Valley Blvd., Sun Valley, NV 89433
- Bi-Rite Market, 5690 Sun Valley Blvd., Sun Valley, NV 89433
- Super Buy Market, 5200 Second Avenue, Sun Valley, NV 89433
- Highland Ranch Homeowner's Association, 5860 Lightening Drive, Sun Valley, NV 89433

Please see attached attendee rosters, comment sheets and contact lists.

## Pyramid Highway/US 395 Connection Study Sun Valley Community Workshop Summary

ATTENDEES: **Members of the Public**  
(See attached Roster)

**RTC and Consultant Staff:**

Doug Maloy/RTC  
Lee Gibson/RTC  
Jeff Hale/RTC  
Michael Moreno/RTC  
Amy Cummings/RTC  
Tom Greco/RTC  
Roger Hanson/RTC  
Bryan Gant/Jacobs

Steve Oxoby/Jacobs  
Chris Primus/Jacobs  
Christopher Martinovich/Jacobs  
Ben Taylor/Jacobs  
Cindy Tibbs/Jacobs  
Cindy Potter/CH2M HILL  
David Dodson/CH2M HILL  
Mark Gallegos/CH2M HILL

FROM: Mark Gallegos/CH2M HILL  
Cindy Potter/CH2M HILL

MEETING DATE: January 19, 2011

On Wednesday, January 19, 2011, the Regional Transportation Commission of Washoe County (RTC) hosted a Community Workshop for the Pyramid Highway/US 395 Connection Study held at the Sun Valley Neighborhood Center, 115 West 6<sup>th</sup> Avenue, Sun Valley, Nevada. Following is a summary of the meeting, including its format, a description of the informational materials provided, a summary of the questions and comments collected at the meeting, attendance rosters, and meeting notification methods used.

### 1. General Meeting Summary

The Pyramid Highway/US 395 Connection Study's Sun Valley Community Workshop was held in an "open house" format with informational display boards and Study Team representatives available to discuss the study and answer questions between the hours of 5:30 p.m. and 8:00 p.m. The purpose of the workshop was to provide information on the Study's progress and potential connector alignment and interchange alternatives currently being considered within the Sun Valley area. The workshop also provided an opportunity for the Study Team to obtain vital public feedback prior to moving forward into the next phase of analysis.

An updated fact sheet handout, including an alternative alignments overview map, was made available to all attendees as they entered the meeting room. Attendees were provided the opportunity to submit written comments during the meeting and were also given

contact information for submitting written comment via U.S. mail, e-mail, and fax and through the study website.

Spanish language interpreters were on-hand to assist Spanish speaking attendees and Spanish language meeting agendas and fact sheet handouts were also made available.

A light meal and refreshments were provided.

*Approximate public attendance – 118.*

## 2. Presentation Content

### Display Board Summary

Displays and maps were divided between six (6) stations providing information on various study elements. Each station was manned by RTC and Study Team representatives with expertise and in-depth knowledge of the information provided at the various stations. Flip charts were utilized at each station to document questions, comments, concerns, and ideas provided by workshop attendees during discussions.

The following is a list of the display boards presented, by station, during the meeting and a brief synopsis of the content for each board.

#### **STATION 1: STUDY INTRODUCTION**

- **Purpose and Need Elements:** A list of transportation needs that were used as a basis for the development of evaluation criteria.
- **Public Outreach Activity:** Overview of public meetings and additional outreach and community involvement activities to-date.
- **NEPA Planning Process:** Outline of the steps required during the NEPA process, and where the study is currently in relation to these steps.
- **Screening Process Workflow:** Graphical illustration of the alternatives screening process that will take place as the study progresses, and depicting those elements that have been completed to-date.
- **Future Travel Time from Sun Valley to Representative Destinations:** Map showing anticipated travel times in the year 2030 from Sun Valley to various locations within the region with and without the proposed east/west connector. The map also provided information on various planned street and intersection improvements included in the traffic model.
- **Users of the East-West Connector:** Map with graphic overlay showing projected number of trips per day at various locations along the proposed connector and the origins/destinations of these trips.
- **Population/Employment Growth Traffic Demand 2008-2030:** Graphic showing historical and projected population growth and employment growth within the region with comparative travel demand at various segments along the proposed improvements.

## STATION 2: ALIGNMENT ALTERNATIVES

- **South Crossing Conceptual Alternative:** Map showing the conceptual alternative alignment crossing just north of the Dandini/El Rancho/Sun Valley Boulevard intersection.
- **Southern Crossing Conceptual Mainline Profile:** Graphical display of proposed mainline profile and various cross section locations for the alternative alignment crossing just north of Dandini/El Rancho/Sun Valley Boulevard intersection.
- **North Crossing Conceptual Alternative:** Map showing the conceptual alternative alignment crossing in the area of Rampion Way.
- **Northern Crossing Conceptual Mainline Profile:** Graphical display of proposed mainline profile and various cross section locations for the alternative alignment crossing in the area of Rampion Way.
- **Study Alternatives January 2011:** Map showing overview of the study area and alternatives currently being studied.

## STATION 3: INTERCHANGE ALTERNATIVES

- **North Crossing Conceptual Alternative Interchange – Sun Valley Boulevard:** Map showing the northern crossing with a conceptual interchange layout at Sun Valley Boulevard including potential changes to local access.
- **South Crossing Conceptual Alternative Interchange – Sun Valley Boulevard:** Map showing the southern crossing with a conceptual interchange layout at Sun Valley Boulevard including potential changes to local access.
- **North Crossing Conceptual Alternative Interchange – West Sun Valley:** Map showing the northern crossing with a conceptual interchange layout west of Sun Valley in the area of the future West Sun Valley Arterial including potential changes to local access.
- **South Crossing Conceptual Alternative Interchange – West Sun Valley:** Map showing the southern crossing with a conceptual interchange layout west of Sun Valley in the area of the future West Sun Valley Arterial including potential changes to local access.
- **Aerial Overview of Sun Valley:** Aerial photo of Sun Valley with major landmarks and streets labeled for reference.

## STATION 4: COMMUNITY EFFECTS & CHANGES

- **Potential Economic Effects and Changes:** Graphic showing the potential temporary and long-term economic effects and changes within the proposed project corridor.
- **Sun Valley Area Future Land Use:** Map displaying the future land use/zoning within Sun Valley as shown in Washoe County Planning documents.
- **Sun Valley Area Environmental Resources:** Map identifying environmental resources within the Sun Valley area and potential environmental impacts from the project.
- **Gateway Rendering:** Artistic rendering showing the proposed connector freeway as it crosses Sun Valley Boulevard with conceptual bridge and landscape elements. Rendering perspective is heading northbound from Clear Acre to Sun Valley Boulevard.

## STATION 5: TRANSIT CHALLENGES AND OPPORTUNITIES

- **Existing Transit Services:** Map showing existing transit service routes within the study area.
- **Supplemental Transit Alternatives:** Map showing potential new transit routes being studied as part of the Pyramid Highway/US 395 Connection Study.
- **Transit Funding Challenges:** Board providing information on transit funding sources and the impacts of the economic downturn on funding and transit services levels.

## STATION 6: NEXT STEPS

- **Upcoming Involvement Opportunities:** Schedule graphic providing approximate timeframes for major milestones, future public meetings, and other opportunities for public involvement as the study progresses.
- **Study and Project Roadmap:** Graphic showing approximate timelines of past and future milestones in overall project development.

## 3. Public Comment Summary

See Attachment 2 for a summary of written public comment received during the workshop as well as a summary of comments noted on flip charts during the workshop is included.

## 4. Meeting Notification

Bilingual (English/Spanish) public notices were distributed as follows:

### Direct Mail

- Notification via Sun Valley GID Billing inserts to all SVGID customers.
- Supplemental direct mail notification distribution to Sun Valley residents outside of the SVGID service area.
- Door hanger meeting notification distributed to residents of Sierra Point Apartments, 4400 El Rancho Drive, Sun Valley, NV.

### Web Site Postings

- [www.pyramidus395connection.com](http://www.pyramidus395connection.com)
- [www.rtcwashoe.com](http://www.rtcwashoe.com)
- [www.sunvalleynevada.us](http://www.sunvalleynevada.us)

### Public Posting Locations

Meeting notices were provided for posting and/or distribution at the following locations:

- Sun Valley GID, 5000 Sun Valley Blvd., Sun Valley, NV 89433
- Sun Valley Neighborhood Center, 115 West 6<sup>th</sup> Street, Sun Valley, NV 89433

- Scolari's Food & Drug, 5430 Sun Valley Blvd., Sun Valley, NV 89433
- Rainbow Market, 4696 Sun Valley Blvd., Sun Valley, NV 89433
- Dollar Loan Center, 5105 Sun Valley Blvd., Sun Valley, NV 89433
- The House of Realty, 5442A Sun Valley Blvd., Sun Valley, NV 89433
- Hobey's Restaurant & Casino, 5195 Sun Valley Blvd., Sun Valley, NV 89433
- Valley Jewelry & Loan, 4880 Sun Valley Blvd., Sun Valley, NV 89433

### **Local Publications**

- The Sun Valley Voice (English language posting only)

### **Pre-Workshop Outreach**

RTC and Study Team representative also engaged in additional pre-workshop outreach activities to raise project awareness and encourage workshop participation including visits with local businesses and outreach to local community organizations. The following is a list of organizations, community groups, and businesses that were contacted and/or visited prior to the workshop:

- Sun Valley Citizen's Advisory Board
- Spanish Springs Citizen's Advisory Board
- Sun Valley Elementary School Parent-Teacher Association
- Lois Allen Elementary School Parent-Faculty Organization
- Rainbow Market
- Scolari's Food & Drug
- Hobey's Casino & Restaurant
- Valley Jewelry & Loan
- The House of Realty
- Sierra Point Apartments
- Dollar Loan Center
- La Gloria Market
- CVS Pharmacy
- Creaciones Vecis Dress Shop
- La Panaderia y Jalisco Bakery

Unsuccessful attempts were made to contact the following businesses regarding the project and to provide an opportunity to meet with project representatives prior to the workshop:

- Wells Fargo Bank
- Super Buy Market
- Quality Motors
- Easy Living Realty
- Norma Fink Inc. Realtors
- Sun Valley Smoke Shop

## Pyramid Highway/US 395 Connection Study Sun Valley Neighborhood Meeting

ATTENDEES: **Members of the Public**  
(See attached Roster)

### Agency and Consultant Staff:

Doug Maloy/RTC  
Lee Gibson/RTC  
Jeff Hale/RTC  
Michael Moreno/RTC  
Tom Greco/RTC  
LeeAnn Ortega/RTC  
Julie Maxey/NDOT  
Nick Johnson/NDOT  
Chris Young/NDOT  
Del Abdalla/FHWA

Becky Bennett/FHWA  
Bryan Gant/Jacobs  
Steve Oxoby/Jacobs  
Chris Primus/Jacobs  
Christopher Martinovich/Jacobs  
Ben Taylor/Jacobs  
Cindy Potter/CH2M HILL  
David Dodson/CH2M HILL  
Mark Gallegos/CH2M HILL

FROM: Mark Gallegos/CH2M HILL  
Cindy Potter/CH2M HILL

MEETING DATE: October 26, 2011

On Wednesday, October 26, 2011, the Regional Transportation Commission of Washoe County (RTC) hosted a Sun Valley Neighborhood Meeting for the Pyramid Highway/US 395 Connection Study held at Hobeys Casino, 5195 Sun Valley Boulevard, Sun Valley, Nevada. Following is a summary of the meeting, including its format, a description of the informational materials provided, a summary of the questions and comments collected at the meeting, attendance rosters, and meeting notification methods used.

## 1. General Meeting Summary

The Pyramid Highway/US 395 Connection Study's Sun Valley Neighborhood Meeting was held in an "open house" format with informational display boards and Study Team representatives available to discuss the study and answer questions between the hours of 5:00 p.m. and 7:00 p.m. A brief presentation regarding the Study's progress was also provided for attendees. The purpose of the neighborhood meeting was to provide information on the Study's progress and potential connector alignment and interchange alternatives currently being considered within the Sun Valley area. The workshop also provided an opportunity for the Study Team to obtain vital public feedback prior to beginning work on the Draft Environmental Impact Statement (DEIS).



An updated fact sheet handout, including an alternative alignments overview map, was made available to all attendees as they entered the meeting room. Attendees were provided the opportunity to submit written comments during the meeting and were also given contact information for submitting written comment via U.S. mail, e-mail, and fax and through the study website.

Spanish language interpreters were on-hand to assist Spanish speaking attendees and Spanish language fact sheet handouts were also made available.

*Approximate public attendance – 110.*

## 2. Presentation Content

### Display Board Summary

Displays and maps were divided between seven (5) stations providing information on various study elements. Each station was manned by RTC and Study Team representatives with expertise and in-depth knowledge of the information provided at the various stations to answer questions and take comments/suggestions.

The following is a list of the display boards presented during the meeting and a brief synopsis of the content for each board.

- **Study Alternatives Overview:** Aerial map depicting the alternatives currently under consideration along Pyramid Highway and alternative connector routes through Sun Valley.
- **Build Alternative 1:** Aerial map depicting the Sun Valley Boulevard Interchange North Crossing build alternative.
- **Build Alternative 2:** Aerial map depicting the Sun Valley Boulevard Interchange South Crossing build alternative.
- **Build Alternative 3:** Aerial map depicting West of Sun Valley Interchange South Crossing build alternative.
- **Build Alternative 4:** Aerial map depicting West of Sun Valley Interchange North Crossing build alternative.
- **Sun Valley Crossings and Interchanges:** Additional aerial maps were provided which focused on the Sun Valley area depicting the roadway and interchange locations under consideration within the valley.
- **Supplemental Transit Alternatives:** Map showing potential new transit routes being studied as part of the Pyramid Highway/US 395 Connection Study.
- **Potential Economic Effects and Changes:** Graphic showing the potential temporary and long-term economic effects and changes within the proposed project corridor.
- **Population/Employment Growth Traffic Demand 2008-2030:** Graphic showing historical and projected population growth and employment growth within the region with comparative travel demand at various segments along the proposed improvements.

### 3. Public Comment Summary

See Attachment 2 for a summary of written public comment received during the workshop as well as a summary of comments noted by Study Team representatives during the workshop is included.

### 4. Meeting Notification

Bilingual (English/Spanish) public notices were distributed as follows:

#### **Direct Mail**

- Notifications were sent via USPS to area residents within the vicinity of the alternatives under consideration. The mailing list included all Sun Valley residents, businesses and property owners from approximately El Rancho/Dandini north to 1<sup>st</sup> Avenue. This generally represents those properties that could be impacted by either of the four alternatives. The mailing list is attached for reference.
- Local agencies elected officials (i.e. Washoe County, City of Sparks, City of Reno, and Regional Transportation Commission).

## Pyramid Highway/US 395 Connection Study Sun Valley Neighborhood Meeting

ATTENDEES: **Members of the Public**  
(See attached Roster)

### Agency and Consultant Staff:

Doug Maloy/RTC  
Lee Gibson/RTC  
Jeff Hale/RTC  
Michael Moreno/RTC  
Tom Greco/RTC  
LeeAnn Ortega/RTC  
Julie Maxey/NDOT  
Nick Johnson/NDOT  
Chris Young/NDOT  
Paul Saucedo/NDOT  
Ruth Borrelli/NDOT  
Margaret Orci/NDOT  
Bob Martin/NDOT

Carrie Byron/NDOT  
Steve Cooke/NDOT  
Norfa Lanuza/NDOT  
Del Abdalla/FHWA  
Bryan Gant/Jacobs  
Steve Oxoby/Jacobs  
Jim Clarke/Jacobs  
Christopher Martinovich/Jacobs  
Cindy Potter/CH2M HILL  
Leslie Bonneau/CH2M HILL  
David Dodson/CH2M HILL  
Mark Gallegos/CH2M HILL

FROM: Mark Gallegos/CH2M HILL  
Cindy Potter/CH2M HILL

MEETING DATE: January 31, 2012

On Tuesday, January 31, 2012, the Regional Transportation Commission of Washoe County (RTC) hosted a Sun Valley Neighborhood Meeting for the Pyramid Highway/US 395 Connection Study held at Truckee Meadows Community College, 7000 Dandini Boulevard, Reno, Nevada. Following is a summary of the meeting, including its format, a description of the informational materials provided, a summary of the questions and comments collected at the meeting, attendance rosters, and meeting notification methods employed.

## 1. General Meeting Summary

The Pyramid Highway/US 395 Connection Study's Sun Valley Neighborhood Meeting was held in an "open house" format with informational display boards and Study Team representatives available to discuss the study and answer questions between the hours of 4:30 p.m. and 7:30 p.m., with a formal presentation beginning at 5:30 p.m. The presentation included:

- Welcome and introduction of study staff (RTC)

- Brief study status update
- Responses to frequently asked questions
- Presentation regarding the property acquisition process and relocation benefits provided under the federal Uniform Relocation Act (presented by NDOT Right of Way Division).

Following the right of way presentation, attendees were provided an opportunity to submit additional questions/comments on question cards provided which were collected and read by a facilitator, then answered by Study Team representatives. This continued until 7:00 p.m., at which time the meeting returned to an open house format until 7:30 p.m.

The purpose of the meeting was to provide Sun Valley residents and business owners with additional information regarding the potential connector alignments and interchange alternatives currently being considered within the Sun Valley area and to provide information on the right-of-way acquisition process in response to requests from area residents. The neighborhood meeting also provided an opportunity for the Study Team to obtain additional public feedback on the various alternatives presented.

Informational materials made available to all attendees as they entered the meeting room included an updated fact sheet, alternative alignments overview map, comment forms, question cards, and a “frequently asked questions” handout. Spanish language versions of these materials were also made available. Additional informational materials provided by NDOT’s Right-of-Way Division included printed copies of the evening’s right-of-way presentation and the following publications:

- “Nevada Highways and Your Property” [NDOT *Right-of-Way Division*, July 1998]
- “Acquisition – Acquiring Real Property for Federal and Federal-Aid Programs and Projects” [USDOT *Federal Highway Administration*, June 2005]

Attendees were provided the opportunity to submit written comments during the meeting and were also given contact information for submitting written comments via U.S. mail, e-mail, and fax and through the study website. A certified court reporter was also on-hand to take verbal comments and to provide a transcript of the evening’s proceedings (see Attachment 4).

Spanish language interpreters were also available to assist Spanish speaking attendees.

*Approximate public attendance – 96.*

## 2. Open House Information Stations

The following is a list of the display boards available during the meeting and a brief synopsis of the content for each board. Study Team representatives were available to answer questions and take comments at each of the stations.

- **Study Alternatives Overview:** Aerial map depicting the alternatives currently under consideration along Pyramid Highway and alternative connector routes through Sun Valley.
- **Build Alternative 1:** Aerial map depicting the Sun Valley Boulevard Interchange North Crossing build alternative.

- **Build Alternative 2:** Aerial map depicting the Sun Valley Boulevard Interchange South Crossing build alternative.
- **Build Alternative 3:** Aerial map depicting West of Sun Valley Interchange South Crossing build alternative.
- **Build Alternative 4:** Aerial map depicting West of Sun Valley Interchange North Crossing build alternative.
- **Right-of-Way:** Representatives from NDOT's Right-of-Way Division provided informational materials (noted above) and representatives to answer questions from attendees regarding right-of-way and the property acquisition process.

### 3. Public Comment Summary

See Attachment 2 for a summary of written public comment received during the workshop as well as a summary of comments noted by Study Team representatives during the workshop.

### 4. Meeting Notification

Bilingual (English/Spanish) public notices were distributed as follows:

#### Direct Mail

- Notifications were sent via USPS to area residents within the vicinity of the alternatives under consideration. The mailing list included all Sun Valley residents, businesses and property owners from approximately El Rancho/Dandini north to 1<sup>st</sup> Avenue. This generally represents those properties that could be impacted by any of the four alternatives. The mailing list included approximately 500 addresses.
- Local agencies elected officials (i.e. Washoe County, City of Sparks, City of Reno, and Regional Transportation Commission).

#### Email Notifications

- Notifications were distributed via email blast to 254 email addresses on file.

#### Web Site Postings

- [www.pyramidus395connection.com](http://www.pyramidus395connection.com)
- [www.rtcwashoe.com](http://www.rtcwashoe.com)

## Pyramid Highway/US 395 Connection Study Spanish Springs Neighborhood Meeting

ATTENDEES: **Members of the Public**  
(See attached Roster)

### Agency and Consultant Staff:

Doug Maloy/RTC	Thor Dyson/NDOT
Michael Moreno/RTC	Ray Luciani/NDOT
Tom Greco/RTC	Margaret Orci/NDOT
LeeAnn Ortega/RTC	Del Abdalla/FHWA
Howard Riedl/RTC	Bryan Gant/Jacobs
Julie Masterpool/RTC	Steve Oxoby/Jacobs
Amy Cummings/RTC	Christopher Martinovich/Jacobs
Julie Maxey/NDOT	Cindy Potter/CH2M HILL
Nick Johnson/NDOT	David Dodson/CH2M HILL
Chris Young/NDOT	Mark Gallegos/CH2M HILL

FROM: Mark Gallegos/CH2M HILL  
Cindy Potter/CH2M HILL

MEETING DATE: June 13, 2012

On Wednesday, June 13, 2012, the Regional Transportation Commission of Washoe County (RTC) hosted a Spanish Springs Neighborhood Meeting for the Pyramid Highway/US 395 Connection Study held at Yvonne Shaw Middle School, 600 Eagle Canyon Drive, Sparks, Nevada. Following is a summary of the meeting, including its format, a description of the informational materials provided, a summary of the questions and comments collected at the meeting, attendance rosters, and meeting notification methods employed.

## 1. General Meeting Summary

The Pyramid Highway/US 395 Connection Study's Spanish Springs Neighborhood Meeting was held in an "open house" format with informational display boards and Study Team representatives available to discuss the study and answer questions between the hours of 4:30 p.m. and 7:30 p.m., with a formal presentation beginning at 5:30 p.m. The presentation included:

- Welcome and introduction of study staff (RTC)
- Brief study status update
- Brief overview of the Pyramid corridor alternatives being studied

Following the presentation, attendees were provided an opportunity to submit additional questions/comments on question cards provided which were collected and read by a facilitator, then answered by Study Team representatives. This continued until 6:30 p.m., at which time the meeting returned to an open house format.

The purpose of the meeting was to provide Spanish Springs residents and business owners with additional information regarding the potential freeway alignments and interchange alternatives currently being considered within the Spanish Springs area. Representatives from NDOT's Right of Way Division were also on hand to provide information on the property acquisition process. The neighborhood meeting also provided an opportunity for the Study Team to obtain additional public feedback on the various alternatives presented.

Informational materials made available to all attendees as they entered the meeting room included an updated fact sheet, alternative alignments overview map, comment forms, and question cards. Spanish language versions of these materials were also made available. Additional informational materials made available by NDOT's Right-of-Way Division included the following publications:

- "Nevada Highways and Your Property" [NDOT Right-of-Way Division, July 1998]
- "Acquisition – Acquiring Real Property for Federal and Federal-Aid Programs and Projects" [USDOT Federal Highway Administration, June 2005]

Attendees were provided the opportunity to submit written comments during the meeting and were also given contact information for submitting written comments via U.S. mail, e-mail, and fax and through the study website. A certified court reporter was also on-hand to take verbal comments and to provide a transcript of the evening's proceedings (see Attachment 4).

A Spanish language interpreter was also available to assist Spanish speaking attendees.

*Approximate public attendance – 63.*

## 2. Open House Information Stations

The following is a list of the display boards available during the meeting and a brief synopsis of the content for each board. Study Team representatives were available to answer questions and take comments at each of the stations.

- **Study Alternatives Overview:** Aerial map depicting the alternatives currently under consideration along Pyramid Highway and alternative connector routes through Sun Valley.
- **Build Alternative 1 ("Off" Alignment):** Aerial map depicting the proposed Pyramid Freeway alignment traversing along the hillside on the west side of Spanish Springs (behind existing residential and commercial properties) from the area of Disc Drive to Sparks Boulevard.
- **Build Alternatives 2 & 4 ("On" Alignment):** Aerial map depicting the proposed Pyramid Freeway and associated frontage roads and interchanges, converting existing Pyramid Highway to freeway standards between Disc Drive and Sparks Boulevard.

- **Build Alternative 3 (“Ridge” Alignment):** Aerial map depicting the proposed Pyramid Freeway traversing through the hills to the west of Spanish Springs (between the Spanish Springs Valley and Sun Valley).
- **Common Elements:** Aerial map depicting the proposed improvements common to the four freeway alternatives along Pyramid from Sparks Boulevard to Calle de la Plata and along Disc Drive from Pyramid to Vista Boulevard.
- **Section 4(f):** Information on the Section 4(f) regulation as it relates to the Wedekind Park property and potential impacts, the Section 4(f) *de minimis* provision that allows a use when no adverse effect would occur, and requirements for *de minimis* approval.
- **Programmatic Agreement for Historic Resources:** Information regarding Section 106 of the National Historic Preservation Act and the study team’s consultations with the State Historic Preservation Office (SHPO), Native American Tribes, RTC, NDOT, and other historic consulting parties to identify resources, potential project effects, and mitigation measures. Also information about the Programmatic Agreement being prepared that outlines steps to be followed by historic consulting parties after the EIS process is completed to consider the project’s effects to historic resources.
- **Right-of-Way:** Representatives from NDOT’s Right-of-Way Division provided informational materials (noted above) and representatives were available to answer questions regarding right-of-way and the property acquisition process.
- **Pyramid/McCarran Intersection Project:** Representatives from the RTC were available to provide information and answer questions regarding the Pyramid/McCarran Intersection project.

### 3. Public Comment

See Attachment 2 for written public comment received during the workshop as well as a summary of comments noted by Study Team representatives during the workshop.

### 4. Meeting Notification

Bilingual (English/Spanish) public notices were distributed as follows:

#### Direct Mail

- Notifications were sent via USPS to area residents and businesses within the vicinity of the Pyramid corridor alternatives under consideration. The mailing list included approximately 1,435 addresses.
- Local agencies elected officials (i.e. Washoe County, City of Sparks, City of Reno, and Regional Transportation Commission).

#### Email Notifications

- Notifications were distributed via email blast to 181 email addresses on file.

#### Public Postings

Public notices were posted at the following locations within the Pyramid Highway corridor:

- Scolari’s, 1300 Disc Drive, Sparks, NV



- Oasis Mobile Estates, 6550 Pyramid Way, Sparks, NV
- Blue Gem Estates, 6560 Pyramid Way, Sparks, NV
- Spanish Springs Library, 7100A Pyramid Way, Sparks, NV
- Save Mart, 9750 Pyramid Way, Sparks, NV
- 7-Eleven, 15 Eagle Canyon Drive, Sparks, NV

**Web Site Postings**

- [www.pyramidus395connection.com](http://www.pyramidus395connection.com)
- [www.rtcwashoe.com](http://www.rtcwashoe.com)

**Attachment 1**  
**Attendance Rosters**

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**PYRAMID  
HIGHWAY**



**US 395  
CONNECTION**

**Spanish Springs Open House**  
Shaw Middle School  
600 Eagle Canyon Drive, Sparks, NV  
**June 13, 2012, 4:30-7:30 PM**

Participant Name

Address

Phone

Email Address

Amy Cummings

RTC

Michael Hegerfy

KUNR

Margaret Barthel

Mitch Clewuk + 1

BRET KUNKLER

6836 DORCHESTER DR.

Diana Ivatecubal - Bracy

<sup>2710</sup> Spanish Spgs Rd

THOR DIXON

NDOT ~ DII

Doug Mason

RTC

775-834-8300







**PYRAMID  
HIGHWAY**



**US 395  
CONNECTION**

Spanish Springs Open House  
Shaw Middle School  
600 Eagle Canyon Drive, Sparks, NV  
June 13, 2012, 4:30-7:30 PM

Participant Name

Address

Phone

Email Address

DARREL BERENIS

9105 CARROBA BLVD

425-9105

NONE

FRED BARRIE

3396 LAZAROMASINO

745 1936

Fredbarrie@ATT.NET

Julie Maxed

NDOT Carson City

888-7171

jmaxed@dot.state.nv.us

Lorraine Ortega

RTC

348-0171

lor Ortega@rtwunshoe.com

Ray Luciani

NDOT Carson City

888-7431

rluciani@dot.state.nv.us

Dawn Lamb

35 SULLIVAN CT

473-2115

dvlamb@yahoo.com

Richard Peile

35 SULLIVAN CT

473-2115

dpfilff@cup.org

DON GUSTAVSON

908 RED FALCON WY

722-1278

DON.GUSTAVSON@SBEFLWA4.NVET

JOHN CAPURRO

4825 WEDERINS RD

358-4864

jrcapuro@sbcglobal.net

BILL HAW

500 W. PLUMB B 505

425-4424

Bill@Hawcproperties.com

KIRALY KNUDSEN

KK@TCNEV.COM

BENGT STERNBERG

355-7806

Melody + Jordan Lewis

7355 Panama Ct

354 4090

None





**PYRAMID HIGHWAY**



**US 395 CONNECTION**

Spanish Springs Open House  
Shaw Middle School  
600 Eagle Canyon Drive, Sparks, NV  
June 13, 2012, 4:30-7:30 PM

<u>Participant Name</u>	<u>Address</u>	<u>Phone</u>	<u>Email Address</u>
Colenna Elrod & Ronald	3602 Keogh Dr	775 378-2265	Kissimahyrate@sbcglobal.net
Thompson Toward	15 E. Sky Ranch	775 725-6636	4wayne@predigy.net
MICHAEL DMAMARO	4712 GALLEIA PARKWAY SPARKS NV 89434	775-626-9700	SPARKS@MACHROBIN.COM
Barry Burchard	NEVADA TRENDS.COM PO BOX 60313 89506	775-972-4834	INFO@NEVADATRENDS.COM
DARRIN PRICE	5000 Sun Valley Blvd. Sun Valley, NV. 89433	(775) 673-8200	Dprice@sugid.com
Dan + Miller Carpenter	5775 Wedelind Rd. Sparks	(775) 359-5975	dan@carpenter-ins.com
PAUL SEXAEGU			
Kristena Shigenaga			
ROBERT DICKENS	7325 LINDSEY LN SPARKS	775-424-2367	RLOKNS@LIVE.COM
MR H. BAIK	620 Greenway	(775) 331-7111	ik100@sbcglobal.net
OJ. BYSON	6860 BYWARD HY		
George Wagner	6905 Freedom Dr.	(775) 376-2112	wagner.george77@spk.com
TRAVIS FORBES			







**PYRAMID  
HIGHWAY**



**US 395  
CONNECTION**

**Spanish Springs Open House**  
Shaw Middle School  
600 Eagle Canyon Drive, Sparks, NV  
**June 13, 2012, 4:30-7:30 PM**

Participant Name

Address

Phone

Email Address

Summit Christian Church (Robert DeHoff) 7075 Pyramid Way, Sparks, 89434

rebutte  
summitnvo.org

Rick Martin 7325 Panamint 775-742-2308

GARTH ELLIOTT 6160 RAMS HORN 673-3456

Kaylan Hentges 200 E Sky Ranch Dr 240-9616

Amanda Dee Lipton 4905 Rampian Way 775-673-5766

Loniie Feemster 7995 Pyramid Hwy 775 425-1850

Melinda Mall 7265 Pah Pah Dr 775-303-3326

CYNDY BROWN 150 KOSSETTA STONE 775-772-3253

Alayne Everett ALLAYNEEVERETT@SBCGTOBAL.NET 425-6408

Ashley Ingersoll 8480 Nelscnway 720-7049

Bruce & Karen Seaver 4732 Coburn Ct 424-0576

Jerry Corbett 4862 Ted Ct Sunkley

Pamie Weber WASHOE COUNTY

Kaylan Hentges

adliptone@aol.com

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brkbnkbr

ashleyingersoll82@yahoo.com

bruce@seaver.sbcglobal.net

jcorbett@pccharter.net

bweber@washoe.com







PYRAMID  
HIGHWAY



US 395  
CONNECTION

Spanish Springs Open House  
Shaw Middle School  
600 Eagle Canyon Drive, Sparks, NV  
June 13, 2012, 4:30-7:30 PM

Participant Name	Address	Phone	Email Address
Sara Sharkley	1688 Clover Leaf Dr.	775-846-9291	SSHARKEY@HOMEGATE.NV.COM
Michelle Gilmore	7655 Pyramis Way	775-425-4300	Michelle.g@Maanahursey.com
ARNOLD HURTADO +1	7335 PANAMA ST	775 813-6867	
Nicole Medrano	7285 Lindsey Lane	775 530-8335	NIKKILMNOOP@aol.com
BEET PINCOAM +1	6880 Pyramis Way	775-727-8070	<del>gvalenzuela@dailyjournaltribune.com</del>
Garrett Valenzuela			
Dave Smit	14 Eclipse Dr.	425-4435	gvalenzuela@dailyjournaltribune.com
Patty smit	14 Eclipse Dr	425 4435	
Chanda Peters +1	4700 E. LEONISIO DR	473-7937	cpmendoza18@yanha
Michael Moreno	RTC		
Howard Riedl	RTC		
Julie Masterpool	RTC		
Tom Greco	RTC		



# **Attachment 2**

## **Public Comment Summary**

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## Pyramid Highway/US 395 Connection Study Spanish Springs Neighborhood Meeting June 13, 2012

### Written Comments:

We are in favor of the north off-alignment concept from Disc Drive to Sparks Boulevard. Why impact home owners if you don't need to.

*Please see official transcript (Attachment \_) for additional comments and questions received during the evening's proceedings.*

### Verbal comments provided to study representatives (staff) during the course of the meeting:

Multiple residents living between Sky Ranch and Calle de la Plata expressed concerns regarding equestrian trails, indicating many of these trails have been constructed for horse use only and want to ensure that future improvements to the facility continue to allow the use of these trails. Crossings were not requested, but fencing and signage were requested to separate and indicate where certain areas are designated for equestrian use.

Comments tended to prefer off- and ridge alignments as there would be less property acquisitions involved.

A ranch owner north of Disc Drive disliked that the project would impact their property as there were already huge impacts with the extension of Disc Drive to Vista Boulevard. The owner also indicated that her property was left in poor shape after the Disc project.

Property just west of the intersection at Pyramid Way and Queen Way had the following questions:

- Will we have a dedicated southbound lane on Pyramid when we exit Wedekind eastbound to southbound Pyramid? (Answer: Yes)
- Will we have protected or permissive left turn movement when traveling from northbound Pyramid to westbound Wedekind? (Answer: That will be determined in final design and is a decision for the City of Sparks.)
- Will Queen/Pyramid Intersection include a "high-T" movement for the northbound traffic on Pyramid so they will not need to stop? (Answer: This will be determined during final design.)

Several residents had concerns about access and/or right of way acquisitions. Several residents had questions regarding access and potential right of way acquisitions relative to their property.

Most residents expressed concern regarding the timeline of the improvements and would like to see the project move forward more quickly.

**Attachment 3**  
**Comment Sheets**

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**PYRAMID  
HIGHWAY**



**US 395  
CONNECTION**

Sun Valley Neighborhood Meeting  
Shaw Middle School  
600 Eagle Canyon Drive, Sparks, NV 89441  
June 13, 2012

**Public Comment Form**

Date: 6/13/12

Name: Mitch Stewart

Telephone: 725-1412

Address: 7425 Panama Dr  
Sparks NV 89436

Email: \_\_\_\_\_

We are in favor of the North off alignment concept  
due drive to sparks Blvd.

Why impact home owners if you don't need too.

Please use this form to share your comments regarding the Pyramid Highway/US 395 Connection project. Comment forms may be sent via U.S. mail to Mr. Doug Maloy, PE, Project Manager, Regional Transportation Commission of Washoe County, 1105 Terminal Way, Suite 108, Reno, NV 89502, phone (775) 335-1865, fax (775)348-0170 or e-mail [dmaloy@rtcwashoe.com](mailto:dmaloy@rtcwashoe.com)



**Attachment 4**  
**Certified Meeting Transcript**

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PYRAMID HIGHWAY/US 395 CONNECTION

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TRANSCRIPT OF PROCEEDINGS

PRESENTATION - OPEN HOUSE

WEDNESDAY, JUNE 13TH, 2012

Shaw Middle School  
600 Eagle Canyon Drive  
Sparks, Nevada

Reported By: ERIN T. FERRETTO, RPR, CCR #281

Job No.: 161662



A P P E A R A N C E S

DOUG MALOY  
Project Manager  
Regional Planning Commission

BRYAN GANT  
Jacobs Engineering

AMY CUMMINGS  
Director of Planning  
Regional Planning Commission

MICHAEL MORENO  
Public Information Officer  
Regional Transportation Commission

MARGARET ORCI  
Right-of-Way  
Nevada Department of Transportation

1 -o0o-

2 SPARKS, NEVADA, WEDNESDAY, JUNE 13TH, 2012, 4:00 P.M.

3 -o0o-

4  
5  
6 MIKE MORENO: Good evening, folks. My name is  
7 Mike Moreno. I'm the Public Information Officer for the  
8 RTC. We're going to be ready to start our presentation  
9 here in a couple of minutes, so if you'll advance to the  
10 seating area we'll start in just a few minutes.

11 Thank you all for coming today.

12 AMY CUMMINGS: Good evening, everyone. Thank you  
13 so much for taking time out of your day to come here and  
14 talk to us about this project. We really appreciate your  
15 interest and your participation.

16 I'm Amy Cummings. I'm the Director of Planning at  
17 the RTC, and the way the agenda is going to flow tonight  
18 is I'm going to let you know who you are in case you have  
19 questions and then Doug Maloy, our Project Manager, is  
20 going to provide some technical information about the  
21 work that has been done so far on this project, that's  
22 going to be for about 20 to 30 minutes.

23 And then we'll have a Q&A session. We will be  
24 passing out some comments cards, so if you have a comment  
25 or question, we're going to ask that you write that down,

1 and then we'll have a panel up here to address those  
2 comments.

3 And, finally, we'll have some time for one-on-one  
4 discussion with our team and the NDOT team to discuss the  
5 detailed design issues at the stations at the back of the  
6 room.

7 First, I wanted to note a few of the folks that  
8 are here tonight. In particular, Washoe County  
9 Commissioner and RTC Commissioner Bonnie Webber, who is  
10 here. Would you like to make a few comments?

11 BONNIE WEBBER: Sure, I'd love to. Thank you so  
12 much.

13 Thank you all for coming tonight. Glad to have  
14 you come out and hear more information. Please be sure  
15 that you ask your questions, there's no question that's  
16 too hard. Our staff is very willing to work with you,  
17 talk with you, walk you through your individual  
18 situation, and we hope that you will definitely make sure  
19 that you say something to us.

20 I am your commissioner for RTC and I am very  
21 excited about being on RTC. I've been on the county  
22 commission for 10 years now and never have served on RTC  
23 so I'm very excited about that. And I hope that I bring  
24 a different perspective for you all as contingents to the  
25 RTC.

1           So thank you very much and thank you for being  
2 here.

3           AMY CUMMINGS: And I also want to note that Sun  
4 Valley GID member Garth Elliott is here. Raise your  
5 hand.

6           [Inaudible comments.]

7           AMY CUMMINGS: And also Washoe County Commissioner  
8 Elect Vaughn Hartung is here. Thank you for coming.

9           And so that you know who we are with the RTC  
10 staff, stand up and raise your hands, so if you have  
11 questions for the discussion period afterwards you'll  
12 know who to find.

13           We also have our consultant team here, so if you  
14 could raise your hands as well.

15           BONNIE WEBBER: Okay. We also have a Sparks CAB  
16 chair -- Spanish Springs, I'm sorry.

17           AMY CUMMINGS: Thank you. Cindy Brown.

18           UNIDENTIFIED SPEAKER: Yes.

19           AMY CUMMINGS: Thank you very much. Oh, by the  
20 way, NDOT has a team here and they will be able to answer  
21 questions relating to right-of-way concerns and the  
22 Uniform Relocation Act. They're at a table over there.  
23 Thank you.

24           So now I'm going to introduce Doug Maloy, who is  
25 our Project Manager.

1 DOUG MALOY: Great. Thank you, Amy.

2 I am Doug Maloy, Project Manager working on this  
3 project for about four years. I do also want to thank  
4 you for attending this evening.

5 UNIDENTIFIED SPEAKER: We can't hear you.

6 DOUG MALOY: We haven't been in the Spanish  
7 Springs area for a while and this is an opportune time  
8 for us to be out here with you today.

9 I just want to give a little understanding of the  
10 roles that the individual you see here on this opening  
11 screen. The RTC, we're the metropolitan planning  
12 organization for Washoe County. We're looking at  
13 transportation planning, long-range needs. We have a  
14 Regional Transportation Plan. Amy's planning group is  
15 currently updating that Regional Transportation Plan,  
16 that including all the regional roads in northern  
17 Nevada -- excuse me -- Washoe County and one of those is  
18 the Pyramid Highway.

19 NDOT, we're working with NDOT closely. Pyramid  
20 Highway is owned and operated by NDOT, so it's important  
21 to understand that we're doing this facility -- we're  
22 doing this study that we're going to be talking about  
23 here tonight with -- directly with NDOT, who would  
24 ultimately own and operate this facility.

25 And then the Federal Highway Administration is

1 also mentioned here, shown. It's a federally funded  
2 project, and as such we're in a situation where we're  
3 looking at projects that may have an impact --  
4 significant impact, this is one will potentially. We're  
5 working with them closely. It's federally funded. They  
6 are the lead agency and the document we're preparing is  
7 what they'll be approving ultimately as we go forward.

8 So -- and I want to pause real quick to say, this  
9 is a long-range plan. This is planning looking out to  
10 the year 2035 with traffic projections. We're certainly  
11 looking at the current situation but we're looking at  
12 2035. So it's long-range plan and the design process  
13 that we'll be seeing for this facility is also long-range  
14 as well.

15 Likely, improvements on Pyramid, and we'll talk a  
16 little bit about that as the presentation continues, is  
17 part of our 15 to 20 years out at the very earliest. So  
18 I think it's significant, we'll be mentioning that  
19 continually throughout the presentation here. Again, the  
20 stations are set up for questions to be answered. So  
21 with that, I'm going to continue on.

22 So the purpose and need is what we're looking at  
23 is relieving congestion on Pyramid and providing  
24 connectivity from Pyramid over to US 395. This is -- the  
25 purpose and need is what we evaluate concepts against.

1 We have to -- it's determined early on in the process any  
2 alternative that is considered has to be weighed against  
3 the purpose or need or it falls out as being a concept to  
4 continue to move forward.

5 We had a scoping meeting to determine the purpose  
6 and need back in 2008. Some of the elements of that  
7 purpose and need are obviously to serve the existing and  
8 forecasting population and employment growth. We're  
9 currently involved, as you know, that the growth by way  
10 of population has certainly flattened out, if not  
11 declined in some cases, and we've adjusted for that.  
12 This is looking out, again, to the year 2035.

13 Address existing traffic issues, providing  
14 connectivity, accessibility, there's obviously many major  
15 roads that connect to Pyramid, accessibility is obviously  
16 very important, it has to be considered as we look to  
17 this, and then relieving congestion.

18 Relieving congestion will not only improve the  
19 safety of the facility we're looking at, but it also  
20 improves our quality, and that's a part of our long-range  
21 transportation plan. It's a role that has to be  
22 addressed, so I mentioned the safety and I mentioned the  
23 regional transportation -- excuse me -- the long-range  
24 plan.

25 So basically looking at Pyramid Highway, it is the



1 really major -- the only major road leading in and out to  
2 the Spanish Springs area. We do have Vista and Sparks  
3 Boulevard but they don't have the capacity that this  
4 facility potentially has. And, in addition, McCarran is  
5 really the only major east/west route so we're looking at  
6 providing some connectivity between the valleys and the  
7 other ways to get US 395, that's part of the ultimate  
8 purpose and need.

9 I also want to mention that this is a project --  
10 or a study that we're looking at, we're also working  
11 concurrently on a separate EIS, or Environmental Impact  
12 Statement, and that's for Pyramid/McCarran Intersection.  
13 That project is in a similar place as far as progress as  
14 we are. They have submitted their document to the  
15 Department of Transportation, ultimately the Federal  
16 Highway Administration.

17 I just want to point out they're limits are Queens  
18 Way and the limits of this project are Queens Way as  
19 well, so their northern limits and our southern limits  
20 come together.

21 By the way, that station over there in the corner,  
22 Station 6, someone can answer questions you might have --  
23 or they are there to answer questions that you have about  
24 that project. I know that there's a lot of interest in  
25 that as well.

1           So tonight you're going hear the terms like NEPA,  
2           EIS -- I already used EIS. NEPA is the federal policy,  
3           National Environmental Policy Act. It's, again, for  
4           federally funded projects where there are impacts, not  
5           only physical environment, that being streams, wetlands,  
6           air, endangered species, archeological, but also to the  
7           human environment, and that would be, of course,  
8           properties and people that live within those properties.  
9           So the NEPA policy requires us to look at and evaluate  
10          and determine what the impacts are.

11          And the Environmental Impact Statement, the EIS I  
12          mentioned, that's the document that's used to explain and  
13          measure what the impacts are. So we're well along in  
14          that process, that's part of why we wanted to be here  
15          tonight to explain what that process is. You can learn  
16          about the alternatives and we'll talk to you about what  
17          those are, and give you the latest information. Again,  
18          talk to folks at the stations afterwards.

19          So I want to get a lot of the history. There has  
20          been some history regarding the studies, studies that  
21          have occurred and planning that have occurred previous to  
22          this study, and then our long-range transportation plans  
23          adopted in that planning element.

24          Following the steps here, this is where we're at  
25          currently, drafting the DEIS, that's the draft that will

1 be submitted to the Department of Transportation. At the  
2 time that it is submitted, there's a public hearing and a  
3 public comment period. We're accepting comments all the  
4 time but that is the official period that we are also  
5 accepting comments. And at the end of that period we'll  
6 take the comments, look at them and evaluate them,  
7 compare them and modify to create the final EIS.

8 The ROD, or Record of Decision, is what ultimately  
9 comes from the Federal Highway Administration. If there  
10 is a preferred alternative -- as a preferred alternative  
11 is selected, that would be what is -- comes out of the  
12 ROD. At that point we would move into design and  
13 eventually construction, most likely on some phase of  
14 this project.

15 So the last bullet there indicates that we're  
16 anticipating the Draft EIS would be complete and have  
17 that public hearing this fall.

18 This is just a list of the of meetings we've had,  
19 a couple of them in Spanish Springs early on in the  
20 project. We -- back in 2009 we were looking -- well into  
21 looking at different concepts. Since that time very  
22 little has changed regarding concepts. We have had added  
23 an alternative -- we'll explain which one that is -- the  
24 ridge alternative above -- above Pyramid.

25 And then we've had several meetings in Sun Valley.

1 A lot of those meetings were -- because we didn't see  
2 attendance at the earlier meetings when we held them in  
3 Spanish Springs by Sun Valley folks, so we outreached  
4 directly to them, and then we also were looking at  
5 different alternatives that affected them directly in Sun  
6 Valley so we had several meetings in order to show and  
7 better explain what those alternatives are and kind of  
8 whittle it down to some other alternatives.

9 We've had many -- one of the route meetings  
10 throughout the process, up to 50 different meetings have  
11 been held. We've been to the CABs, including the Spanish  
12 Springs CABs several times. There will be more of those  
13 meetings, I'm sure, as we go through, stakeholders and  
14 others throughout the process.

15 So this is the overview map, you've probably seen  
16 it around the room. I'm just going to kind of leading  
17 into more specific discussion on alternatives, kind of  
18 walk you through from west to east.

19 This is a proposed interchange at US 395/Parr and  
20 Dandini where there's an existing interchange. We have  
21 four alternatives -- these are not each, these would be a  
22 couple of alternatives off of each of these two in Sun  
23 Valley as far as crossing through Sun Valley.

24 And then there's three different alignments along  
25 Pyramid Highway between Disc and Sparks Boulevard that we

1 would be looking at something on the existing facility,  
2 something just above Wal-Mart along the hillside there,  
3 and then something up on top along the ridge.

4 Further to the north, Calle de la Plata, this is  
5 the freeway facility, and we'll show you those closer if  
6 you need to.

7 So I'm going to introduce Bryan Gant, he's our  
8 consultant with Jacobs, working closely with CH2N Hill  
9 who is involved working on this project. Bryan is going  
10 to walk you through some of the alternatives and explain  
11 it probably more eloquently than I can. And then  
12 afterwards we'll answer any questions that you might  
13 have.

14 BRYAN GANT: Thank you, Doug.

15 Again, for the record, my name is Bryan Gant with  
16 Jacob Engineering. And as Doug was mentioning, there is  
17 several different options that make up this overall  
18 concept, the four different ones in the Sun Valley area  
19 and the different alignments long Pyramid.

20 Moving forward, I'm going to describe the four  
21 different alternatives that are analyzed in the  
22 environmental document that we're preparing, but keep in  
23 mind that the different parts of this can be mixed and  
24 matched almost like a menu so anything that happens --  
25 any choices made in the Sun Valley area are independent

1 of the choices made for the Pyramid alignments.

2 We've come up with four alternatives, because if  
3 you do four times three, that's 12, it's a little too  
4 cumbersome to fully analyze and make it make sense in the  
5 environmental documents. So we've tried to package those  
6 into four distinct alternatives that give you a view to a  
7 range for the different impacts and the options. But  
8 moving forward a final alternative could be any  
9 combination in there.

10 Let me describe a little bit about those elements  
11 that are common to all the four different alternatives.  
12 As Doug mentioned -- it's a little hard to see but down  
13 at US 395 there's a system interchange there, that's the  
14 same for all the four alternatives, as well as the  
15 improvements from Disc Drive down to Queen, those will  
16 match up with the Pyramid/McCarran Intersection Project,  
17 those come together.

18 Then there's widening of Disc from four to six  
19 lanes over to Sparks Boulevard, and then some additional  
20 improvements over to Vista. And then at the north end of  
21 the project we have a six-lane freeway facility with  
22 interchanges at Sparks Boulevard, Lazy 5 Parkway, Dolores  
23 and Eagle Canyon.

24 North of there we have a six-lane arterial up to  
25 Calle de la Plata. An arterial is what you have out

1 there on Pyramid today, if that puts it into context. So  
2 the freeway portion ends essentially at Eagle Canyon, and  
3 so those elements that I just described are common to all  
4 four different alternatives that are shown around the  
5 room.

6 So, again, why four alternatives? It's really the  
7 options over in Sun Valley that are driving that, and  
8 we're going to get our arms around all the different  
9 options that are there. In the Sun Valley area -- and  
10 this is Sun Valley Boulevard on both of these -- we have  
11 what's called a northerly crossing up around Randon Way  
12 and we have a southerly crossing location just north of  
13 Dandini, and so that provides a choice there, you're  
14 going to go to the north, you're going to go to the  
15 south.

16 In addition to that, we can interchange with  
17 either Sun Valley Boulevard, which is what both these  
18 images are showing, or we have an option to interchange  
19 to the west of Sun Valley Boulevard. So if you think of  
20 the two different crossing locations, the two different  
21 interchange locations, that's the four alternatives laid  
22 out in the room and the four that are being analyzed in  
23 the document.

24 Now let's get into some of the details of those  
25 four in the Pyramid area specifically. Alternative 1



1 encompasses what we call the Off-Alignment. So to put  
2 this in perspective, this is Pyramid right there in blue.  
3 What the Off-Alignment does is it takes that freeway that  
4 I was describing to the north that ended at Eagle Canyon,  
5 if you're coming south and you get south to Sparks  
6 Boulevard, that six-lane freeway then peels off to the  
7 west, comes in below the ridge line but kind of hugs  
8 right behind the existing Wal-Mart over there before it  
9 then turns to the west. We call that the Off-Alignment.

10 There would be an interchange with an extension of  
11 Disc, and that's paired up with one of the Sun Valley  
12 options, so that comprises Alternative 1.

13 Here's a little bit better blow-up to kind of give  
14 you a feel for where that Off-Alignment is. Again, that  
15 Wal-Mart is kind of right around in this area, and the  
16 ridge line is right about in here, so the blue one is the  
17 one I'm referring to. So that Alternative 1 is over at  
18 meeting Station 1 over there.

19 Then we have Alternative 2 which encompasses what  
20 we call the On-Alignment. And this is Pyramid here and  
21 the On-Alignment utilizes the existing transportation  
22 corridor. You all live out there, you need to improve  
23 its capacity just making it better in its existing  
24 footprint, and that's what the On-Alignment does.

25 It would have an interchange at Sparks Boulevard

1 like the others, but then it heads south and you would  
2 have an interchange with Golden View and then an  
3 interchange with Los Altos and Disc Drive, and connecting  
4 in there would be frontage roads. If you're familiar  
5 with frontage roads, those provide local excess off the  
6 freeway, collects that traffic and then gets those people  
7 up on the freeway. That then swings to the west and ties  
8 in with some of our Sun Valley options. So that's  
9 Alternative No. 2.

10 It's also pretty similar to Alternative No. 4  
11 where we use the On-Alignment again. So we had to repeat  
12 -- again, we had to package these into the Statement of  
13 Alternatives -- we had to repeat one of the alignments in  
14 Pyramid area since we have three alignments and four  
15 overall alternatives, and the On-Alignment is the one  
16 that gets repeated, there's really no rhyme or reason to  
17 it, it's just the one we picked.

18 So this one on Alternative 4 is the same for the  
19 On-Alignment area, it just gets married with a different  
20 option over in the Sun Valley area. Hopefully that makes  
21 sense. So those Alternatives 2 and 4 are described over  
22 at Station 2 if you wanted to zoom in and get the details  
23 on those.

24 Then there's Alternative 3. We call this one the  
25 Ridge-Alignment. So we figure we have one which is the

1 On-Alignment, then we have one that's the Off-Alignment  
2 and the Ridge-Alignment takes the idea of the  
3 Off-Alignment and pushes it even further to the west. So  
4 one of the issues with that Off-Alignment is it will be  
5 visually scarring because it does reside below the ridge  
6 view. The Ridge-Alignment takes that and pushes it over  
7 the hilltop, so the idea there was to try to improve some  
8 of the visual impacts that perhaps the Off-Alignment has.

9 But other than that, it's very similar,  
10 interchange with Sparks Boulevard, you swing to the left,  
11 you get up over the hill, you tie into an extension of  
12 Disc, and then you marry that with an option over in Sun  
13 Valley.

14 So that's Alternative No. 3. Again, this gives  
15 you a view of what the Ridge-Alignment looks like  
16 compared to the Off or the On-Alignment. And then that  
17 Ridge-Alignment is show over in Station 3 if you're  
18 interested in that.

19 And with that, I'll hand it back over to Doug.

20 DOUG MALOY: I see why I handed that off to him,  
21 he did an excellent job. I'm not quite up with that, so  
22 we appreciate that. I apologize. Bryan did an excellent  
23 job explaining that, so that was the intent there.

24 So, anyway, I do want to mention just briefly  
25 where we're at in the process. Again, Draft EIS here,

1 this is kind of a little bit of the road ahead, if you  
2 will. Finally, the document around 2013, with that  
3 Record of Decision potentially at the year 2014, and then  
4 we would begin design.

5 Right now design for this level of study is in the  
6 15 percent range so there's a significant amount of  
7 design that's required. An initial -- initially then  
8 after that design is completed it would be right-of-way  
9 acquisition.

10 Likely, early phase would be the connector with  
11 other phases moving on to Pyramid and then progressing to  
12 the north as kind of matching where the congestion is  
13 higher to the south, if you will, and a little bit less  
14 as you go to the north.

15 These are initial segments for probably what would  
16 be a connector, and then the construction of that  
17 potentially in the 2018, '20 time frame, so we're quite a  
18 ways out from seeing any kind of construction and even  
19 right-of-way acquisition for construction of that segment  
20 for those phases.

21 And then future Pyramid segments follow the same  
22 process with further design, right-of-way acquisition,  
23 the same steps would be followed, we're potentially  
24 looking at -- well, it will be 2020 to 2030 before we  
25 begin either of those segments and ultimately leading to

1 construction, and, likely, just based on the size of the  
2 facility and based on the cost of the facility that it  
3 could go beyond 2035 before we complete all -- basically  
4 have build-out of these alternatives -- or the third  
5 alternatives, if you will.

6 So that is the presentation. This is my contact  
7 information. Hopefully you have an opportunity to check  
8 out our website. We'll be doing updates of the website,  
9 including information from this meeting will be uploaded  
10 to that website. It's under the "Streets and Highways"  
11 home page of rtcwashoe.com.

12 So we're going to handle the question period right  
13 now. We've got some cards, if you raise your hand we'll  
14 get a card to you and then we'll try to answer your  
15 questions.

16 UNIDENTIFIED SPEAKER: Do we have to put them on  
17 the card?

18 DOUG MALOY: Please put your questions on the card  
19 and we'll come around and grab those.

20 AMY CUMMINGS: Darren has several questions, so  
21 rather than writing them he's asked to ask our panel  
22 directly. And I want to mention again, Bryan and Doug  
23 are going to be fielding the questions, and if -- you may  
24 ask questions that we don't have the answers to today;  
25 and if that's the case, we'll be sure to do our research

1 and get back in touch with you about that.

2 DARREN PRICE: Thank you. Doug and Brian, what  
3 percent is the project in regional money and what percent  
4 is potentially in grants coming from the federal  
5 government, et cetera?

6 DOUG MALOY: Currently it's entirely -- I  
7 apologize. I thought we had another microphone.

8 Currently it's entirely federally funded with a  
9 state match, so 90 -- 90 percent/10 percent federally  
10 funded, and unidentified as to what the future funding  
11 would be there is opportunities with some RTC 5 Bonds  
12 potentially. We're looking at the opportunities for  
13 maybe the first phase being partially or completely  
14 funded using those funds.

15 AMY CUMMINGS: I'd like to note, too, as part of  
16 the Regional Transportation Plan we're going to be -- we  
17 will be updating our financial forecast for the region  
18 for out to 2035 based on the new population forecasts  
19 coming out.

20 DARREN PRICE: Have you -- so Darren Price for the  
21 record. And for those you who don't me, I'm from the Sun  
22 Valley area who came over here.

23 So are you guys anticipating some of the potential  
24 zoning changes along the corridor that may happen as  
25 people see some advantages from changing, say, to GR to

1 commercial, especially some of those areas behind  
2 Wal-Mart or as you come down through there, property  
3 owners that may want to take advantage?

4 DOUG MALOY: No, I don't really think that's  
5 probably going to be the result of the facility. This is  
6 a controlled access facility, so access, which would  
7 probably change some of those opportunities, I think,  
8 would evolve after -- maybe after this facility is  
9 further planned. So I can't say that we haven't thought  
10 about that. And we are talking about -- if you're  
11 talking about behind Wal-Mart, you're talking about BLM  
12 property so I don't know what the process would be, I  
13 don't really have an answer for you.

14 AMY CUMMINGS: Thank you. Did you have a question  
15 No. 3?

16 DARREN PRICE: I do. Are there any monies  
17 available for this project for aesthetics, you know, some  
18 greenery or some sound walls, any of those type of  
19 things, sidewalks?

20 BRYAN GANT: Typical for -- this is ultimately  
21 expected to be an NDOT facility. Typical for any NDOT  
22 project is to set aside three percent for landscape and  
23 aesthetics, and that is a requirement.

24 And you mentioned sidewalks as well, and sound  
25 walls, those are above and beyond that. Those are

1 considered a part of the capital costs and those are  
2 already being looked at and considered as to the  
3 alternatives.

4 DARREN PRICE: Last one, just a comment.

5 This is the first time I had seen some of the  
6 three alternatives up there, and I want you to know,  
7 Bryan, I'm a little offended by your comment that you  
8 made on the Alternative 3, the ridge line one.

9 The potential for pushing that west so that  
10 aesthetically people would not see cars on the Spanish  
11 Springs side, pushes it over to Sun Valley where we would  
12 see the cars, which is predominantly residential, as  
13 opposed to the alternative behind Wal-Mart which is  
14 mostly commercial where people don't live. If you push  
15 it to the ridge line, now we have noise and light  
16 pollution that you can see from all of Sun Valley, which  
17 is primarily all residential.

18 So when you talk about it, you know, the second  
19 alternative behind Wal-Mart seems a little more logical  
20 where it's mostly commercial, there's restricted hours on  
21 when those stores, some of them, are open, as opposed to  
22 pushing it to the ridge line where now it's visible from  
23 a lot more areas, especially the residential areas in Sun  
24 Valley. I hope you consider that a lot when you look at  
25 those alternatives before you push it to the top of the



1 hill where it's visible in more areas. Thank you.

2 UNIDENTIFIED SPEAKER: I'm offended it's going to  
3 tear my house down.

4 BRYAN GANT: Darren, I appreciate you sharing that  
5 comment. I apologize if it came across that way.

6 A clarification on that is that the ridge line to  
7 the west the Pyramid corridor, this is a distinct, for  
8 lack of a better term, knife ridge. It actually plateaus  
9 out there quite a bit and there's multiple knobs along  
10 the way, so it's really resting up on top of that  
11 plateau, if you will. I use the term "ridge" but there  
12 are multiple knobs to the west of the ridge alignment  
13 that would help further block that from the Sun Valley  
14 community. I'm not saying there wouldn't be portions  
15 that wouldn't be visible to Sun valley but it's about as  
16 good as you're going to do to balance a hiding in between  
17 the two communities.

18 DARREN PRICE: I understand that, but there's no  
19 portion visible with the other alternatives, right?

20 BRYAN GANT: Correct, until it swings to the west.

21 DARREN PRICE: Well, yeah, but then you're at the  
22 bottom part, we know it's coming across there. Thank  
23 you.

24 DOUG MALOY: Thank you.

25 AMY CUMMINGS: Thank you very much.

1           And we have two questions that are related to  
2 public transit so I'm going to read these at the same  
3 time and we can respond to both of them.

4           One is from Diane Foster asking: Will we ever get  
5 public transportation in Spanish Springs?

6           And the other is from Laurie (sic) Feemster  
7 asking: What consideration has been given to mass public  
8 transportation in and out of Sun Valley -- Spanish  
9 Springs Valley?

10           And one question, this gets back to the Regional  
11 Transportation Plan that I mentioned we're working on,  
12 one of the components of that is looking at our vision  
13 for public transportation in our community over the next  
14 20 years.

15           And one thing that we've heard time and again is  
16 that there is a desire to have more public transit  
17 options in this area and it's, of course, a challenge for  
18 us because of the -- we're funded through sales -- local  
19 sales tax which, as you know, has been declining  
20 significantly so revenue is certainly a challenge for us  
21 adding new service.

22           But we're going to be looking at creative  
23 solutions to see what some options might be to have even  
24 a limited day service out here to help folks. We've had  
25 especially requests for service for seniors to get to

1 basic medical and shopping type trips, so we're having --  
2 doing some research into that over the next couple months  
3 and have another public meeting this fall to discuss  
4 motorized transit and specific to this projet I'll hand  
5 the microphone to Bryan.

6 BRYAN GANT: We have taken a look at transit  
7 purposes as part of the alternative, and early on it was  
8 determined that transit alone wouldn't be able to meet  
9 the purpose and need of the project. Obviously with that  
10 type of congestion, transit alone wouldn't do it;  
11 however, we are incorporating improvements to support  
12 future transit, those include park-and-ride lots and  
13 accommodations as well for an assumed future transit line  
14 in the area, depending on the outcomes of the RTP update  
15 that Amy was just describing.

16 AMY CUMMINGS: This next question is from Melynda  
17 Mall -- and I apologize if I pronounce your name wrong,  
18 so feel free to correct me.

19 MELYND MALL: Mall, shopping mall.

20 AMY CUMMINGS: Mall -- oh, yes, it smeared a  
21 little bit when got it.

22 And the question is: What happens to Pyramid  
23 between Disc and McCarran, will we still be able to  
24 connect with I-80 from Pyramid? So a design question  
25 there.

1 DOUG MALOY: I tried to explain that, I must have  
2 not done a very good job.

3 Yes, there is opportunity to stay on the facility  
4 to US 395, but also there's opportunity to get off on the  
5 frontage road and connect free flow to the Disc  
6 intersection and continue further south.

7 MELYNDA MALL: So you have to actually get off the  
8 freeway to get to an access road so that you can continue  
9 on Pyramid, or can you stay on one of the frontage roads  
10 and just go down Pyramid? It seems kind of out of the  
11 way to get on the freeway to get off the freeway to take  
12 Pyramid now; does that make sense?

13 DOUG MALOY: You're in the location of Golden  
14 View, correct?

15 MELYNDA MALL: Correct. So if I have to get on  
16 the frontage road, can I bypass the interchange  
17 completely? For all those people who live in those  
18 subdivisions, if they want to continue on Pyramid do they  
19 have to get on the freeway to get off the freeway to stay  
20 on Pyramid Highway?

21 DOUG MALOY: That's a no. You would go through  
22 and then bypass the Los Altos interchange, the first one  
23 to the south, and stay on that road and get to Disc and  
24 eventually stay on -- at Disc and Pyramid and continue to  
25 the south.

1           AMY CUMMINGS: Thanks. And I wanted to let our  
2 NDOT colleagues over there know that we have a  
3 question -- and I'll do one more before I get to you --  
4 is RTC going to pay off mortgages? What if you are  
5 upside down on your mortgage? So if you could make your  
6 way up to the front to answer that for us, we would  
7 appreciate it.

8           But in the meantime, this is a process-related  
9 question from Robert Dickens asking: What will determine  
10 which alignment would be used?

11          BRYAN GANT: That's an excellent question. That  
12 is really the whole point of this process, and the draft  
13 environmental document that Doug mentioned will be coming  
14 out this fall. It's really an information source to give  
15 you, as well as elected officials and other resource  
16 agencies, information for comparison on the different  
17 alternatives. It will be the feedback from that document  
18 and from outreach such as this, as well as the technical  
19 information enclosed in that document, that makes a  
20 decision on which way to go.

21          So long story short, your input now, your input  
22 after the document comes out in the fall, as well as the  
23 input of other agencies, really drives the selection of  
24 what the alternatives will be, and it's the whole point  
25 of this process.

1           AMY CUMMINGS:  If you don't mind me adding, this  
2           is a very consensus-driven process and ultimately the  
3           selection of the preferred alternative will go to the RTC  
4           board, then it's got to be approved by the Federal  
5           Highway Administration.

6           And let's go back to the question about mortgages.

7           MARGARET ORCI:  Hi.  My name is Margaret Orci I'm  
8           with Department of Transportation.

9           And in regards to mortgages, if you're upside down  
10          on your mortgage, we do have a program that we have to  
11          follow that is under the Uniform Act, which is the CFRs,  
12          the federal requirements.  And with that being said,  
13          there is a program in place that if -- if and when the  
14          appraisal is completed and the appraisal -- let me give  
15          you an example -- comes in at \$100,000 and it turns out  
16          that your current mortgage is at 150, so obviously the  
17          fair market value today is not going to cover the balance  
18          owed on that mortgage.  So as long as the property owner  
19          has met the criteria and has continued to have made their  
20          mortgage payments, you would qualify for us to go ahead  
21          and conduct an administrative settlement which would then  
22          pay off the difference, that \$50,000 would be paid under  
23          the administrative settlement portion, so your mortgage  
24          would be paid in full.

25          UNIDENTIFIED SPEAKER:  [Indiscernible].

1 MARGARET ORCI: But along with that, if you're in  
2 that situation we have the relocation program that goes  
3 along with the acquisition. There's two different sides,  
4 you have an acquisition side and you have the relocation  
5 side. So we have a program then that will assist you a  
6 replacement site, we would calculate out a possible  
7 differential so that you could get into a replacement  
8 site of the same type, if not slightly better, and then  
9 you would also get benefits to help you move. You know,  
10 there's --

11 UNIDENTIFIED SPEAKER: What about say like a down  
12 payment? We put 60,000 down on our house and we're  
13 upside down, going through that whole process, second  
14 part of the relocation, we don't have money to put any  
15 money down to buy another house.

16 MARGARET ORCI: Exactly. We calculate -- that's  
17 one of the problems with entitlements, we take that into  
18 consideration and it should give you a dollar amount that  
19 would be applied as a new down payment for replacement  
20 value.

21 So if you have more questions about that, we can  
22 talk at our little station over there. We have the  
23 booklet and brochure with regard to all the relocation  
24 benefits. Okay?

25 DOUG MALOY: Let me just add that we are currently

1 and we will be into the near future here, there's  
2 examples of that occurring at Pyramid/McCarran where that  
3 project is a little bit closer to being finalized and  
4 moving towards construction, so there's a good of example  
5 of that really as we speak.

6 AMY CUMMINGS: Thank you. And I just have two  
7 more cards, so if you do have another -- if you have a  
8 card, please raise your hand -- or another comment.  
9 These next two are design-related questions.

10 This is from John Roscoe. Would Alternative 2 and  
11 Alternative 4 both use frontage roads? And would there  
12 be a widening of the highway without frontages as another  
13 alternative, possibly a third alternative?

14 BRYAN GANT: Alternatives 2 and 4 do incorporate  
15 frontage roads. The key issue there is all the accesses  
16 along that section from around Golden View down all the  
17 way up to Disc. As you know, that's a pretty -- pretty  
18 built-up area, a lot of commercial access so the frontage  
19 roads are key for making that work.

20 If I understand the second half of that question,  
21 could you just widen it a little bit more and not need  
22 the frontage roads? It's really an operational issue.  
23 In order to achieve the capacity that a freeway is  
24 designed to achieve, you have to limit the access points.  
25 It's kind of the whole point behind a freeway design so



1 you wouldn't really be able to get rid of the frontage  
2 roads.

3 We did look at an option that had different  
4 interchange configurations, additional interchanges, and  
5 there was really no savings in terms of impacts to  
6 properties and would actually operate not as well. So  
7 the full frontage road option is the one that has moved  
8 forward and is shown in both Alternative 2 and 4.

9 AMY CUMMINGS: Thank you. And this is the last  
10 question that I have, it's a drainage-related question  
11 from George Wagner asking: Options 2 and 3, the Ridge  
12 and Off-Alignment for Pyramid, show significant drainage  
13 that directly impacts properties along Pyramid Highway.  
14 Are there options regarding the placement of this  
15 drainage?

16 BRYAN GANT: I was afraid we were going to get a  
17 drainage question. There are some options to move the  
18 drainage around a little bit but not a whole lot. And,  
19 unfortunately, I don't have the background to tell you  
20 exactly at all details behind that but we have been  
21 working with our hydrology engineers previously and asked  
22 them the same questions.

23 There's not a whole lot of opportunity because  
24 they're specific with respect to the design of those,  
25 including even the shape of what some of those basins

1 look like that affect their functionality. And so  
2 there's a little bit of play in there moving forward into  
3 design, I'm not sure if there's a complete change of  
4 picture that would be available here.

5 And if you want more details, I'd be happy to talk  
6 to our engineer and get you a better answer.

7 AMY CUMMINGS: Thank you so much. I want to again  
8 express how much we at RTC appreciate your taking time  
9 out of your day to come and talk to us, give us your  
10 ideas and learn more about the project.

11 We're going to be on hand to talk with you one on  
12 one at the stations at the back of the room here, so  
13 please feel free to stay.

14 Michael, do you have another --

15 MICHAEL MORENO: I do. We do have a court  
16 reporter here this evening who is taking minutes for the  
17 presentation we just gave. If you wanted to take the  
18 opportunity to come up and share your comments with her  
19 about the project, your ideas, suggestions, concerns,  
20 whether you like the project or not, she's available to  
21 do that. We're here until 7:30 tonight.

22 So, again, as Amy indicated, and on behalf of Doug  
23 and Bryan, thank you all for coming very much.

24 Commissioner Webber, Commissioner Elect Hartung, thank  
25 you for spending some time with us this evening. Thank

1       you.

2                       (At 6:15 p.m., public presentation concluded.)

3                                       \* \* \*

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1 STATE OF NEVADA )  
 ) ss.  
2 COUNTY OF WASHOE )  
3

4 I, ERIN T. FERRETTO, Certified Court  
5 Reporter of the State of Nevada, in and for the County of  
6 Washoe, DO HEREBY CERTIFY:

7 That I was present for the above-entitled  
8 Public Meeting on WEDNESDAY, JUNE 13TH, 2012, and took  
9 verbatim stenotype notes of the proceedings had upon the  
10 matter captioned within, and thereafter transcribed them  
11 into typewriting as herein appears;

12 That the foregoing transcript is a full,  
13 true and correct transcription of my stenotype notes of  
14 said proceedings.

15 DATED: This 30th day of June, 2012.  
16  
17  
18

19 ERIN T. FERRETTO, CCR #281  
20  
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22  
23  
24  
25

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**TRANSPORTATION NOTICE**  
**Pyramid Highway/US 395 Connection Project**  
**NOTICE OF AVAILABILITY AND PUBLIC HEARINGS**

**PURPOSE OF HEARING:** The Regional Transportation Commission of Washoe County (RTC), in cooperation with the Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA), has prepared a Draft Environmental Impact Statement (DEIS) addressing the potential impacts of the Pyramid Highway/US 395 Connection Project. Proposed improvements include providing a limited access freeway facility within the Pyramid Corridor from either Disc Drive or Sparks Boulevard to just north of Eagle Canyon Road along one of three alternative alignments; and providing a limited access freeway connector facility from Pyramid Highway to US 395 along one of two alternative alignments. The proposed connector facility would provide connections in the area of Pyramid Highway/Disc Drive to the east and US 395/Parr Boulevard to the west, with potential access to the connector to/from the Sun Valley area at either Sun Valley Boulevard or to the west in the area of the planned future West Sun Valley arterial roadway.

**THE DEIS IS NOW AVAILABLE FOR REVIEW.** You can review the DEIS in several ways during the comment period that begins September 13, 2013 and ends November 12, 2013. You can access it through NDOT's website at: [http://www.nevadadot.com/Public\\_Involvement/Meetings/Meetings,\\_Hearings\\_and\\_Notices.aspx](http://www.nevadadot.com/Public_Involvement/Meetings/Meetings,_Hearings_and_Notices.aspx) or the RTC's website at: <http://www.rtcwashoe.com/section-hot-topics>. Copies are also available by request from NDOT Headquarters, Environmental Services Division, Room 104, 1263 S. Stewart St., Carson City, NV 89712; telephone: (775) 888-7013. Hard copies are available for review at the Spanish Springs Library, 7100A Pyramid Lake Highway, Sparks, NV, the Sparks Library at 1125 12th Street, Sparks, NV; Sun Valley General Improvement District Offices at 5000 Sun Valley Boulevard, Sun Valley, NV; RTC Offices at 1105 Terminal Way, Suite 108, Reno, NV; and NDOT District II offices, 310 Galletti Way, Sparks, NV. Hard copies will also be available for your review at the public hearing.

**WHEN AND WHERE: Two public hearings will be held at different locations on separate dates. Please attend the one most convenient for you. The same information will be presented at both public hearings.**

**Wednesday, October 9, 2013:**

4:30 p.m. to 7:30 p.m., (presentation at 5:30 p.m.)

Red Mountain Building Student Center

Truckee Meadows Community College, 7000 Dandini Blvd., Reno NV

**Thursday, October 10, 2013:**

4:30 p.m. to 7:30 p.m. (presentation at 5:30 p.m.)

Shaw Middle School Library

600 Eagle Canyon Drive, Sparks, NV

**WHY:** The purpose of the hearings is to present the alternatives and environmental impacts described in the Draft Environmental Impact Statement and to obtain public input to help guide the selection of a preferred alternative. After your input is considered, FHWA will identify a preferred alternative and issue a Final Environmental Impact Statement.

**WHERE YOU COME IN:** You are invited to attend one or both hearings at your convenience anytime during the advertised hours. Project representatives will be available to discuss the project and answer questions. Each hearing will include a brief presentation beginning at 5:30 p.m. followed by a facilitated question and answer period. The format will be "open house" from 4:30 p.m. to 5:30 p.m. and will return to the open house format following the presentation and question and answer period.

You may submit comments on the DEIS for the official project record at the hearing either in writing or verbally to a court reporter available throughout the hearing. You may also provide comments at any time during the official public comment period starting on September 13, 2013 and ending November 12, 2013 in the following ways: Email your comments to [info@dot.state.nv.us](mailto:info@dot.state.nv.us) with a reference to the "Pyramid Highway/US 395 Connection DEIS" project in the subject line, mail your comments to Steve Cooke, Environmental Services Chief, NDOT, 1263 S. Stewart St., Carson City, NV 89712, or FAX your comments to Steve Cooke at (775) 888-7104. **All comments must be received by November 12, 2013 to be considered as part of the official project record.**

**REQUESTS FOR ASSISTANCE:** Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the hearing(s). Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to Julie Maxey, NDOT, Public Hearings Officer, at (775) 888-7171, [jmaxey@dot.state.nv.us](mailto:jmaxey@dot.state.nv.us). Spanish language translators will be present at both hearings.

**IF RIGHT-OF-WAY IS NEEDED:** The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will govern the acquisition of any right-of-way necessary for this project. More detailed information on right-of-way acquisition and relocation assistance can be obtained by calling or visiting the Nevada Department of Transportation, Right-of-Way Office, 1263 South Stewart Street, Room 320, Carson City (775) 888-7480.

RTC RIDE routes that serve Truckee Meadows Community College are 15 and 5; RTC RIDE does not provide service to Shaw Middle School. Contact the RTC ACCESS Customer Service telephone number at (775) 348-0477 for information about paratransit transportation services.



**AVISO DE TRANSPORTE**  
**Proyecto de Conexión Pyramid Highway/US 395**  
**AVISO DE DISPONIBILIDAD Y AUDIENCIAS PÚBLICAS**

**PROPÓSITO DE LA AUDIENCIA:** La Comisión de Transporte Regional del Condado de Washoe (RTC), en cooperación con el Departamento de Transporte de Nevada (NDOT) y la Administración de Carreteras Federales (FHWA), ha preparado un Borrador con la Declaración al Impacto del Medio Ambiente (DEIS) señalando los posibles impactos del Proyecto de Mejoras de la Intersección de la carretera Pyramid Highway y la autopista US 395. Las mejoras propuestas del proyecto incluyen proporcionar un acceso limitado a las instalaciones de la carretera Pyramid desde, ya sea la calle Disc Drive o el Sparks Boulevard, hacia justo al norte del camino Eagle Canyon Road, siguiendo tres líneas alternas, y proporcionando un acceso limitado a las instalaciones de la carretera desde Pyramid Highway hasta la autopista US 395, siguiendo una de dos líneas alternas. Las instalaciones propuestas de la carretera proporcionarán conexiones en la zona de Pyramid Highway/Disc Drive hacia el este y US 395/Parr Boulevard hacia el oeste, con acceso posible a la conexión hacia y desde la zona de Sun Valley, ya sea por el Sun Valley Boulevard o hacia el oeste en la zona del camino ya planificado del oeste de Sun Valley.

**EL DOCUMENTO DEIS ESTÁ LISTO PARA REVISARSE.**

Usted puede revisar el documento DEIS de varias maneras durante el tiempo proporcionado para los comentarios que comienza en Septiembre 13 del 2013 y termina en Noviembre 12 del 2013. Se puede tener acceso al documento por medio del sitio de la red de NDOT en:

[http://www.nevadadot.com/Public\\_Involvement/Meetings/Meetings,\\_Hearings\\_and\\_Notices.aspx](http://www.nevadadot.com/Public_Involvement/Meetings/Meetings,_Hearings_and_Notices.aspx) o el sitio de la red de RTC en:

<http://www.rtcwashoe.com/section-hot-topics>. Las oficinas centrales de NDOT también tienen copias disponibles en el Departamento de Servicios al Medio Ambiente, Sala 104, 1263 S. Stewart St., Carson City, NV 89712; teléfono: (775) 888-7013. También se pueden conseguir copias en los siguientes lugares: Biblioteca de Spanish Springs, en el 7100A Pyramid Lake Highway, Sparks, NV; Biblioteca de Sparks, en el 1125 12th Street, Sparks, NV; Oficinas del Distrito para el Mejoramiento de Sun Valley, en el 5000 Sun Valley Boulevard, Sun Valley, NV; Oficinas de RTC en el 1105 Terminal Way, Suite 108, Reno, NV; y las Oficinas del Distrito II de NDOT, 310 Galletti Way, Sparks, NV. También habrá copias disponibles durante la audiencia pública.

**CUÁNDO Y DÓNDE:**

**Se llevarán a cabo dos audiencias públicas en diferentes lugares y fechas. Le pedimos que asista a la que sea más conveniente para usted. En ambas audiencias se presentará la misma información.**

**Miércoles, Octubre 9, 2013:**

4:30 p.m. a 7:30 p.m., (presentación a las 5:30 p.m.)

Centro Estudiantil Red Mountain

Truckee Meadows Community College, 7000 Dandini Blvd., Reno NV

**Jueves, Octubre 10, 2013:**

4:30 p.m. a 7:30 p.m. (presentación a las 5:30 p.m.)

Biblioteca de la Escuela Shaw Middle School

600 Eagle Canyon Drive, Sparks, NV

**PARA QUÉ:** El propósito de esta audiencia es el de presentar las alternativas y el impacto al medio ambiente que se describe en el documento de la Declaración al Impacto del Medio Ambiente y obtener información del público para ayudarnos a seleccionar una alternativa preferencial. Una vez que se estudien los comentarios del público, la empresa FHWA identificará esa alternativa y presentará la Declaración Final sobre el Impacto al Medio Ambiente.

**EN DÓNDE PARTICIPA USTED:** Se invita al público a asistir a una o ambas audiencias según le convenga durante las horas anunciadas. Los representantes del proyecto estarán disponibles para discutir el proyecto y contestar preguntas. Cada una de las audiencias incluye una presentación breve que comienza a las 5:30 p.m. seguida de un tiempo para preguntas y respuestas. El formato será como de "audiencia abierta" de las 4:30 p.m. a las 5:30 p.m. y regresa a este formato después de la presentación.

Usted puede entregar sus comentarios sobre el documento DEIS para los registros oficiales el día de la audiencia, ya sea por escrito o verbalmente con la persona que tomará notas durante la audiencia. También puede proporcionar sus comentarios durante el periodo oficial de comentarios que comienza en Septiembre 13 del 2013 y termina en Noviembre 12 del 2013 usando los siguientes medios: Comentarios por correo electrónico a [info@dot.state.nv.us](mailto:info@dot.state.nv.us) con una referencia a "Pyramid Highway/US 395 Connection DEIS project" en la línea del tema. Por correo regular se pueden enviar comentarios al Sr. Steve Cooke, Jefe de Servicios al Medio Ambiente, NDOT, 1263 S. Stewart St., Carson City, NV 89712, o por FAX al Sr. Steve Cooke at (775) 888-7104. **Todos los comentarios deben enviarse para la fecha de Noviembre 12 del 2013 para tomarse en cuenta como parte de los registros oficiales del proyecto.**

**PETICIONES DE AYUDA:** Se harán todos los esfuerzos razonables para ayudar y acomodar a personas con discapacidades que desean asistir a las audiencias. Las peticiones para pedir ayuda o para personas con inglés limitado deben hacerse con anticipación con la Sra. Julie Maxey, NDOT, Oficial de Audiencias Publicas al teléfono (775) 888-7171 o al correo [jmaxey@dot.state.nv.us](mailto:jmaxey@dot.state.nv.us) También habrá traductores disponibles en ambas audiencias.

**SI SE REQUIERE DERECHO DE VIA:** El Acta Uniforme de Políticas para la Adquisición de Propiedades y Asistencia para su Reubicación de 1970 estará gobernando la adquisición de cualquier derecho de vía necesario para este proyecto. Más informes sobre la adquisición de derechos de vía y asistencia para reubicarse puede obtenerse llamando o visitando el Departamento de Transporte de Nevada, Oficina de Derechos de Vía, 1263 South Stewart Street, Sala 320, Carson City, teléfono (775) 888-7480.

Las rutas de RTC RIDE que dan servicio al Colegio Truckee Meadows Community College son la 15 y la 5. RTC RIDE no proporciona servicio a la Escuela Shaw Middle School. Favor de comunicarse con el Departamento de Servicio al Cliente de RTC ACCESS, al teléfono (775) 348-0477 para más informes sobre servicio de transporte para discapacitados.



# Affidavit of Publication

STATE OF NEVADA,  
County of Washoe – SS.

Jodie Johnston

being duly sworn, deposes and says that she is the Record Clerk of the SPARKS TRIBUNE, a daily Newspaper, published in Sparks, Washoe County, Nevada; that she has charge of and knows the advertising appearing in said newspaper, and the

Transportation Notice

Pyramid Highway/US 395 Connection Project

Notice Of Availability And Public Hearings

Hearing Date: October 9, 2013

of which copy is hereunto attached, was first published in said newspaper in its issue dated

17<sup>th</sup> day of September, 2013

and was published in each of the following issues thereafter

9-17, 2013

the date of the last publication being in the issue of

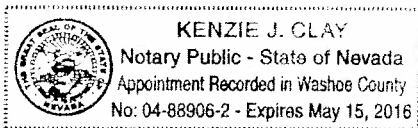
September 17<sup>th</sup>, 2013

Subscribed and sworn to before me this, the

17<sup>th</sup> day of September, 2013

*Kenzie J. Clay*

Notary Public in and for the County of Washoe,  
State of Nevada.



## TRANSPORTATION NOTICE Pyramid Highway/US 395 Connection Project NOTICE OF AVAILABILITY AND PUBLIC HEARINGS

**PURPOSE OF HEARING:** The Regional Transportation Commission of Washoe County (RTC), in cooperation with the Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA), has prepared a Draft Environmental Impact Statement (DEIS) addressing the potential impacts of the Pyramid Highway/US 395 Connection Project. Proposed improvements include providing a limited access freeway facility within the Pyramid Corridor from either Disc Drive or Sparks Boulevard to just north of Eagle Canyon Road along one of three alternative alignments; and providing a limited access freeway connector facility from Pyramid Highway to US 395 along one of two alternative alignments. The proposed connector facility would provide connections in the area of Pyramid Highway/Disc Drive to the east and US 395/Parr Boulevard to the west, with potential access to the connector to/from the Sun Valley area at either Sun Valley Boulevard or to the west in the area of the planned future West Sun Valley arterial roadway.

**THE DEIS IS NOW AVAILABLE FOR REVIEW.** You can review the DEIS in several ways during the comment period that begins September 13, 2013 and ends November 12, 2013. You can access it through NDOT's website at: [http://www.nevadadot.com/Public\\_Involvement/Meetings/Meetings\\_Hearings\\_and\\_Notices.aspx](http://www.nevadadot.com/Public_Involvement/Meetings/Meetings_Hearings_and_Notices.aspx) or the RTC's website at: <http://www.rtcwashoe.com/section-hot-topics>. Copies are also available by request from NDOT Headquarters, Environmental Services Division, Room 104, 1263 S. Stewart St., Carson City, NV 89712; telephone: (775) 888-7013. Hard copies are available for review at the Spanish Springs Library, 7100A Pyramid Lake Highway, Sparks, NV, the Sparks Library at 1125 12th Street, Sparks, NV; Sun Valley General Improvement District Offices at 5000 Sun Valley Boulevard, Sun Valley, NV; RTC Offices at 1105 Terminal Way, Suite 108, Reno, NV; and NDOT District II offices, 310 Galletti Way, Sparks, NV. Hard copies will also be available for your review at the public hearing.

**WHEN AND WHERE:** Two public hearings will be held at different locations on separate dates. Please attend the one most convenient for you. The same information will be presented at both public hearings.

**Wednesday, October 9, 2013:**  
4:30 p.m. to 7:30 p.m. (presentation at 5:30 p.m.)  
Red Mountain Building Student Center  
Truckee Meadows Community College,  
7000 Dandini Blvd., Reno NV

**Thursday, October 10, 2013:**  
4:30 p.m. to 7:30 p.m. (presentation at 5:30 p.m.)  
Shaw Middle School Library  
600 Eagle Canyon Drive, Sparks, NV

**WHY:** The purpose of the hearings is to present the alternatives and environmental impacts described in the Draft Environmental Impact Statement and to obtain public input to help guide the selection of a preferred alternative. After your input is considered, FHWA will identify a preferred alternative and issue a Final Environmental Impact Statement.

**WHERE YOU COME IN:** You are invited to attend one or both hearings at your convenience anytime during the advertised hours. Project representatives will be available to discuss the project and answer questions. Each hearing will include a brief presentation beginning at 5:30 p.m. followed by a facilitated question and answer period. The format will be "open house" from 4:30 p.m. to 5:30 p.m. and will return to the open house format following the presentation and question and answer period.

You may submit comments on the DEIS for the official project record at the hearing either in writing or verbally to a court reporter available throughout the hearing. You may also provide comments at any time during the official public comment period starting on September 13, 2013 and ending November 12, 2013 in the following ways: Email your comments to [info@dot.state.nv.us](mailto:info@dot.state.nv.us) with a reference to the "Pyramid Highway/US 395 Connection DEIS" project in the subject line, mail your comments to Steve Cooke, Environmental Services Chief, NDOT, 1263 S. Stewart St., Carson City, NV 89712, or FAX your comments to Steve Cooke at (775) 888-7104. All comments must be received by November 12, 2013 to be considered as part of the official project record.



# Affidavit of Publication

STATE OF NEVADA,  
County of Washoe – SS.

Jodie Johnston

being duly sworn, deposes and says that she is the Record Clerk of the SPARKS TRIBUNE, a daily Newspaper, published in Sparks, Washoe County, Nevada; that she has charge of and knows the advertising appearing in said newspaper, and the

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and was published in each of the following issues thereafter

the date of the last publication being in the issue of

Subscribed and sworn to before me this, the

Notary Public in and for the County of Washoe,  
State of Nevada.

**REQUESTS FOR ASSISTANCE:** Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the hearing(s). Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to Julie Maxey, NDOT, Public Hearings Officer, at (775) 888-7171, [jmaxey@dot.state.nv.us](mailto:jmaxey@dot.state.nv.us). Spanish language translators will be present at both hearings.

**IF RIGHT-OF-WAY IS NEEDED:** The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will govern the acquisition of any right-of-way necessary for this project. More detailed information on right-of-way acquisition and relocation assistance can be obtained by calling or visiting the Nevada Department of Transportation, Right-of-Way Office, 1263 South Stewart Street, Room 320, Carson City (775) 888-7480.

RTC RIDE routes that serve Truckee Meadows Community College are 15 and 5; RTC RIDE does not provide service to Shaw Middle School. Contact the RTC ACCESS Customer Service telephone number at (775) 348-0477 for information about para-transit transportation services.



# Draft Environmental Impact Statement

## Executive Summary

### ES-1 INTRODUCTION

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The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Regional Transportation Commission of Washoe County (RTC), is preparing an Environmental Impact Statement (EIS) to identify and evaluate transportation improvements along the Pyramid Highway (State Highway 445) corridor in the Northeast Truckee Meadows area.

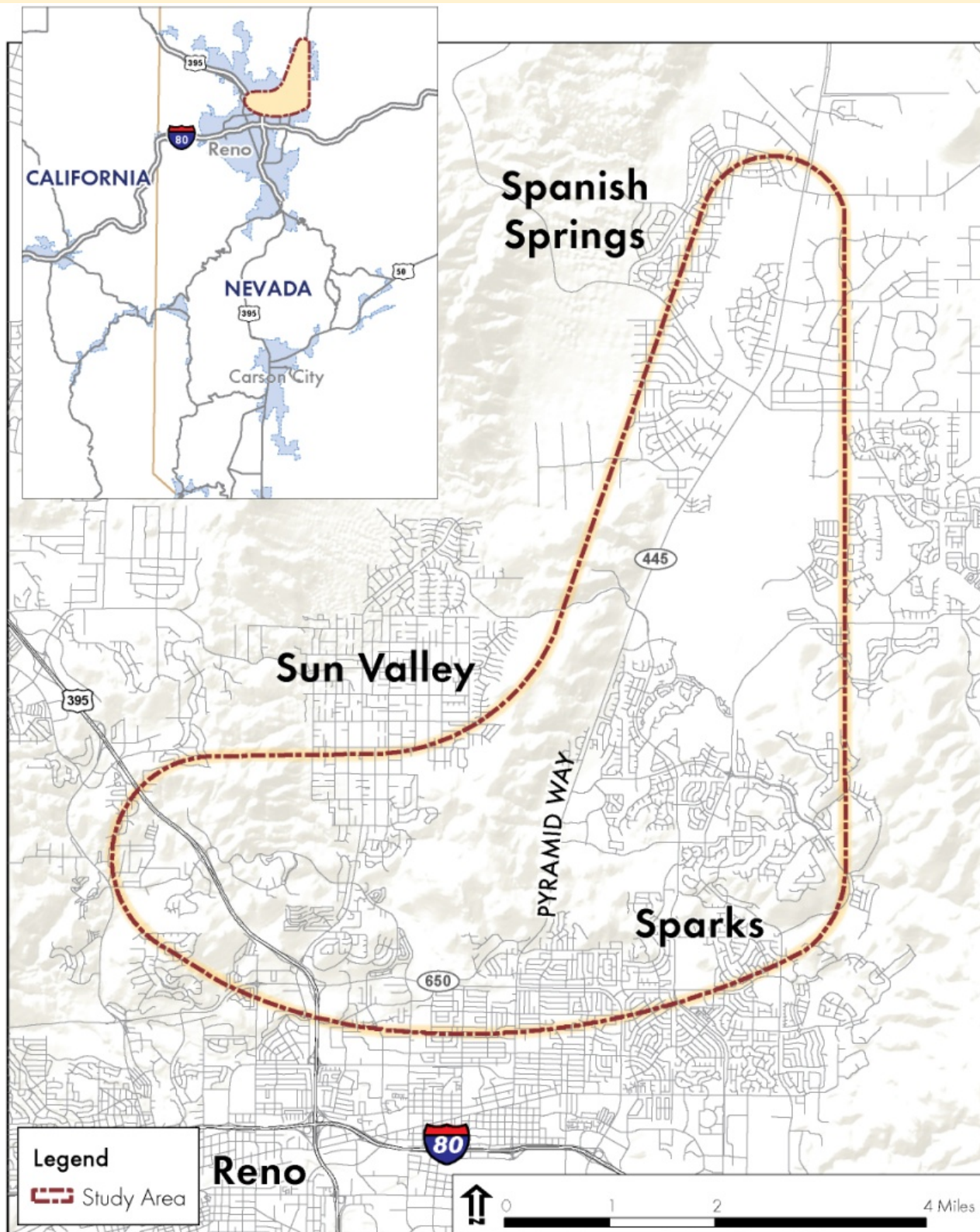
RTC is the project sponsor and overseeing the environmental study and the preliminary engineering performed as part of the study. If a build alternative is selected as the preferred alternative as a result of the EIS process, the party responsible for development of final design plans, securing bids, selecting a contractor, and construction oversight will be determined at a later date in consultation between RTC and NDOT. Because improvements would occur within NDOT right-of-way, and the proposed US 395 Connector would be an NDOT highway and Pyramid Highway is an NDOT highway, NDOT has a major role in this project, including oversight of the National Environmental Policy Act (NEPA) process, under which this EIS has been prepared. The final design would adhere to NDOT standards and the project would comply with NDOT policy. NDOT also would lead and/or oversee the right-of-way acquisition process to ensure compliance with the Uniform Relocation Act. FHWA has oversight responsibility on the entire process because federal funds are involved.

The improvements considered in this Draft EIS address the regional movement of people and goods; relieve traffic congestion on Pyramid Highway; and provide improved east-west community connectivity between United States Highway 395 (US 395), Pyramid Highway, and Vista Boulevard.

The Study Area is located in Washoe County, Nevada (Figure ES-1). It covers portions of unincorporated Washoe County and portions of the cities of Sparks and Reno. The Study Area surrounds the existing Pyramid Highway from Calle de la Plata at the northern end to Queen Way at the southern end. The Study Area also includes the area where portions of the proposed roadway connecting existing Pyramid Highway and US 395 (called the US 395 Connector) may be located, extending from near Dandini Boulevard on the west end to Vista Boulevard on the east end (Figure ES-2).

### Figure ES-1 Vicinity Map

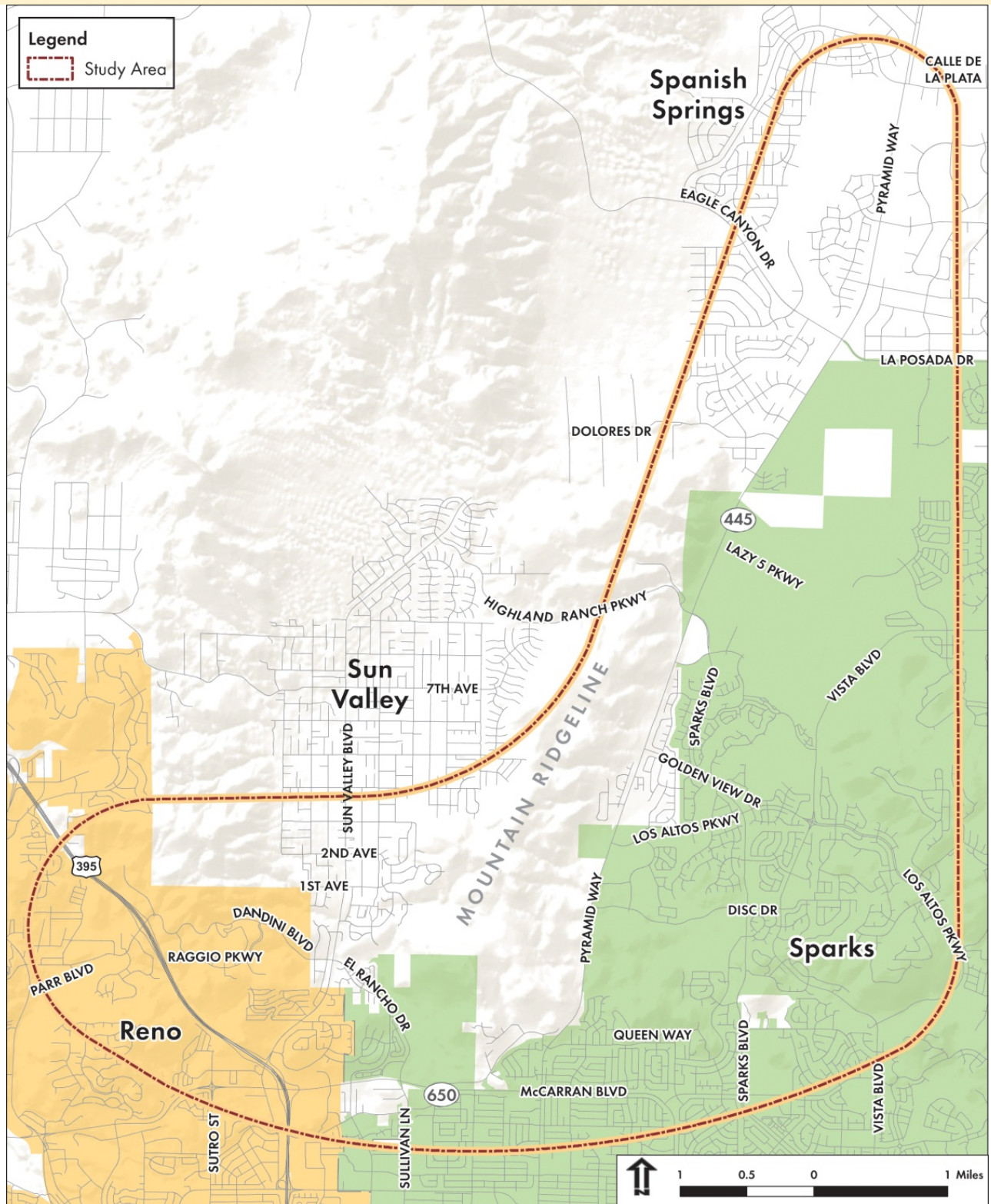
The Study Area is located in Washoe County, Nevada. It covers portions of unincorporated Washoe County and portions of the cities of Sparks and Reno.





### Figure ES-2 Study Area

The Study Area surrounds the existing Pyramid Highway from Calle de la Plata at the northern end to Queen Way at the southern end. The Study Area also includes the area where portions of the proposed roadway connecting existing Pyramid Highway and US 395 (called the US 395 Connector) may be located, extending from near Dandini Boulevard on the west end to Vista Boulevard on the east end.



## ES-2 STUDY BACKGROUND

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The RTC's 2015 Regional Transportation Plan adopted in 1997 indicated that forecasted traffic volumes identify a need to widen Pyramid Highway from the existing four lanes to six to eight lanes. In the spring of 1998, the RTC began discussing the Pyramid Highway widening project with the City of Sparks and neighboring communities. In the Northeast Truckee Meadows area, which includes the communities of Sparks, Spanish Springs, Sun Valley and lands immediately surrounding them, populations were expected to greatly increase. Further, population growth in larger Washoe County and employment growth in the southern portions of Washoe County were increasing demand for north-south travel. While recognizing that rapid growth in this area of Washoe County called for a solution to traffic congestion, the City of Sparks and the surrounding communities expressed great concern about community impacts from the planned widening.

In response to the RTC's plan to widen Pyramid Highway, and in view of the growth patterns, the City of Sparks requested that the RTC evaluate long-range transportation solutions for the broader region through 2030.

In the summer of 1998, the Pyramid Highway corridor Citizens' Steering Committee was formed to study and make recommendations for improvements in the Northeast Truckee Meadows area, with specific lane recommendations for the Pyramid Highway through the City of Sparks urban core. The Citizens' Steering Committee included representatives from citizen and neighborhood advisory boards, private development, and local governments. They developed the vision and objectives for the Pyramid Highway Corridor Management Plan (CMP), approved by the RTC in 2002. This CMP formed the basis for inclusion of the improvement project in the 2030 RTP.

Following the adoption of the CMP, the RTC worked with FHWA and NDOT to identify funding sources and lay the groundwork for initiation of this EIS.

## ES-3 PURPOSE AND NEED

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The purpose and needs for this Study are based partly on information developed for the CMP. The CMP formed the basis for inclusion of this project in the Washoe County RTC 2030 Regional Transportation Plan (2030 RTP).

The project objective is to implement a plan that will maintain and improve the Pyramid Highway corridor as a viable transportation route for the Sparks urban core and the growing Northeast Truckee Meadows community. FHWA, NDOT, and the RTC identified multiple statements of purpose in coordination with

Purpose and Need	
<b>Purpose:</b>	Provide improvements to serve existing and future growth.
<b>Need:</b>	Serve forecasted population and employment growth in the Cities of Reno and Sparks and unincorporated Washoe County, which have experienced considerable growth in population and employment. The projected increase in population and employment in the region will result in a commensurate increase in vehicle miles traveled, and continue to strain the region's transportation network. Improvements are needed to respond to this recent and forecasted growth.
<b>Purpose:</b>	Alleviate existing congestion problems on Pyramid Highway.
<b>Need:</b>	The level of service (LOS) at some Study Area intersections is currently substandard during peak hours, and numerous intersections are anticipated to operate at LOS F during peak hours in year 2035. Analysis indicates that by 2035 the roadway network will not be able to handle the predicted travel demand. The inadequate transportation network serving the Study Area results in congestion at intersections and on roadways. These conditions will continue to worsen without capacity improvements.
<b>Purpose:</b>	Provide direct and efficient travel routes to address existing travel inefficiencies
<b>Need:</b>	The existing roadway network lacks east-west connectivity in the Study Area, and north-south connectivity is inefficient. This lack of adequate travel corridors has created inefficient and indirect travel routes, resulting in out-of direction travel and traffic overloading on roadways with insufficient capacity.
<b>Purpose:</b>	Respond to regional and local plans.
<b>Need:</b>	Numerous local plans cite a need for transportation improvements to help meet land use and transportation goals, and include plans to improve Pyramid Highway and east-west connectivity, and provide multimodal options.



project stakeholders in support of this objective. The statements of purpose are tied to a recognized need within the Pyramid Highway Corridor, and are described below:

## ES-4 BLM AND BIA PURPOSE AND NEED

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The Bureau of Land Management (BLM) and the Bureau of Indian Affairs (BIA) are federal agencies serving as cooperating agencies on this project because both agencies have jurisdiction over land within the Study Area. Should a build alternative be identified as the preferred alternative, these agencies would need to authorize any required land appropriations or right-of-way on land under their jurisdiction. This would require the BLM and BIA to conduct an environmental study under the National Environmental Policy Act (NEPA). To streamline the environmental study process, cooperating agency responsibilities under NEPA are addressed under this EIS.

BLM's purpose for this project is to determine if certain public lands should be appropriated for federal highway uses. Similarly, BIA's purpose for the project is to review and approve any acquisition of trust land for transportation right-of-way.

## ES-5 ALTERNATIVES

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The Study team carried out an extensive process to identify a range of alternatives to meet the Purpose and Need of the project. The alternatives were developed through a comprehensive public and agency coordination process combined with thorough environmental and engineering analysis. The range of alternatives considered in the first three levels of screening fell into eight general categories, with several options considered under each, as described below:

- Two arterial expansion alternatives
- Nine north-south alignments
- Seven east-west alignments
- Six different cross-sections
- Over 20 interchange types and locations
- Bicycle and pedestrian alternatives consistent with area plans
- Three transit alternatives
- Seven lane types
- Eight congestion management strategies



*View from Sun Valley Boulevard south of Rampion Way, looking north*

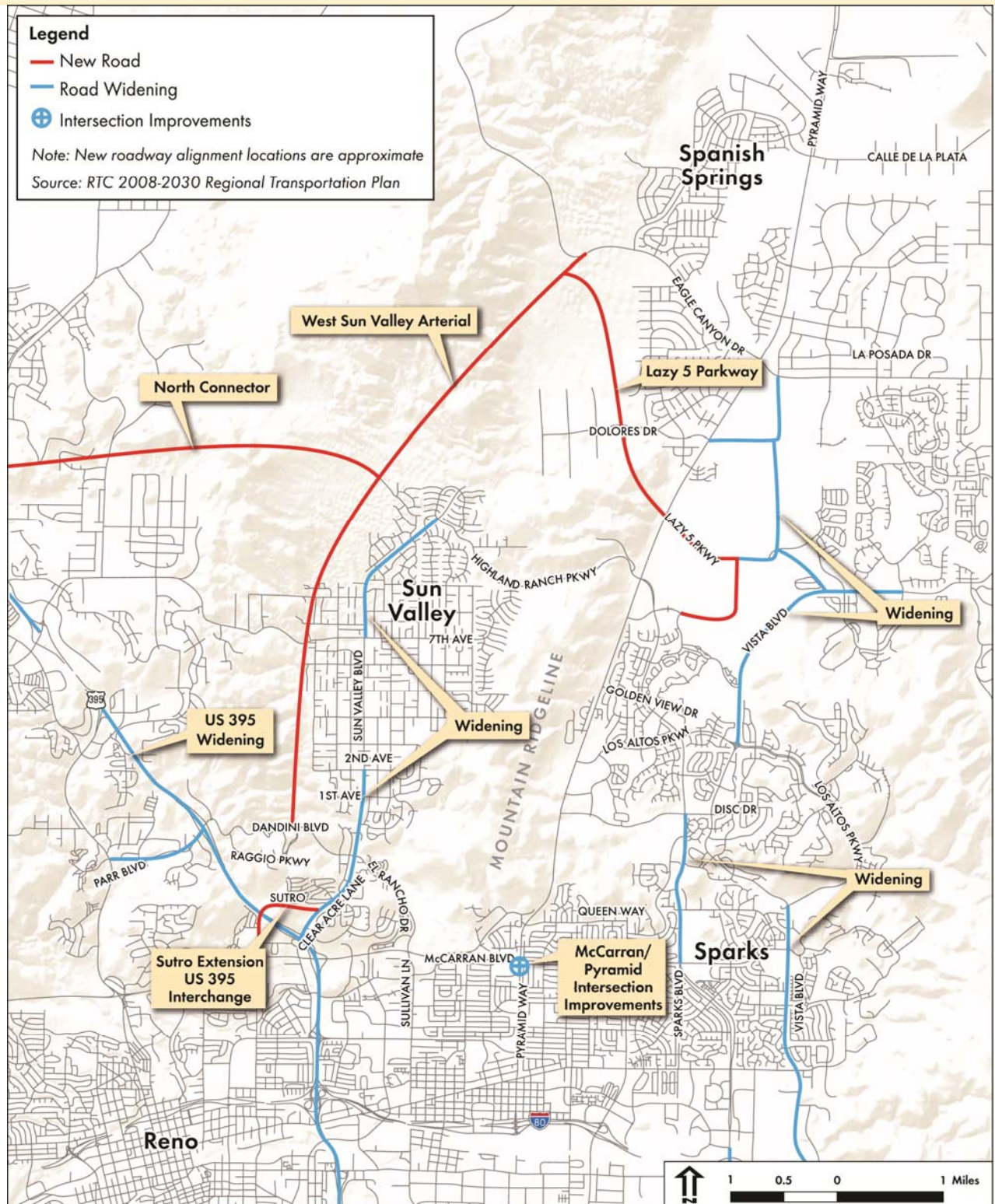
Alternatives that advanced through the alternatives screening process were combined into four build alternatives that were fully analyzed in this Draft EIS. A No-Action Alternative also is fully evaluated and is used as a baseline comparison for environmental analysis purposes. These alternatives are described below.

### No-Action Alternative

The No-Action Alternative assumes completion of the reasonably foreseeable transportation, development, and infrastructure projects that are already in progress; are programmed by NDOT, Washoe County, the Cities of Reno and Sparks; or are included in the fiscally constrained 2030 RTP. These improvements would be made whether or not any other improvements are made in conjunction with this Study. Under the No-Action Alternative, improvements within the Study Area would consist of planned roadway modifications and additions. The improvements would be locally or regionally funded, and are reasonably foreseeable. Figure ES-3 shows proposed improvements under the No-Action Alternative.

### Figure ES-3 No-Action Alternative

The No-Action Alternative assumes completion of the reasonably foreseeable transportation, development, and infrastructure projects that are already in progress; are programmed by NDOT, Washoe County, the Cities of Reno and Sparks; or are included in the fiscally constrained 2030 RTP.





## Build Alternatives

### Elements Common to All Four Build Alternatives

Each of the four build alternatives would provide similar improvements along Pyramid Highway from Queen Way north to Calle de la Plata Drive. However, the alternatives differ regarding alignments for the US 395 Connector, interchange locations, and cross-sections through much of the Study Area.

Each build alternative would include the construction of an off-street shared-use path along Pyramid Highway between Calle de la Plata and Disc Drive. This path would continue west from Disc Drive to Sun Valley Boulevard along the US 395 Connector alignment for each build alternative. The build alternatives also include regional bus service along Pyramid Highway consistent with the service standards of RTC, and Intelligent Transportation Systems. North of Sparks Boulevard, the build alternatives follow the same alignment along the existing Pyramid Highway. Figure ES-4 and Figure ES-5 display the elements common to all build alternatives.



### Roadway Improvements

Each build alternative would include a new freeway facility and ancillary improvements from Pyramid Highway to US 395, through the Sun Valley area, referred to as the US 395 Connector in this study. Both the US 395 Connector and Pyramid Highway north to Eagle Canyon Drive/La Posada Drive would be constructed as limited-access freeway facilities, with interchanges at major intersecting roadways. Pyramid Highway from Eagle Canyon Drive/La Posada Drive to Calle de la Plata Drive would be a primary arterial highway.

The US 395 service interchange at Parr Boulevard would be reconfigured to accommodate a new system interchange for the US 395 Connector. Raggio Parkway and Dandini Boulevard would be realigned in this area.

All build alternatives would include construction of auxiliary lanes on US 395 between the new Connector (an element of the build alternatives) and McCarran Boulevard (also known as State Highway 659).

Retaining walls would be constructed where necessary along the corridor to eliminate or minimize impacts. The exact location and design of retaining walls, as well as traffic noise barriers, have not been finalized and will be determined after the selection of a preferred alternative in the Final EIS. Traffic noise impacts and consideration of traffic noise abatement measures will be further evaluated for the Preferred Alternative.

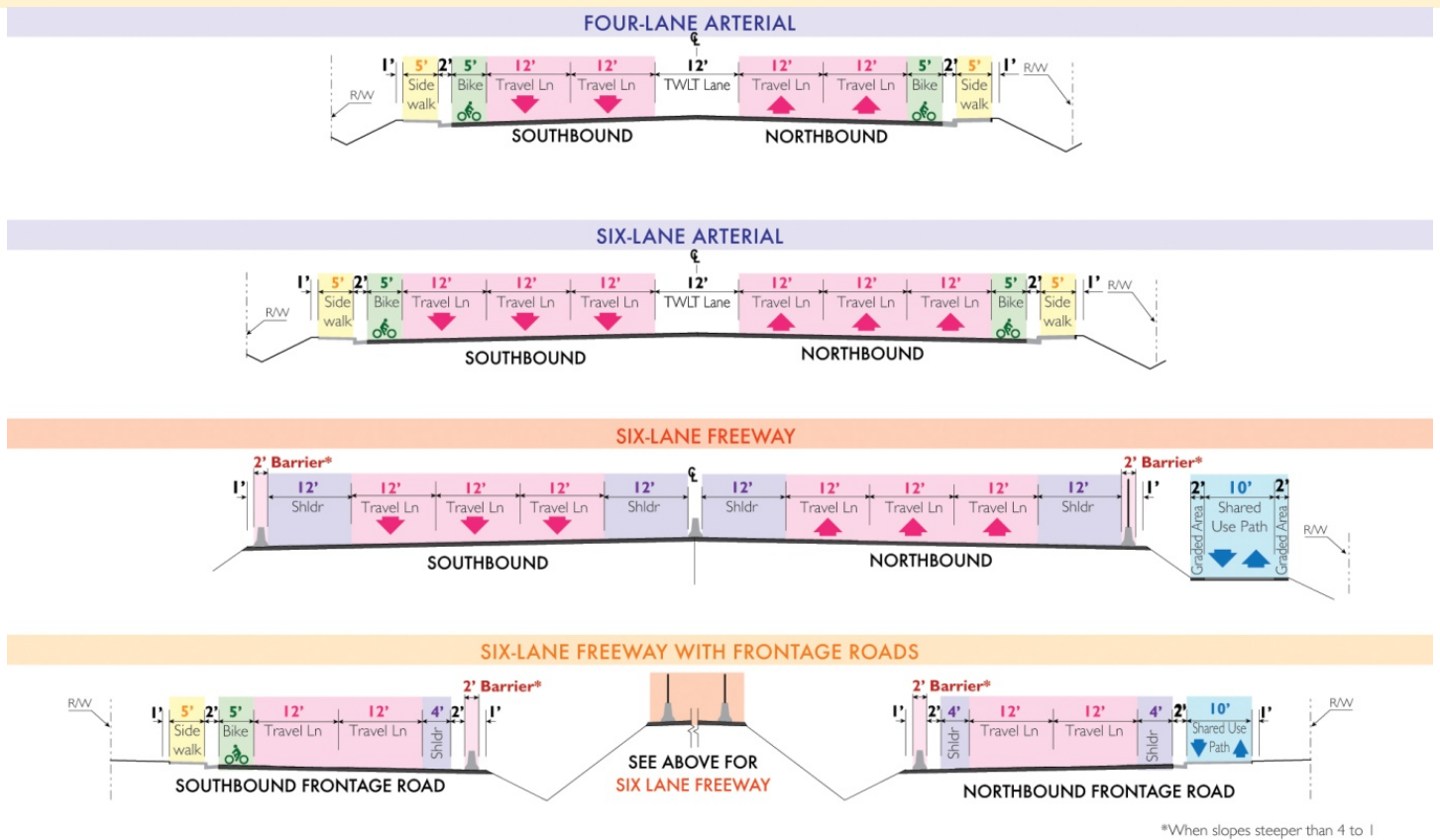
Each build alternative would include construction of water quality and drainage improvements. These would include the construction or replacement of culverts, inlets, and ditches along the impacted roadways, as well as the construction of permanent water quantity/quality basins.



## Figure ES-4 Elements Common to All Build Alternatives - Cross Sections

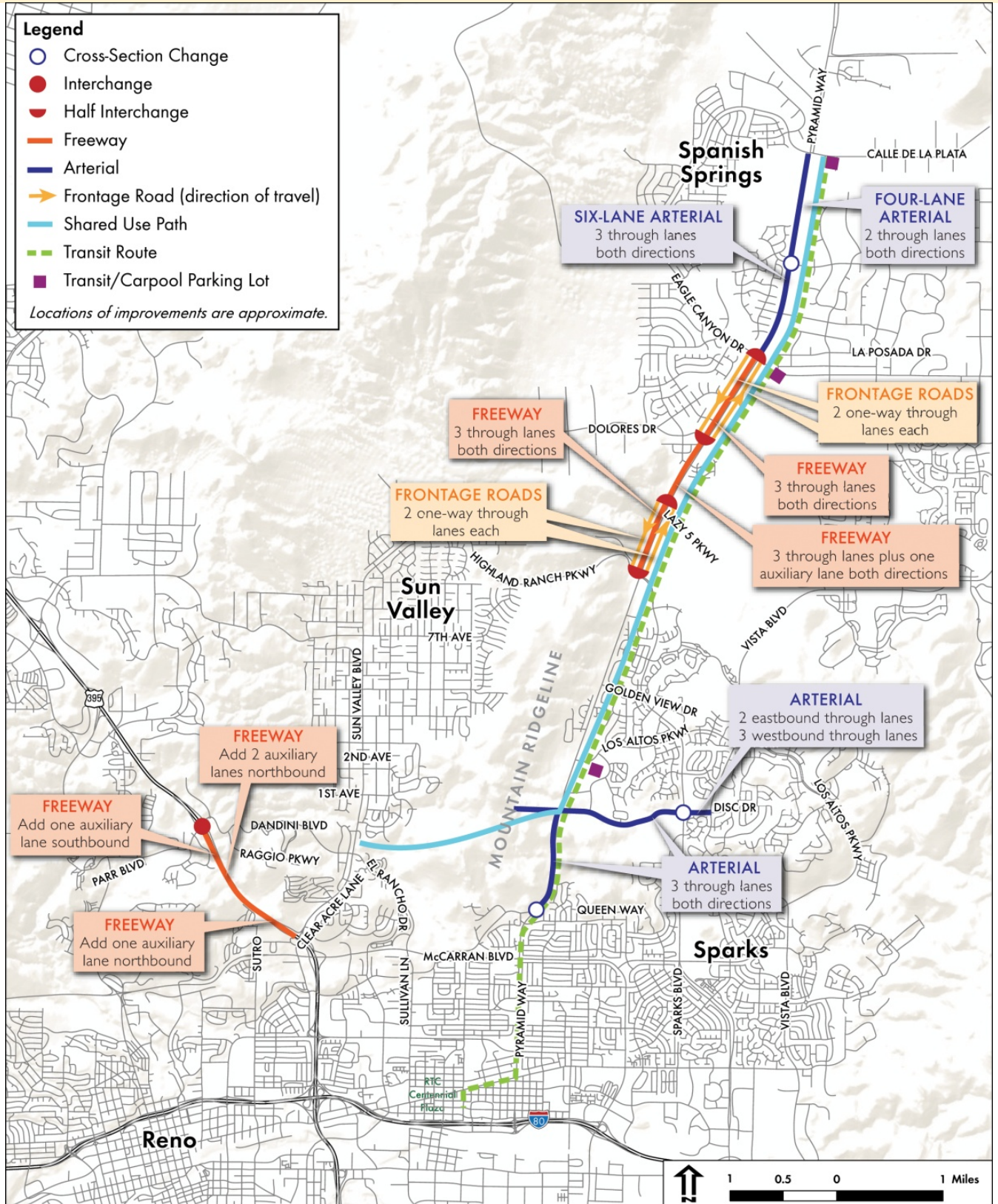
Each build alternative would have the following cross-sections:

- Four-lane arterial along Pyramid Highway between Calle de la Plata and Sunset Springs.
- Six-lane arterial along Pyramid Highway between Sunset Springs and Eagle Canyon Drive/La Posada Drive, between Disc Drive and Queen Way, and along Disc Drive between Pyramid Highway and Sparks Boulevard.
- Five-lane arterial along Disc Drive between Sparks Boulevard and Vista Boulevard.
- Four-lane/six-lane freeway with frontage roads along Pyramid Highway between Eagle Canyon Drive/La Posada Drive and Dolores Drive, and between Lazy 5 Parkway and Highland Ranch Parkway.
- Six-lane freeway with auxiliary lanes along Pyramid Highway between Dolores Drive and Lazy 5 Parkway.



### Figure ES-5 Elements Common to All Build Alternatives

Each of the four build alternatives would provide similar improvements along Pyramid Highway from Queen Way north to Calle de la Plata Drive. However, the alternatives differ regarding alignments for the US 395 Connector, interchange locations, and cross-sections through much of the Study Area.



## Major Elements of the Build Alternatives

The build alternatives described in this section cover all of the elements/possible scenarios carried forward from the alternatives screening. Table ES-1 summarizes the major elements of each build alternative; these are described under each build alternative later in this section:

**Table ES-1 Major Elements of Build Alternatives**

Design Element	Alt. 1	Alt. 2	Alt. 3	Alt. 4
<b>Alignment</b>				
Off Alignment	X			
On Alignment		X		X
Ridge Alignment			X	
<b>Interchange in Sun Valley</b>				
Sun Valley Interchange	X	X		
West Sun Valley Interchange			X	X
<b>Sun Valley Boulevard Crossing Location</b>				
North Crossing (Rampion Way)	X			X
South Crossing (south of Rampion Way)		X	X	

After this Draft EIS is reviewed by the agencies and the public, a Preferred Alternative will be identified in the Final EIS. The Preferred Alternative will be the No-Action Alternative, one of the four build alternatives, or a combination of elements from multiple alternatives.

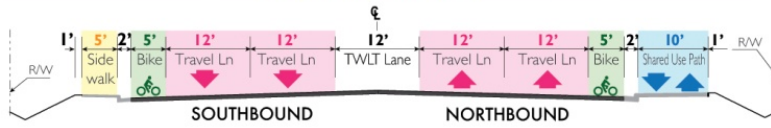
## Alternative 1

Alternative 1, shown in Figure ES-6 and Figure ES-7, would be off alignment just west of the existing Pyramid Highway between the US 395 Connector and Highland Ranch Parkway. This alignment would be just below the ridge line of the mountains, west of Walmart. Of the two crossing locations through Sun Valley, Alternative 1 would follow the Rampion Way crossing and would include an interchange at Sun Valley Boulevard. For the length of the freeway segment from Highland Ranch Parkway to US 395, the typical cross-section would be a six-lane freeway, with auxiliary and/or truck lanes provided where warranted by travel demand or grade. Alternative 1 would have three interchanges, in addition to those common to all alternatives, at Sun Valley Boulevard, Disc Drive, and Pyramid Highway south of Sparks Boulevard/Highland Ranch Parkway (existing alignment). Along the existing Pyramid Highway alignment south of Highland Ranch Parkway, Pyramid Highway would be upgraded to a six-lane arterial between Los Altos Parkway and Disc Drive.

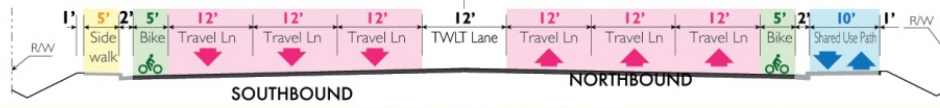


# Figure ES-6 Alternative 1 - Cross Sections

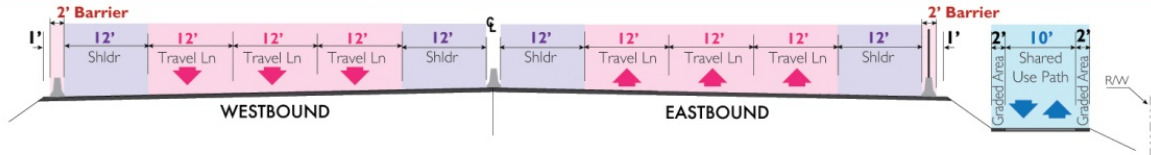
## FOUR-LANE ARTERIAL



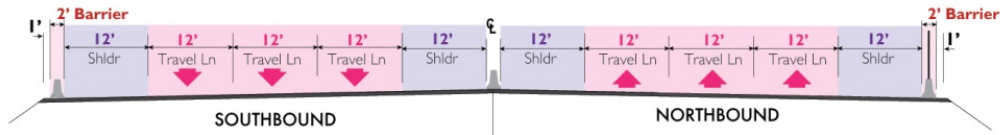
## SIX-LANE ARTERIAL



## FREEWAY WEST OF DISC DR

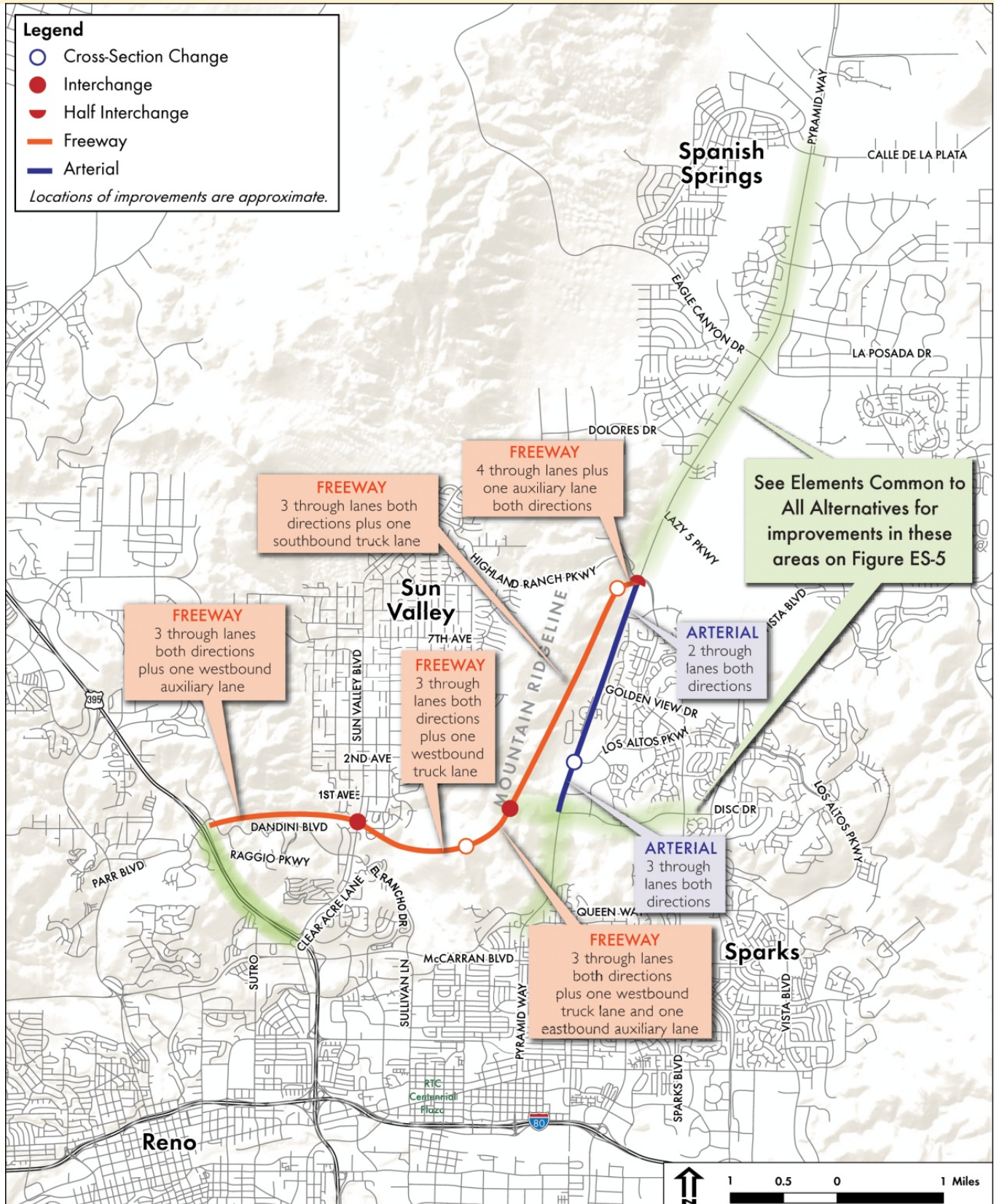


## FREEWAY NORTH OF DISC DR



### Figure ES-7 Alternative 1

Alternative 1 would be off alignment just west of the existing Pyramid Highway between the US 395 Connector and Highland Ranch Parkway located just below the mountain ridgeline west of Walmart.

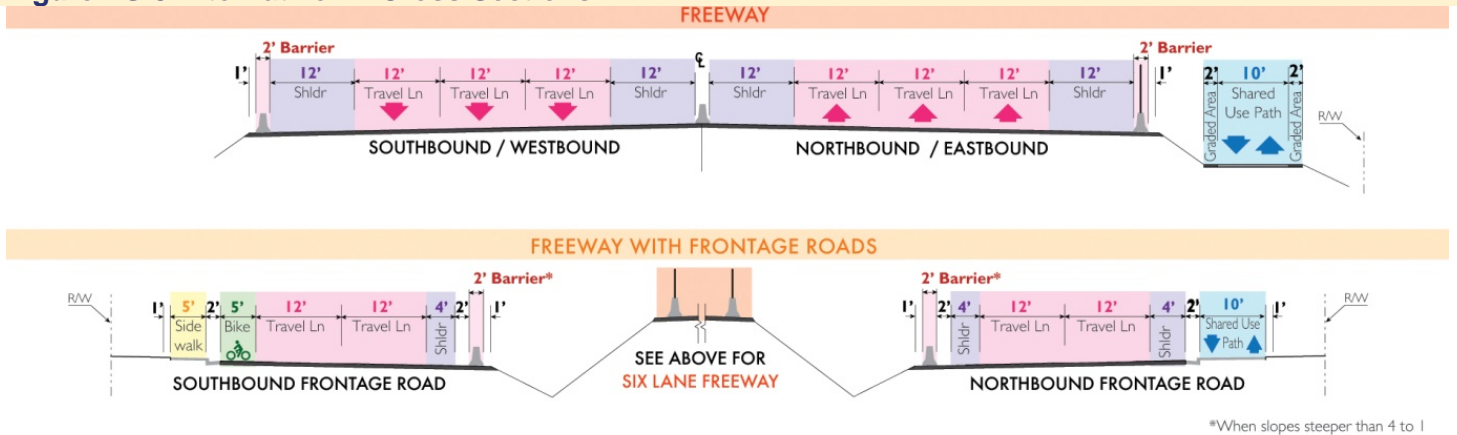




## Alternative 2

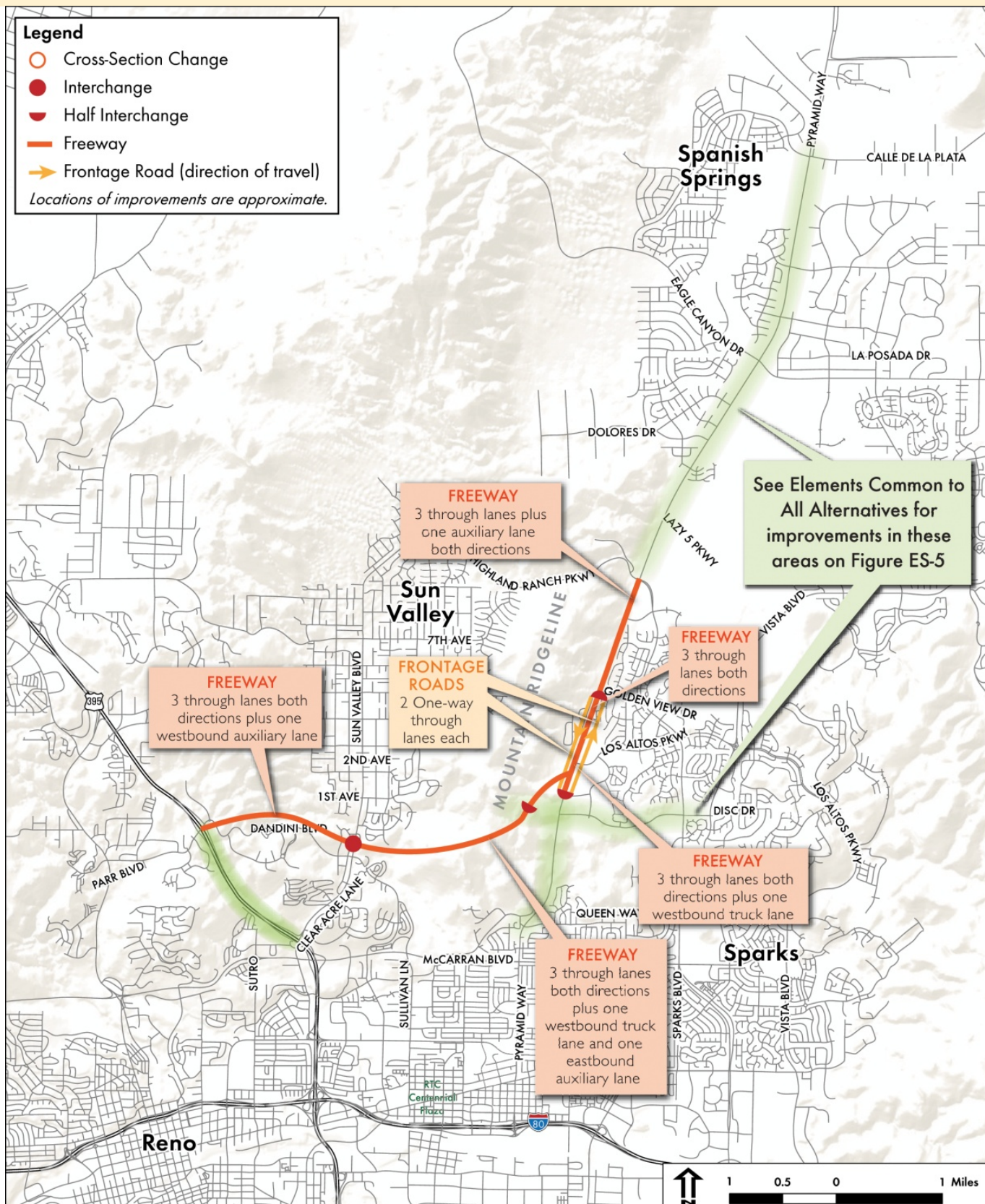
Alternative 2, shown in Figure ES-8 and Figure ES-9, would be an alignment following the existing Pyramid Highway between the US 395 Connector and Sparks Boulevard/Highland Ranch Parkway. This alignment would include a six-lane freeway cross-section between Disc Drive and US 395. This alternative would include Pyramid freeway bridges over Los Altos Drive and Golden view Drive. Frontage roads would be included between Disc Drive and Golden View. Auxiliary and truck lanes would be provided where warranted by traffic demand or roadway grade. The US 395 Connector alignment would follow the south of Rampion Way crossing of Sun Valley and would include an interchange at Sun Valley Boulevard.

**Figure ES-8 Alternative 2 - Cross Sections**



### Figure ES-9 Alternative 2

Alternative 2 alignment would follow the existing Pyramid Highway between the US 395 Connector and Sparks Boulevard/Highland Ranch Parkway.

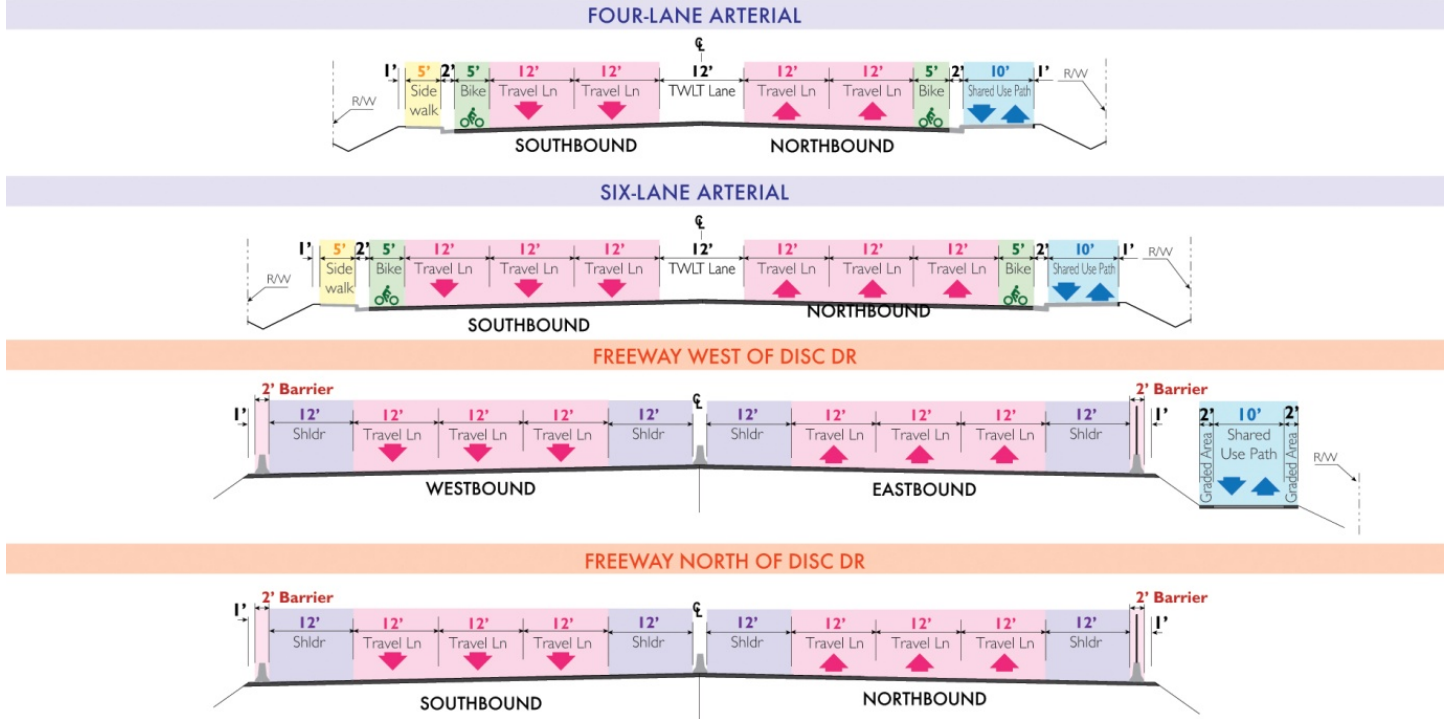




### Alternative 3

Alternative 3, shown in Figure ES-10 and Figure ES-11, would be an alignment along the ridgeline of the mountains between the US 395 Connector and Highland Ranch Parkway. This alignment would include a directional interchange at the extension of Disc Drive and a directional system interchange with Pyramid Highway south of Sparks Boulevard/Highland Ranch Parkway and would have the typical six-lane freeway cross-section. Auxiliary and truck lanes would be included where warranted by traffic demand or roadway grade. The US 395 Connector alignment would follow the south of Rampion Way crossing and would include an interchange immediately west of Sun Valley Boulevard.

**Figure ES- 10 Alternative 3 - Cross Sections**

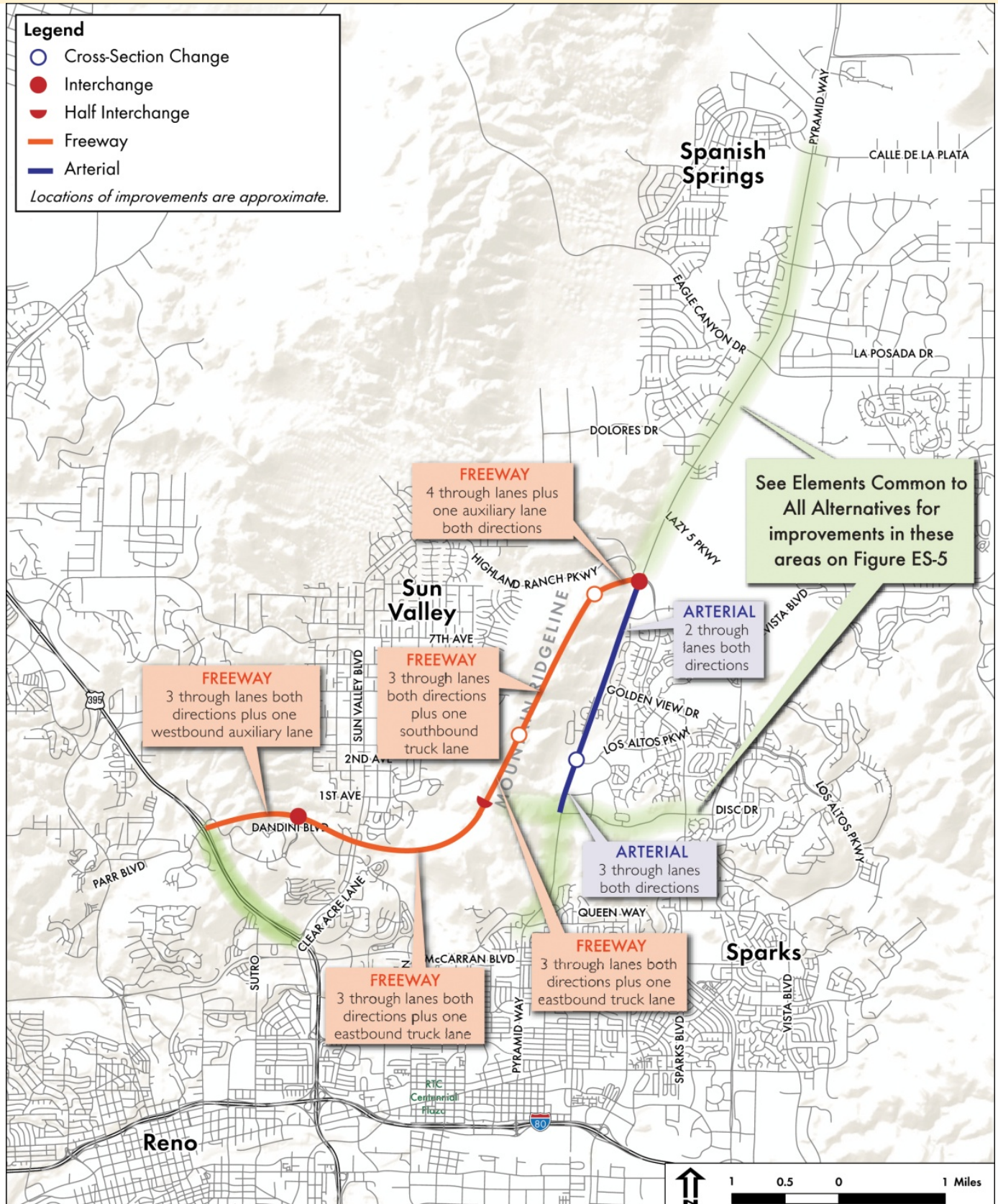


*View of Study Area south of La Posada Drive looking south along Pyramid Highway*



**Figure ES- 11 Alternative 3**

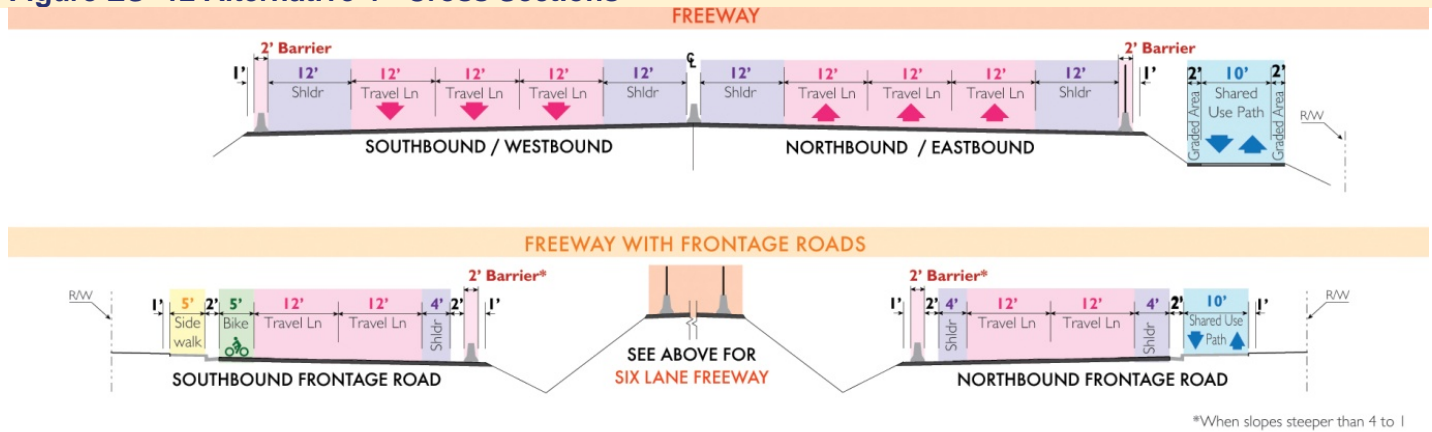
Alternative 3 would be an alignment along the mountain ridgeline between the US 395 Connector and Highland Ranch Parkway.



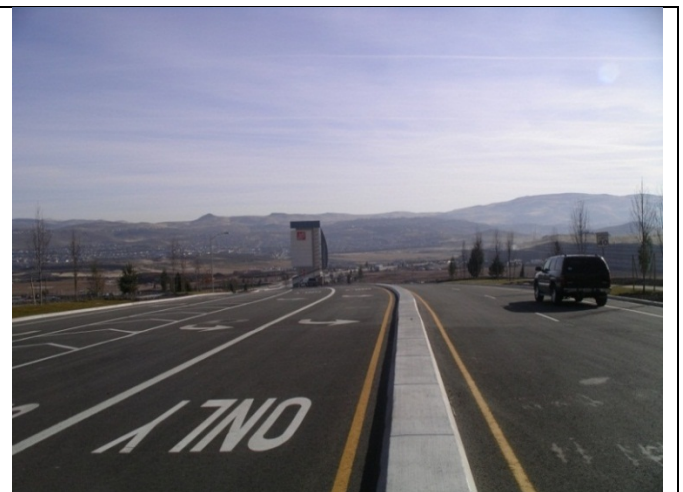
## Alternative 4

Alternative 4, shown in Figure ES-12 and Figure ES-13, would be an alignment following the existing Pyramid Highway between the US 395 Connector and Sparks Boulevard/Highland Ranch Parkway. This alignment would include a six-lane freeway cross-section between Disc Drive and US 395. This alternative would include Pyramid freeway bridge over Los Altos Drive and Golden View Drive. Frontage roads would be included between Disc Drive and Golden View. Auxiliary and truck lanes would be included where warranted by traffic demand or roadway grade. The US 395 Connector alignment would follow the Rampion Way crossing and would include an interchange immediately west of Sun Valley Boulevard.

**Figure ES- 12 Alternative 4 - Cross Sections**



*View of northern Study Area south of Eagle Canyon Drive, looking north along Pyramid Highway*

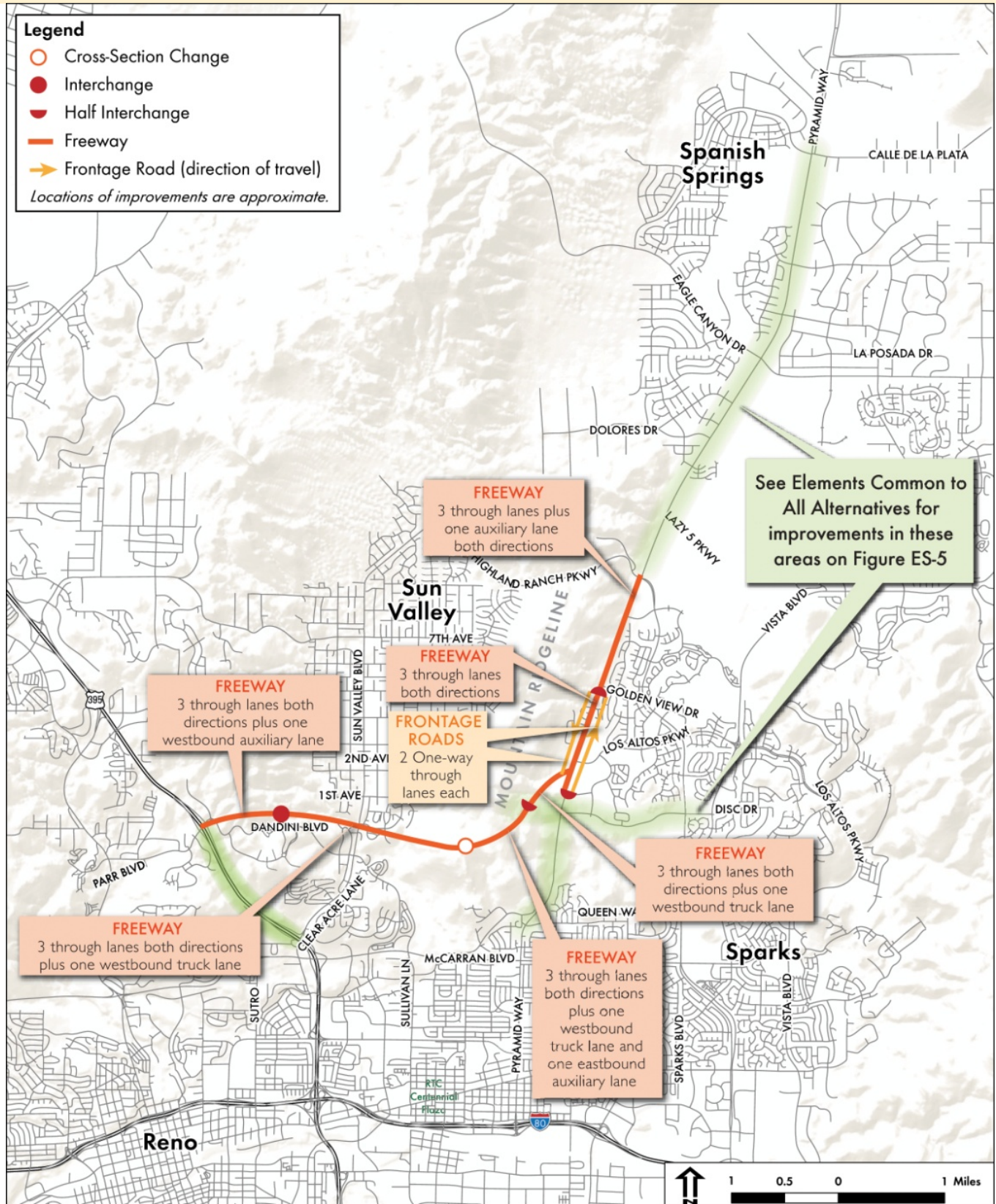


*Pyramid Highway at southern end of Study Area looking south*



### Figure ES- 13 Alternative 4

Alternative 4 alignment would follow the existing Pyramid Highway between the US 395 Connector and Sparks Boulevard/Highland Ranch Parkway.



## ES-6 ENVIRONMENTAL RESOURCE IMPACTS AND MITIGATION

The existing social, economic, environmental, and transportation conditions within the project area are described in Chapter 3.0 of the Draft EIS. Chapter 3.0 presents a thorough discussion of potential consequences, both adverse and beneficial, that could reasonably be expected to result from each of the alternatives considered. It also discusses potential mitigation measures to offset impacts that could occur with the build alternatives.

### Impacts

The No-Action Alternative would result in fewer physical impacts to existing social and environmental resources, compared to the build alternatives. The No-Action Alternative would not support regional plans to improve Pyramid Highway and east-west connectivity in the Study Area. Traffic congestion and safety hazards would worsen.

The build alternatives would have varying effects to environmental, social, and economic resources. Table ES-2 provides a summary of the environmental impacts anticipated from the No-Action Alternative and the build alternatives, followed by a discussion of notable differences in environmental impacts.

**Table ES-2 Impact Summary**

Resource	No-Action Alternative	Alternative 1	Alternative 2	Alternative 3	Alternative 4
<b>Land Use</b>					
Consistent with local and regional planning	No. Does not support regional planning since regional efforts include improvements to Pyramid Highway and increased east-west connectivity in the Study Area.	Yes	Yes, but less consistent due to impacts at Sparks Galleria.	Yes	Yes, but less consistent due to impacts at Sparks Galleria.
BLM (Bureau of Land Management) Resource Management Plan (RMP), amendment required.	Not available	No			
Acres of land use converted to a transportation use (right-of-way needed)	Not available	939	849	973	866
<b>Social Resources, Environmental Justice, and Economics</b>					
Local and Regional Access	Traffic congestion and safety hazards would worsen, hindering access to housing, businesses, and community facilities and services. No changes to local access.	All build alternatives would reduce congestion and add lanes to improve the efficiency and safety of Pyramid Highway. The US 395 Connector would allow better east/west mobility. Improved transit would be provided to serve corridor demand consistent with the service standards of RTC, and local transit routes would be reassessed in coordination with RTC Transit Planning to best serve Sun Valley and the northern Reno/Sparks area. Bicyclists and pedestrian opportunities would also be available. Changes to local access points and circulation.			
Short-term Economic Impacts	Would not result in direct or indirect employment due to temporary construction jobs.	All build alternatives would result in direct employment related to temporary highway construction jobs. Public investment in infrastructure would result in indirect employment in related industries. Induced employment would be expected as a result of the consumer spending that would result from the wages paid to workers directly or indirectly employed through the infrastructure investment.			

Resource	No-Action Alternative	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Temp Construction Jobs Created	Not available	7,489	7,906	7,436	8,385
Long-term economic impacts	No loss of tax base due to property acquisitions. Worsening congestion would impair business access.	All build alternatives would result in the loss of tax base due to property acquisitions. These losses would likely be offset by the benefits of improved transportation facilities. Improved access expands business potential and residential and commercial property values would rise with proximity to improved transportation infrastructure, including public transit (to serve corridor demand consistent with the service standards of RTC) and other multimodal improvements.			
Potential Relocations in Environmental Justice Communities	Potential for relocations	116	190 (120 potential relocations resulting from acquisition of 2 parcels)	177	118
Disproportionate High and Adverse Impact	Not available	No. All build alternatives would provide benefits and mitigation that would offset disproportionate high and adverse impacts.			
<b>Right-of-way</b>					
<b>Potential Residential Relocations</b>					
Single Family	Not available	188	172	127	220
Mobile Home	Not available	22	34	22	34
Multifamily	Not available	0	2 properties, 120 residences		0
<b>Total Potential Residential Relocations</b>	<b>Not available</b>	<b>210</b>	<b>326</b> (120 potential relocations resulting from acquisition of 2 parcels)	<b>269</b>	<b>254</b>
Potential Business Relocations	Not available	12	26	7	28
Grazing Allotments / Permits on BLM land	Not available	No BLM land that would be affected is actively grazed, based on multiple and ongoing field observations. Effects to any grazing allotment and/or permits would be further investigated during later stages of project development, including Final EIS preparation, final design, and the right-of-way process.			
<b>Transportation</b>					
Meets identified local and regional transportation needs	No	Yes	Yes	Yes	Yes
Vehicle Hours Traveled (annually)	435,000	408,000	408,000	406,000	407,000
Vehicle Miles Traveled (annually)	17,705,000	17,740,000	17,741,000	17,740,000	17,747,000
Transit Improvements	None	All build alternatives include new regional bus service along Pyramid Highway to serve corridor demands consistent with the service standards of RTC, and three new transit/carpool parking lots at major cross streets.			
<b>Traffic Noise</b>					
Number of impacted receivers	205	200	285	189	280
<b>Air Quality</b>					
NAAQS criteria exceeded	Not available	No alternative would cause an exceedance of NAAQS criteria. Improved transportation operations would result in improved air quality compared to the No Action Alternative.			

Resource	No-Action Alternative	Alternative 1	Alternative 2	Alternative 3	Alternative 4
<b>Pedestrians and Bicyclists</b>					
Bicycle and pedestrian facilities	Some improvements are planned along Pyramid Highway, pending funding.	All build alternatives include providing more bicycle and pedestrian improvements than planned under the No-Action Alternative. Improvements would occur along Pyramid Highway and between Pyramid Highway and US 395 along the US 395 Connector and Dandini Boulevard.			
<b>Water Quality</b>					
Acres of impervious surface added	Not available	395	391	393	392
Construction considerations	Not available	Alternatives 2 and 4 have the least amount of ground-disturbing activity and potential for short-term impacts during construction. Alternatives 1 and 3 have the least large cut and fill slopes and potential for long-term water quality impacts.			
<b>Wetlands and other Waters of the U.S.</b>					
Wetlands - square feet of fill	Not available	10	3,463	520	109
Waters of the US – acres of fill	Not available	0.20	0.40	0.28	0.39
<b>Floodplains</b>					
Acres of impact in the 100-year floodplain	Not available	18.6	16.1	14.4	18.1
<b>Vegetation, Wildlife, and Special Status Species</b>					
Key Habitat Impacts – Acres, Temporary/Permanent	Not available	699/744	699/747	742/739	687/739
BLM Land Converted to Transportation Use	Not available	Alternatives 1 and 3 would have the greatest impact to vegetation, wildlife, and special status species resulting from conversion of existing BLM land to a transportation use.			
<b>Visual</b>					
Changes to visual landscape	Visual changes associated with continued area development, and would be consistent with local and regional visual preservation policies.	Similar visual impacts to area residents, businesses, and motorists by introducing new visual elements in the Study Area in the form of street lighting, bridges, ramps, new roadway alignment, cut and fill areas, retaining walls, screening walls, and traffic noise barriers. All build alternatives would be consistent with local and regional visual preservation policies, including the City of Sparks “hillside” ordinance.			
Sensitive Resources	Not available	Alternative 1 and 4 would have the least visual impacts to Wildcreek Park users.	Alternative 2 would have the highest visual impacts to Wedekind Park users.	Alternative 3 would have the lowest visual impacts to Wedekind Park users.	Alternative 1 and 4 would have the least visual impacts to Wildcreek Park users.
<b>Historic</b>					
Prosser Ditch	Not available	Adverse Effect	Adverse Effect	Adverse Effect	Adverse Effect
Sierra Vista Ranch, Troisi Family/Kiley Ranch, and Iratcabal Farm Historic Districts	Not available	No Adverse Effect.			



Resource	No-Action Alternative	Alternative 1	Alternative 2	Alternative 3	Alternative 4
<b>Hazardous Materials</b>					
Number of potential contaminated sites within the construction limits	Not available	10	9	8	9
Number of potential contaminated sites within 1/4 mile of improvements	Not available	32	32	35	35
<b>Parks and Recreation</b>					
Acres of impact to Wedekind Park	Not available	4.1	5.4	4.1	5.4
Access changes at Lazy 5 Regional Park	No	Yes	Yes	Yes	Yes
<b>Farmland</b>					
Acres, Prime Farmland Impacted	Not available	0			
<b>Use of Section 4(f) properties</b>					
Wedekind Park	Not available	All build alternatives would impact Wedekind Park, converting park land to transportation uses, resulting in a <i>de minimis</i> impact.			
Prosser Ditch	Not available	25 linear feet of impact	25 linear feet of impact	120 linear feet of impact	90 linear feet of impact

**Land Use.** Comprehensive and regional planning documents for Washoe County, TMRPA, RTC, and the City of Sparks call for improvements to Pyramid Highway and improved east-west connectivity, such as an outer ring highway. Because the No-Action Alternative does not include these improvements, it would not be consistent with these plans. All build alternatives are consistent with these plans, with the following exception: Alternatives 2 and 4 result in approximately 30 potential business relocations, the majority of which are located at the Spark Galleria and are, therefore, not consistent with The Sparks Plan (City of Sparks).

Alternatives 1 and 3 would convert approximately 73 to 124 additional acres of existing land uses to a transportation use, compared to Alternatives 2 and 4. This is a result of Alternatives 1 and 3 traveling along U.S. Bureau of Land Management (BLM) lands west of existing Pyramid Highway, before reaching Sparks Boulevard, whereas Alternatives 2 and 4 follow existing Pyramid Highway, adjacent to existing NDOT right-of-way.



View toward Pyramid Highway from Disc Drive looking west

**Economic.** The No-Action Alternative would potentially require business relocations from construction of new roads; the exact relocations are not available at this time. The No-Action Alternative would not provide the capacity and access improvements associated with the build alternatives. This would adversely affect the long-term growth of the tax base and revenues that



would result from economic activity, such as planned development. Worsening congestion and safety concerns would make it increasingly difficult to access businesses throughout the Study Area.

All build alternatives would result in the potential relocation of businesses and additional land not within the right-of-way, which would result in loss in the tax base and tax revenues. These losses would be offset by improved access, which expands business potential, raises property values near improved transportation infrastructure, and creates approximately 7,400 to 7,900 temporary construction jobs.

Each build alternative would require right-of-way from trust land of the Reno Sparks Indian Colony, located at the existing Pyramid Highway/Eagle Canyon Boulevard intersection. This land is currently zoned for commercial development. Tribal governments are sovereign nations and acquiring trust land for right-of-way requires adherence to unique processes.

**Social and Environmental Justice.** Some projects included under the No-Action Alternative, such as the widening of Sun Valley Boulevard or the West Sun Valley Arterial, might displace minority or low-income residents, businesses, or employees. These environmental justice (EJ) communities would be indirectly impacted by increased traffic and congestion.

All build alternatives would result in residential displacements. Alternatives 2 and 3 have more impacts than Alternatives 1 and 4 in part due to the 120 potential relocations at the Sierra Point apartment complex. Adverse social impacts, including community isolation, would occur in several Sun Valley neighborhoods.

All build alternatives would reduce congestion, increase mobility, improve safety, transit options and air quality in the Study Area, and provide direct and indirect employment. Along with the general population, EJ populations would benefit from the improved access provided by these improvements. Overall, project benefits and mitigation would offset disproportionately high and adverse effects to EJ communities from any build alternative.

Relocations. Alternatives 2 and 3 would potentially result in the most residential relocations. The largest impact would be the acquisition of several buildings at the Sierra Point apartment complex, requiring 120 potential relocations. Alternatives 2 and 4 would potentially result in approximately 30 business relocations, the majority of which are located at the Sparks Galleria, located in the northeast quadrant of the Pyramid Highway/Disc Drive intersection.

**Transportation.** The No-Action Alternative would not improve traffic operations, safety, connectivity, or transit operations. While some improvements are planned within the Study Area in the No-Action Alternative, these would not alleviate the major congestion issues.

All build alternatives would improve traffic operations, safety, connectivity, and transit operations. Access changes would alter localized travel patterns, but these changes are offset by increased efficiency of traffic operations, particularly for east-west travelers using the US 395 Connector. The US 395 Connector would decrease travel times while relieving congestion on McCarran Boulevard. Alternatives 1 and 3 would increase north-south connectivity by providing a new roadway to existing Pyramid Highway.

A comparison of traffic operations for discrete elements of the build alternatives showed the following:

- The On- and Off-Alignments perform better between the Sparks Boulevard/Pyramid Highway intersection and Disc Drive than the Ridge Alignment.
- The West of Sun Valley interchange option positively impacts Sun Valley Boulevard operations but results in LOS E for US 395 between the Connector and Clear Acre Lane. Conversely, the Sun Valley Boulevard interchange option results in operations at or near capacity along Sun Valley Boulevard, but results in LOS D for US 395.

- Of the two crossing locations of Sun Valley Boulevard, the northerly crossing performs better for the Sun Valley Boulevard interchange scenario, and the southern crossing performs better for the West of Sun Valley Arterial Interchange scenario.

**Traffic Noise.** Traffic noise impacts would be similar for the No-Action Alternative and Alternatives 1 and 3. Alternatives 2 and 4 would have higher traffic noise impacts compared to Alternatives 1 and 3 because the roadway alignment along portions of Pyramid Highway between Disc Drive and Sparks Boulevard would be constructed closer to residences. In Sun Valley, the southern alignment over Sun Valley Boulevard included with Alternatives 2 and 3 would result in higher traffic noise impacts than Alternatives 1 and 4.

**Water Quality.** There is little difference in the amount of new impervious surface resulting from the build alternatives. Topography and ground disturbance are the next best indicators of potential water quality impacts. In this regard, each build alternative has merits and limitations compared to other alternatives. Alternative 3 has a large amount of ground-disturbing activity, but its location along a ridgeline facilitates slope stabilization and stormwater management. Alternative 1 traverses a side slope, which complicates the ground-disturbing activities, but it would have less overall ground disturbance compared to Alternative 3. Lastly, Alternatives 2 and 4 would have the largest cut and fill slopes, but the least amount of ground disturbance.

**Wetlands and Other Waters of the U.S.** Alternative 2 would result in approximately 3,500 square feet of wetlands impact because of the proposed interchange at Sun Valley Boulevard. All build alternatives would likely require a Section 404 permit from the U.S. Army Corps of Engineers due to impacts to wetlands and other waters of the U.S.

**Vegetation, Wildlife, and Special-Status Species.** BLM land provides the majority of wildlife habitat in the Study Area. All the build alternatives would convert existing BLM land to a transportation use resulting from construction of the US 395 Connector. Alternatives 1 and 3, south of the Pyramid Highway/Sparks Boulevard intersection, would impact additional BLM land as they leave the existing Pyramid Highway corridor and traverse the slopes and ridge behind Walmart. Alternatives 1 and 3 would result in approximately 37 percent more BLM land impacts compared to Alternatives 2 and 4.

**Historic Resources.** The No-Action Alternative would not result in new impacts to historic resources within the Area of Potential Effects. All build alternatives would result in No Adverse Effect to the three historic districts located within the Area of Potential Effect. All build alternatives would have an Adverse effect on the Prosser Valley Ditch, an NRHP-eligible resource. Alternatives 1 and 2 would result in the least impact to the ditch, with 25 feet of direct impacts. Alternatives 3 and 4 would result in the highest impact to the ditch, with 120 feet and 90 feet of impacts, respectively.

**Section 4(f).** All build alternatives would impact Wedekind Park, converting park land to a transportation use. Acreages vary, but all build alternatives result in a de minimis impact. Alternatives 3 and 4 have the greatest impact to the historic Prosser Valley Ditch, resulting in 120 and 90 linear feet of impact, respectively. Alternatives 1 and 2 both result in 25 linear feet of impact.

## ES-7 PROPOSED MITIGATION

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FHWA, NDOT, and RTC will avoid and minimize impacts to the extent practicable. Unavoidable impacts will be mitigated to the extent practicable and allowable under state and federal law. Residential and business relocations will follow federal law, which requires just compensation for residences and businesses displaced

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by a transportation project. Traffic noise barriers are proposed in areas, where reasonable and feasible. Screening walls will be provided in affected minority and low-income neighborhoods, if desired by those communities, to screen views of roadway improvements. Additional analyses and public involvement will be performed during final design to refine the location and height of the traffic noise barriers and visual screening walls discussed in this document. A summary of the measures that RTC and/or NDOT will implement to mitigate project impacts is provided in Section 3.26 of the DEIS.

The Final EIS will provide more detail on mitigation measures, based on public and agency comment on the Draft EIS. All mitigation commitments will be included in the Record of Decision prepared by FHWA at the end of the EIS process.

## **ES- 8 COMMENTS AND COORDINATION**

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This EIS process involved an extensive public and agency involvement program, with the goal to provide numerous opportunities for interested parties to participate in and contribute to the EIS process. Comments and input received from agencies, members of the public, and tribal representatives throughout the EIS process helped guide decision making on major project elements, such as development of the Purpose and Need and development and evaluation of alternatives.

### **Agency Coordination**

Agency coordination was conducted to ensure a timely flow of project information between the local, state, and federal agencies involved in the EIS and to ensure necessary interaction with and awareness of public issues and concerns identified during public involvement activities. Coordination activities included project scoping, regular meetings and briefings with agency staff, and creation of a Technical Advisory Committee (TAC).

TAC members included representatives from cooperating and participating agencies (BLM, Reno-Sparks Indian Colony [RSIC], City of Reno, City of Sparks, Washoe County, and U.S. Environmental Protection Agency [EPA]), and their various departments. The TAC helped guide the EIS process, disseminate information to their respective agencies, provide input on major study elements, and provide input on technical issues. The TAC was one of the primary mechanisms used to obtain input at project milestones, per the Section 6002 of SAFETEA-LU.

The Study team met with individual agencies throughout the EIS process to discuss various topics of concern to their particular agency, including several meetings with the EPA, RSIC, BIA, BLM, Washoe County, City of Sparks, and the State Historic Preservation Officer (SHPO). Local, state, and federal agencies were contacted at various points in the process to collect technical information and discuss concerns regarding such issues as wetlands, wildlife, community resources, and city and county long-range plans.

### **Public Involvement**

Several public meetings were held at key milestones in the EIS process to allow the public to interact with planners, engineers, RTC, NDOT, FHWA, and other Study team members to obtain project information. Public meetings allow individuals interested in the project to express their concerns and have questions answered. Several small group meetings were also held to obtain input and provide more focused project information to smaller groups and organizations.

The Study team established a Stakeholder Working Group comprised of various community groups and local agency representatives to provide input to the Study, assist the Study team to better understand the community's needs and interests, and serve as a community liaison to the Study team. The SWG served as an additional mechanism to obtain input at project milestones, as required under Section 6002 of SAFETEA-LU.

Additionally, the Study team began outreach to Environmental Justice (EJ) populations early in the process to ensure that the concerns of minority and low-income communities were considered, and that these groups had a voice in the EIS process. This allowed the Study team to begin working early on to avoid disproportionate adverse impacts to EJ populations. Because Sun Valley contains likely EJ populations and will likely experience project impacts, the Study team held specialized outreach meetings to more involve this community in the EIS process.

## Section 106

FHWA consulted with the SHPO, tribal governments, and historic consulting parties throughout the EIS process to identify any concerns regarding the potential effects of the project on cultural resources.

## ES-9 SUMMARY AND COMPARISON OF ALTERNATIVES

Table ES-3 summarizes and compares how the alternatives would meet the Purpose and Need of the project.

**Table ES- 3 Purpose and Need Summary by Alternative**

Purpose and Need Element	No-Action Alt.	Alt. 1 Off Alignment	Alt. 2 On Alignment	Alt. 3 Ridge Alignment	Alt. 4 On Alignment
Provide improvements to serve existing and future growth.	Would not accommodate growth consistent with area goals to provide east-west connectivity or Pyramid Hwy improvements.	Would accommodate growth consistent with area plans to improve east-west connectivity and multimodal transportation options.			
Alleviate existing congestion problems on Pyramid Highway.	Increased congestion along entire Pyramid corridor, placing additional pressure on transportation system as a whole. Increased VMT and VHT compared to existing conditions.	Would meet traffic operations conditions. Better performance on Pyramid Hwy. between Sparks Blvd. and Disc Dr. than Alt 3. Increase in total regional VMT and decrease in VHT. Increase in freeway VMT.	Would meet traffic operations conditions. Performance on Pyramid Hwy. between Sparks Blvd. and Disc Dr. same as Alt. 1.  Increase in total regional VMT and decrease in VHT. Increase in freeway VMT.	Would meet traffic operations conditions. Worse performance on Pyramid Hwy. between Sparks Blvd. and Disc Dr. than other build alts. because some demand would continue to use Pyramid Hwy.  Increase in total regional VMT and decrease in VHT. Increase in freeway VMT.	Same as described under Alt. 2.
Provide direct and efficient travel routes to address existing travel inefficiencies.	Would not improve Study Area connectivity. Would not impact access along Pyramid Highway.	Would improve east-west connectivity. New roadway parallel to highway would improve N/S connectivity and more direct route than Alts. 2 and 4.	Would improve east-west connectivity. On alignment with frontage roads would provide greater connectivity and direct access to Pyramid Hwy activity areas.  Alts. 2 and 4 with the on alignment would change	Same as described under Alt. 1.	Same as described under Alt. 2.

Purpose and Need Element	No-Action Alt.	Alt. 1 Off Alignment	Alt. 2 On Alignment	Alt. 3 Ridge Alignment	Alt. 4 On Alignment
			access to right-in/right-out onto a one-way frontage road at two locations between Disc Dr. and Sparks Blvd., resulting in out-of-direction travel.		
Respond to regional and local plans.	Inconsistent with area plans to improve Pyramid Highway and east-west connectivity, and provide additional multimodal options. Consistent with area plans to improve bike/ped facilities as funding allows.	Consistent with area plans to improve Pyramid Highway and east-west connectivity, provide additional multimodal options, and improve bike/ped facilities.			

## ES-10 BUILD ALTERNATIVE CONSTRUCTION COST RANGES

Preliminary planning level cost estimates were developed using NDOT software. The costs were estimated in year 2012 construction dollars, and include construction costs, engineering and inspection costs, and costs associated with earthwork, including excavation and hauling. The cost estimates also include traffic control, as well as landscaping and aesthetics, but do not include costs for right-of-way acquisition. Table ES-4 summarizes the estimated cost ranges for each build alternative.

**Table ES- 4 Build Alternative Construction Cost Range**

Build Alternative	Estimated Construction Cost Range (in 2012 dollars)
Alternative 1	\$704 M to \$776 M
Alternative 2	\$766 M to \$844 M
Alternative 3	\$703 M to \$775 M
Alternative 4	\$790 M to \$871 M

Before FHWA can sign the Record of the Decision (ROD) to complete the EIS process, the project must be included in RTC’s fiscally constrained 2035 Regional Transportation Plan (RTP), which indicates that full funding for the project has been identified. Currently, all but the portions of the project located along Pyramid Highway north of Sparks Boulevard and the new US 395 system ramps to/from the north are included in the 2035 RTP. Unless additional funding is identified, the project would be constructed in phases, with funded phases designed and constructed first. Therefore, any build alternative would meet the purpose and need of the project as it is implemented in phases over time.

After a preferred alternative is selected, RTC will evaluate funding availability and the Study Team will evaluate whether to implement a phased ROD approach to move forward the portion of the project that is included in the current 2035 RTP. If so, a phasing plan and associated cost estimate will be developed and included in the Final EIS and ROD.

## **ES-11 OTHER MAJOR GOVERNMENTAL ACTIONS REQUIRED**

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Implementation of a build alternative may require the following governmental actions, permits, or approvals:

- Section 401 Water Quality Certificate, NDEP, Bureau of Water Quality Planning
- Section 404 Permit, USACE
- Temporary Working in Waterways Permit, NDEP, Bureau of Water Pollution Control
- Dust Control Permit, Washoe County District Health Department, Air Quality Management Division
- Conditional Letter of Map Revision, Federal Emergency Management Agency
- Letter of Map Revision, Federal Emergency Management Agency
- FHWA Access Approval
- Letter of Consent, BLM
- BLM would reflect the project in future Resource Management Plan revisions, but no amendment to existing plan would be required.
- Compliance with local governmental construction requirements regarding erosion and sediment control, stormwater pollution prevention, and floodplain management.

## **ES-12 AREAS OF CONTROVERSY**

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Public concern has been voiced about right-of-way impacts associated with the build alternatives, especially with regard to residential displacements. These concerns have come from EJ communities in Sun Valley and, to a lesser extent, EJ and non-EJ communities along Pyramid Highway. In addition to comments received about the number of residential acquisitions, stakeholders have sought information on how the process would accommodate mortgages with a higher balance than the free-market value of the home. The Lead Agencies have acknowledged and addressed these concerns at public meetings, and have presented information regarding compensation for impacted residents and other mitigation measures for right-of-way impacts.

Related to effects to the Sun Valley community, some stakeholders have questioned the need to cross through Sun Valley in the general area proposed by the build alternatives.

In addition, Alternatives 2 and 4 would result in considerable business displacements along Pyramid Highway. Although suitable and available property appears to exist to help accommodate many business relocations, the impacts under Alternatives 2 and 4 would be disruptive to area businesses.

## **ES- 13 MAJOR UNRESOLVED ISSUES**

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The Lead Agencies will continue to work with affected stakeholders to address concerns discussed in Section ES-12.

The Section 106 process for this project is ongoing. The Lead Agencies have consulted with the BIA and RSIC, who serve as cooperating agencies for this Study, throughout the EIS process concerning right-of-way impacts that would occur to the RSIC parcel located near Pyramid Highway and Eagle Canyon Drive as a result of the build alternatives. The Lead Agencies will continue to coordinate with the BIA and RSIC to address RSIC concerns associated with the parcel, including Tribal Council and BIA approvals.



An archaeological file and literature search and preliminary field survey was performed for the project in Spring 2012, and preliminary eligibility recommendations were made. If a build alternative is selected as the Preferred Alternative, the Lead Agencies will conduct an inventory to identify archaeological resources within the Archaeological APE and assess potential impacts and determine necessary mitigation measures. The Final EIS will document those findings.

Consultation with the SHPO and other historic consulting parties is ongoing. SHPO concurrence on effect determinations will be obtained upon their signing of the Programmatic Agreement (PA) that is currently being drafted by the Lead Agencies and consulting parties. The purpose of the PA is to stipulate how the Lead Agencies and consulting parties will coordinate and develop mitigation measures for effects to historic or culturally significant resources determined following completion of the EIS process, as described in Section 3.17.1.2 of the DEIS. The PA will include effect determinations for historic resources identified in the EIS. The final, signed PA will be contained in the Final EIS.

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# Draft Environmental Impact Statement

## Summary of Mitigation Measures

If a build alternative is selected as the Preferred Alternative, RTC and/or NDOT will undertake the following measures to minimize or mitigate impacts from the Preferred Alternative.

### Land Use

The Lead Agencies will seek to avoid and minimize impacts to existing development during final design. RTC and/or NDOT will work with local planners to incorporate a build alternative into future land use plans and modify future land use and zoning as needed.

Conversion of BLM land for the US 395 Connector would not require a revision to BLM's management plan; BLM would reflect the highway project in future plan revisions.

No effects to grazing allotments on BLM land are anticipated. Effects to grazing allotment and/or permits and necessary mitigation measures would be further investigated during Final EIS preparation, final design, and right-of-way process.

No mining or mineral claims are currently located within the Study Area. NDOT will obtain permission as may be necessary from claim holders to account for any valid claims that occur within the right-of-way required on the date of the Letter of Consent appropriating the right-of-way.

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The Lead Agencies will continue to identify ways to avoid and minimize impacts to all resources during the final design process, should a build alternative be selected.

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### Social Resources

The Lead Agencies will seek to mitigate social impacts from the build alternatives. Measures to mitigate for impacts to the Sun Valley and other neighborhoods are discussed below under *Environmental Justice*.

## Environmental Justice

As part of a comprehensive mitigation package, RTC and/or NDOT will:

- Provide screening walls in the following minority and low-income neighborhoods, if desired by these communities, to screen views of roadway improvements:
  - ◆ Sun Villa Estates (all build alternatives)
  - ◆ Mobile Glen Estates(all build alternatives)
  - ◆ Sun Valley Estates(all build alternatives)
  - ◆ Ross Park Estates (Alternatives 1 and 4)
  - ◆ High County Estates (Alternatives 1 and 4)
  - ◆ Oasis Mobile Estates and Blue Gem Estates (Alternatives 2 and 4).
  - ◆ Final placement for any such screening walls will be evaluated during final design.
- Provide landscaping, aesthetic treatments, and signage improvements along Sun Valley Boulevard as part of development of a gateway concept.
- Provide specific bicycle/pedestrian improvements around the Sun Valley Boulevard interchange area.
- Provide sidewalks and bicycle lanes on the realigned Dandini Boulevard in Sun Valley.
- In accordance with RTC transit planning, consider providing bus turnouts and bus stop amenities for existing transit service within project limits. Work with the community on locations of these turnouts.

Another mitigation measure being discussed between RTC and the Sun Valley community would involve, as part of project construction, providing fill material at a location provided by the Washoe County School District in proximity to the connector for a future middle school.

## Economic Resources

New access will be provided for properties where existing accesses are removed. Although some businesses may have changes in access due to the project, RTC and/or NDOT will work to ensure that some form of access is provided to all businesses. To avoid disruption of business activities during construction, the new access will be provided before the existing access is removed.

A traffic control plan will be developed to minimize interference to traffic flow from construction equipment and activities. RTC and/or NDOT will provide advance notice to emergency service providers, local businesses, and residents with regard to road delays, access, and special construction activities through several notification methods. To minimize disruption to traffic and local businesses, construction activities will be

staged and work hours varied. Throughout the construction stage, access will be preserved for each affected business. Where feasible, retaining walls will be constructed along Pyramid Highway to minimize impacts to commercial development.

## Right-of-Way/Relocation

The Lead Agencies will prepare a comprehensive relocation/ acquisition plan before or during final design, which will be administered by NDOT and adhere to NDOT right-of-way requirements. Refer to the *Social Considerations, Right-of-Way/Relocation Impacts, and Environmental Justice Technical Report* (RTC, 2012) for details.

Any right-of-way acquisition will comply with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended (URA) Section 205(a). . The criteria contained in Nevada Revised Statutes Section 342 also provide guidance that is applicable to potential relocations within the Study Area by outlining specific services and assistance that must be provided by the governing body.

All reasonable opportunities to avoid relocations and minimize the acquisition or impacts to private property will be taken during the final design stage.

In addition to the Federal Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended, the Lead Agencies may offer benefits and assistance to affected businesses and residents to help make sure relocations occur in a timely manner. Also, at the beginning of the right-of-way acquisition process, investigation of the special needs of all parties being relocated or selling a portion of their land will be provided with the goal being to accommodate these special needs, as required.

Due to the current housing situation, some homeowners have negative equity in their homes. The Uniform Act was passed to ensure that displaced persons “shall not suffer disproportionate injuries as a result of programs and projects designed for the benefit of the public as a whole and to minimize the hardship of displacement on such persons” (42USC 4621(b)). FHWA has instituted a temporary Programmatic Waiver of 49 CFR 24.401(b)(1) – Calculation of Replacement Housing Payment for Negative Equity (FHWA April 7, 2009; waiver expiration extended through December 31, 2014) that allows NDOT to acquire homes with negative equity without reducing other provided benefits. Because the economic downturn has caused a sharp decline in Study Area property values, many affected home owners have negative equity. As part of a larger compensation package, the FHWA waiver would help relieve the debt of relocated homeowners caused by property value declines.

For RSIC trust land acquisition, a “Tribal Resolution” would be required from the specific tribal council governing that land and a Letter of Decision would be required from BIA.

A mobile/manufactured home classified as real property would be appraised and acquired under the acquisition process. The occupants would be eligible for the same moving and replacement housing benefits as occupants of residential dwellings. The

*NDOT Right-of-Way Manual* (NDOT, 2011) provides further information regarding moving and replacement expenses.

## **Pedestrian and Bicycle Safety**

To mitigate temporary construction impacts to bicycle and pedestrian facilities, RTC and/or NDOT will:

- Provide detours during construction to maintain continued use of existing bicycle and pedestrian facilities.
- Conduct a public information program to notify bicyclists and pedestrians of planned closures and/or detours.
- Use signage to direct bicyclists and pedestrians to temporary detours.
- Provide construction fencing to protect bicyclists and pedestrians from construction areas.
- Because informal trails are not managed or maintained for recreational use, no mitigation is necessary

## **Air Quality**

This project meets the CAA and its amendment conformity requirements and is not expected to exceed the NAAQS. Therefore, mitigation measures are not required.

There are regional and local agency strategies that could be used to reduce criteria pollutants and MSAT emissions, especially diesel particulate matter from existing diesel engines. These include, but are not limited to:

- Tailpipe retrofits.
- Closed crankcase filtration systems.
- Clean fuels.
- Engine rebuild and replacement requirements.
- Contract requirements.
- Anti-idling ordinances and legislation.
- Truck stop electrification programs.
- Aggressive fleet turnover policies.

Implementation of a vehicle purchase/recycle program would also help to reduce air pollution in the Study Area by reducing highly polluting vehicles off the road.

Even though project-level mitigation measures will not have a substantial impact on global GHG emissions because of the exceedingly small amount of GHG emissions

involved, the measures during construction, as discussed below, will have the effect of reducing GHG emissions. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with such innovations as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

These activities are part of a program-wide effort by FHWA to adopt practical means to avoid and minimize environmental impacts in accordance with 40 CFR 1505.2(c).

The project area will be subject to a dust control permit from the WCAQMD (regulation 040.030 of the District Board of Health Regulations). A Dust Mitigation Plan will also need to be prepared and submitted. Practical measures to control dust, such as watering of construction areas, will be incorporated into the plans and specifications for the construction phase of the project in accordance with NDOT's Standard Specifications for Road and Bridge Construction.

RTC and/or NDOT will require mitigation measures for construction activities that may include:

- Preparing an air quality mitigation plan that describes all feasible measures to reduce air quality impacts resulting from construction activities.
- Requiring all construction contractors to:
  - ◆ Obtain a Dust Control Permit from the Washoe County District Health Department, Air Quality Management Division.
  - ◆ Be in compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit for erosion control due to stormwater and construction-related runoff from the construction sites. As part of this compliance, the contractor will be required to submit and maintain a Storm Water Pollution Prevention Plan (SWPPP) on site that will include BMPs to be implemented and maintained during construction.
  - ◆ Ensure that all construction equipment is properly tuned and maintained.
  - ◆ Limit vehicle speeds to 15 mph on work sites, unpaved roads, and in parking areas.
  - ◆ Cover haul trucks when transferring materials.
  - ◆ Install trackout control devices at access points to minimize trackout dirt.
  - ◆ Minimize idling time to 10 minutes to save fuel and reduce emissions.

- ◆ Have an operational water truck on site at all times. Water will be applied to control dust as needed to prevent dust impacts off site.
- ◆ Use existing power sources or clean fuel generators rather than temporary power generators.
- ◆ Minimize obstructions of through traffic lanes, including accommodating two directional traffic on existing street during construction. Construction will not be allowed in existing signalized intersections during AM and PM peak commuting hours. Flaggers will be provided to guide traffic properly to minimize congestion and ensure safety at construction sites.
- Traffic control plans will be developed for work on existing road facilities to maintain traffic during construction and to minimize traffic flow interference from construction equipment movement and activities. Plans may include advance public notice of road construction, detours, alternate routes, use of public transportation, and satellite parking areas with a shuttle service. Operations affecting traffic for off-peak hours will be scheduled whenever reasonable.

## Traffic Noise

During final design, further analysis will be conducted to consider site-specific conditions and evaluate interior noise levels per policy for the Hillside Foursquare Church of Reno, Spanish Springs Library, Northern Nevada Teen Challenge, and the Renown Health Urgent Care.

Traffic noise barriers were modeled at 12 feet tall along the US 395 roadway shoulder adjacent to the Whittel Pointe Apartments, the right-of-way line adjacent to the Willow Creek Subdivision, and the Pyramid Highway roadway shoulder adjacent to individual receptors and the Springwood Subdivision. All of the traffic noise barriers in the areas mentioned above meet the 5 dBA acoustically feasible noise reduction criteria for at least 75 percent of the first row impacted receptors. Table 1 summarizes the traffic noise barrier analysis for these barriers.

**Table 1. Summary of Traffic Noise Barrier Analysis for All Build Alternatives**

Traffic Noise Barrier No.	Length of Barrier (feet)	Height of Barrier (feet)	Total Cost of Barrier	Total # of Impacted Receptors (First Row)	Total # of benefited Receptors (First Row*)	Percentage of First Row Impacted and Benefited Receptors†	Cost per Benefited Receptor
<b>Whittel Pointe Apartments</b>							
3	1,500	14	\$798,000	5 buildings (40 units)	4 buildings (32 units)	80%	\$24,938
<b>Willow Creek Subdivision</b>							
4	1,500	12	\$684,000	5 (5)	20 (5)	100%	\$34,200
<b>Individual Receptors and Springwood Subdivision</b>							
6a	1,500	12	\$684,000	12 (7)	38 (8)	78%	\$32,400
6b	1,200	12	\$547,200				
<b>Total</b>	<b>2,700</b>	<b>12</b>	<b>\$1,231,200</b>				

\* Number in parenthesis represents number of benefited first row receptors that are also impacted.

† A noise barrier must benefit at least 75% of the impacted first row receptors.

At this time, the evaluated Traffic Noise Barriers 3, 4, 6a and 6b meet the acoustically feasible criteria and two out of three reasonableness criteria for the impacted receptors in the Whittell Pointe Apartments, Willow Creek Subdivision, and Springwood Subdivision. In addition, the Traffic Noise Barriers 8 and 9d meet the acoustically feasible criteria and two out of three reasonableness criteria for the impacted receptors in the Oasis Mobile Estates, Blue Gem MHC, and Spring Ridge Subdivision for Alternatives 2 and 4.

Final analyses and proposed traffic noise abatement will be contingent on the preferred alternative, revisions to input parameters, further refinement of conditions, and complying with regulatory and policy requirements. During the public involvement process, RTC and/or NDOT will solicit input from the benefited receptors regarding the proposed noise barriers.

RTC and/or NDOT will implement the following measures to mitigate temporary noise impacts during construction:

- Limit construction activities to workday off-peak hours as best possible.
- Use noise blankets or other muffling devices on equipment and quiet-use generators at noise-sensitive receptors.
- Use well-maintained equipment and have equipment inspected regularly.
- Locate stationary sources as far from sensitive receptors as practicable.

## Water Resources and Water Quality

RTC and/or NDOT will implement a series of measures to avoid, minimize, and mitigate impacts to water resources and water quality from the build alternatives, as listed below:

- Implement BMPs during construction. As part of the development of BMPs for the project, NDOT's construction contractor must file a Notice of Intent with NDEP's Bureau of Water Pollution Control to obtain coverage under the General Permit for Stormwater Discharges Associated with Construction Activity (NVR100000). A Stormwater Pollution Prevention Plan (SWPPP) will be developed before the Notice of Intent is submitted. The SWPPP will outline temporary and permanent erosion and sediment controls, locate stormwater discharge points, and describe BMPs to be implemented to prevent or reduce stormwater pollutant discharge associated with construction activities to the maximum extent practical.
- Implement temporary erosion control and stormwater control measures during construction per the NDOT Storm Water Quality Manuals.
- Design post-construction BMPs per the requirements of the NDOT Storm Water Quality Manuals.
- Obtain a Section 401 Water Quality Certification issued by NDEP, Bureau of Water Quality Planning, as required for water quality assurances if a Section 404



Department of the Army permit is issued by the U.S. Army Corps of Engineers. If construction equipment is required to enter in or near Waters of the State and/or ephemeral stream channels, the contractor will obtain a Temporary Working in Waterways Permit issued by NDEP, Bureau of Water Pollution Control.

- As part of the Final EIS, RTC and NDOT will coordinate with local agencies and municipalities to determine the necessary permanent water quantity/quality basins and other structural BMPs, and locations, to maintain compliance with applicable water quality regulations.
- Continue coordination with TMWA, NDEP, and the Washoe County of Department of Water Resources to avoid and minimize impacts to public groundwater wells and well head protection areas. This includes relocation of Desert Springs Well #2, which will require a site and/or sites of equal water quality and yield, and access considerations for maintenance of Spring Creek Well #2.

### Wetlands and Waters of the U.S.

During final design, the Lead Agencies will seek to further avoid and minimize impacts to wetlands and waters of the U.S. Avoidance measures to be considered include construction of retaining walls, steepening of construction slopes, and using bridge structures instead of culverts where feasible.

Per the USACE and EPA Compensatory Mitigation for Losses of Aquatic Resources Final Rule (Final Rule) (40 Code of Federal Regulations [CFR] Part 230) (Final Rule) (2009), the USACE is taking an “environmentally preferable” approach to the mitigation of impacts to waters of the U.S. The Final Rule states that the USACE will “assess the likelihood for ecological success and sustainability, the location of the compensation site relative to the impact site and their significance within the watershed” when making mitigation determinations, and “compensatory mitigation requirements must be commensurate with the amount and type of impact that is associated with the particular...permit.”

Per Section 404 of the CWA, impacts to wetlands and other water features must be avoided, minimized, or mitigated (in order of preference). Although the Act requires compensatory mitigation only from those wetlands and other water features considered jurisdictional by the USACE, it is FHWA policy to mitigate all wetland impacts (jurisdictional and non-jurisdictional). All impacted wetlands and other water features will be mitigated in accordance with current USACE mitigation policies and the conditions of the USACE Section 404 Permit.

RTC and/or NDOT will use BMPs to offset the extent and duration of any temporary or indirect impacts. Appropriate BMPs to prevent and minimize temporary or indirect impacts to wetlands will be followed during construction. These BMPs could include:

- Protect wetland areas not impacted by the project from construction activities by temporary and/or construction limit fencing.

- Install sediment control measures where needed to prevent sediment filling wetlands.
- Prohibit fertilizing or hydro-mulching within 50 feet of a wetland.
- Reclaim and revegetate disturbed areas with native grass and forb species. Seed, mulch, and mulch tackifier will be applied in phases throughout construction.
- Develop a stormwater management plan with appropriate BMPs to minimize adverse effects to water quality.
- Utilize erosion logs, silt fence, or other sediment control devices as sediment barriers and filters adjacent to wetlands, surface waterways, and at inlets where appropriate.
- Locate construction staging areas at a distance of greater than 50 feet from adjacent stream/riparian areas to avoid disturbance to existing vegetation, avoid point source discharges, and to prevent spills from entering the aquatic ecosystem (including concrete washout).
- Reclaim temporary impacts to waters of the U.S. and adjacent habitat with native plants and shrubs.

With proper use and management of BMPs for stormwater and construction disturbances, minimal sediment should reach wetland areas. The toes of new construction will be stabilized with silt fence or erosion logs.

A Wetland Finding will be prepared, and the Final EIS will document FHWA's compliance with EO 11990 (see above). This will include a determination on whether a practicable alternative exists to the proposed new construction in wetlands. This project is anticipated to qualify for a Section 404 Nationwide permit or permits. After avoidance and minimization measures are conducted during final design, the Study team will further define Section 404 permit requirements.

## Floodplains

During final design, RTC and/or NDOT will minimize impacts to the floodplain by doing the following:

- Minimizing fill in the floodplain.
- Using retaining walls and other design features where practical.
- Avoiding, to the maximum extent practicable, longitudinal encroachment of the floodplain.
- Floodway reconfiguration, if possible, in instances where the flood elevation would be increased.

By performing the actions above, RTC and/or NDOT will seek to avoid any net increase to the 100-year flood water surface elevation. In instances where the flood elevations will

increase, a LOMR will be completed and mitigation measures included in the design to protect affected properties.

Consistent with 23 CFR 650 Subpart A and FHWA regulation, RTC, working with FHWA and NDOT, will continue to coordinate with Washoe County, the Cities of Sparks and Reno, FEMA, and the USACE as necessary to identify and include appropriate mitigation measures in the final design of the project. Because of the anticipated placement of earthen fill, construction of retaining walls, and placement of culverts within floodplains, a Conditional Letter of Map Revision and Letter of Map Revision will be required from FEMA prior to construction of any of the build alternatives.

Through adherence to these mitigation measures the Lead Agencies will ensure compliance with EO 11988, 23 CFR 650 Subpart A, FHWA and FEMA.

## Vegetation and Noxious Weeds

To mitigate impacts to vegetation from the build alternatives, RTC and/or NDOT will:

- Minimize the amount of disturbance and limit the amount of time that disturbed areas are allowed to remain non-vegetated.
- Employ NDOT BMPs and revegetation guidelines to minimize habitat impacts associated with vegetation removal.
- Implement an Integrated Weed Management Plan for the project.
- Avoid disturbance to existing trees, shrubs and vegetation, to the maximum extent possible.
- Revegetate all disturbed areas with native grass and forb species. Seed, mulch and mulch tackifier will be applied in phases throughout construction.
- Use erosion control blankets, where feasible, on steep, newly seeded slopes to control erosion and to promote the establishment of vegetation. Slopes should be roughened at all times and concrete washout contained.
- Limit work areas as much as possible to minimize construction impacts to vegetation.
- Include non-structural BMPs when possible, such as litter and debris control, and landscaping and vegetative practices.

## Wildlife

RTC and/or NDOT will follow appropriate BMPs to prevent and minimize temporary impacts to vegetation and wildlife during construction. These BMPs could include:

- Employ NDOT BMPs and revegetation guidelines to minimize habitat impacts associated with vegetation removal.

- Implement an Integrated Weed Management Plan for the project.
- Avoid disturbance to existing trees, shrubs and vegetation, to the maximum extent possible.
- To avoid impacts to nesting birds in accordance with the MBTA, if construction is to commence between April 1 and August 31, a qualified biologist will conduct a nest survey prior to construction. If active nests are found, coordination with NDOW and USFWS is required to determine an appropriate course of action, which may include, but is not limited to, a delay in construction to avoid the breeding season.
- Protect wetland areas not temporarily impacted by the project from construction activities by temporary and/or construction limit fencing.
- Evaluate opportunities to incorporate specific measures to enhance wildlife connectivity as needed during final design.
- Revegetate all disturbed areas with native grass and forb species. Seed, mulch, and mulch tackifier will be applied in phases throughout construction.
- Develop a stormwater management plan with BMPs to minimize adverse effects to water quality.
- Use erosion logs, silt fence, or other sediment control devices as sediment barriers and filters adjacent to wetlands, surface waterways, and at inlets where appropriate.
- Use erosion control blankets, where feasible, on steep, newly seeded slopes to control erosion and to promote the establishment of vegetation. Slopes should be roughened at all times and concrete washout contained.
- Limit work areas as much as possible to minimize construction impacts to vegetation.

### Special-Status Species

RTC and/or NDOT will follow appropriate BMPs to prevent and minimize effects to special-status species during construction. Specifically, RTC and/or NDOT will:

- Employ NDOT BMPs and revegetation guidelines to minimize habitat impacts associated with vegetation removal.
- Implement an Integrated Weed Management Plan for the project.
- Conduct an additional botanical survey during the appropriate bloom time (May through end of July) for sensitive plant species prior to the initiation of the Final EIS. Avoid disturbance to existing trees, shrubs and vegetation, to the maximum extent possible.
- To avoid impacts to nesting birds in accordance with the MBTA, if construction is to commence between April 1 and August 31, a qualified biologist will conduct a nest survey prior to construction. If active nests are found, coordination with NDOW and

USFWS is required to determine an appropriate course of action, which may include, but is not limited to, a delay in construction to avoid the breeding season.

- Protect wetland areas not temporarily impacted by the project from construction activities by temporary and/or construction limit fencing.
- Revegetate all disturbed areas with native grass and forb species. Seed, mulch, and mulch tackifier will be applied in phases throughout construction.
- Use erosion bales, erosion logs, silt fence, or other sediment control devices as sediment barriers and filters adjacent to wetlands, surface waterways, and at inlets where appropriate.
- Use erosion control blankets, where feasible, on steep, newly seeded slopes to control erosion and to promote the establishment of vegetation. Slopes should be roughened at all times and concrete washout contained.
- Limit work areas as much as possible to minimize construction impacts to vegetation.

## Visual Quality

To minimize adverse visual impacts that may result from the project, RTC and/or NDOT will:

- Install screening walls in EJ areas to screen views of the proposed improvements, if supported by the affected neighborhoods.
- Design traffic noise barriers, screening walls, and retaining walls such that they blend into the surrounding environment. This will be accomplished by selecting proper color and material type and texture through coordination with local agencies and stakeholders, and by considering the aesthetic recommendations presented in the *Pyramid Highway Corridor Management Plan* (RTC, 2002).
- Coordinate with parks staff at the City of Sparks and Washoe County on design of the water quantity/quality basin proposed at Wedekind Park to make consistent with the park's planned uses.
- Minimize cut/fill areas where feasible and design them to blend in with the surrounding environment to minimize visual impacts.
- Minimize the amount of construction disturbance; limit the amount of time that disturbed areas are allowed to remain non-vegetated; avoid disturbance to existing trees, shrubs and vegetation to the maximum extent possible; and revegetate all disturbed areas with native grass and forb species.
- Construction activities are anticipated to occur primarily during the daytime. If nighttime construction is required, procedures will be taken to direct the light inward toward the construction site to minimize glare for residents and motorists in the immediate vicinity.

## **BLM Parcel**

RTC and/or NDOT will implement the following measures to reduce visual impacts to the BLM parcels in the Study Area:

### Land form mitigation

- Prohibit dumping of excess material on downhill slopes.
- Design alignment to follow existing grades to the extent practicable.
- Shape cuts and fills to appear as natural forms.
- Cut rock areas so forms are irregular.
- Seed areas of cuts and fills with native grasses.
- Place alignments to blend with topographic forms in shape and placement.

### Vegetation mitigation

- Retain existing vegetation by:
  - ◆ Using retaining walls on fill slopes where reasonable and feasible.
  - ◆ Reducing surface disturbance.
- Enhance revegetation by:
  - ◆ Choosing native plant species.
  - ◆ Stockpiling and reuse topsoil.
  - ◆ Fertilizing, mulching, and water replacement vegetation.
- Minimize impact on existing vegetation by:
  - ◆ Making partial cuts instead of clear cuts.
  - ◆ Using irregular clearing shapes.
  - ◆ Feathering/thin edges.
  - ◆ Controlling construction access.
  - ◆ Using existing roads.
  - ◆ Limiting work within construction area.
  - ◆ Minimizing clearing size (i.e., strip only where necessary).
  - ◆ Seeding cleared areas with grass.

### Structures mitigation

- Minimize structure contrast by considering:
  - ◆ Using earth-tone paints and stains.
  - ◆ Using natural stone surfaces.
  - ◆ Selecting paint finishes with low reflectivity.
  - ◆ Using native building materials.
  - ◆ Using natural appearing forms to complement landscape.
  - ◆ Taking advantage of natural screening.

## Historic Preservation

### Historic Architecture

The proposed action would result in an Adverse Effect to the Prosser Valley Ditch. As such, RTC and/or NDOT will complete an extensive 35mm photo study of the ditch segments impacted prior to any disturbance. RTC and/or NDOT will complete a report following the Nevada State Historic Preservation Office Documentation Standards for Historical Resources of Local and State Significance, September 2009 edition. The report will document the history of the entire ditch and place the impacted segments within the context of the overall irrigation system. RTC and/or NDOT will consider signage or other media for public education about the ditch and the significance of irrigation in Nevada at some location near the ditch.

To mitigate temporary impacts during construction, RTC and/or NDOT will undertake the following measures:

- Minimize area of disturbance to the extent practicable.
- Control construction access.
- Limit work within construction area.
- Revegetate disturbed areas as soon as practicable, consistent with adjacent landscape features and with desirable native plant species.

### Archaeological Resources

The Lead Agencies will assess measures to mitigate impacts to archaeological resources if a build alternative is selected as the Preferred Alternative, and they will document the findings in the Final EIS.

### Programmatic Agreement

For effects to historic or culturally significant resources determined following completion of the EIS process, FHWA, NDOT, RTC, and RSIC will coordinate and develop mitigation measures as stipulated in the Programmatic Agreement (PA) currently being drafted, as described in Section 3.17.1.2 of the DEIS. The current draft of the PA is contained in Appendix A *Agency Coordination* of the DEIS.

## Hazardous Materials

Contaminated soil and hazardous wastes will be analyzed and properly disposed of at an approved facility. In addition, if the contaminated soil and hazardous waste are found to exceed regulatory amounts, the material will be managed and disposed of in accordance with applicable local, state, and federal hazardous waste regulations.

Owners of subsurface utilities will be contacted in areas where excavation is to be conducted to assess whether any of the utilities are contained in Transite™ asbestos pipe. If subsurface utilities are determined to be housed in Transite™ asbestos pipe, and



the utilities will be relocated for the project, special handling, and possibly asbestos abatement will be required. In addition, abandoned utilities may also be found in areas where excavation is to be conducted. Special handling and possible asbestos abatement will be required.

Prior to commencement of activities that may disturb suspect material, inspections for ACM and LBP will be conducted by appropriately trained and licensed personnel.

RTC and/or NDOT will conduct further evaluations later in the project development process. Potential impacts will be further evaluated based on the nature of the potential impact (releases, USTs versus manufacturing or wastewater facilities) relative to the proposed improvements. Additional evaluations should initially include facility-specific Phase I ESAs pursuant to the ASTM Designation 1527 standard in effect for all properties within the build alternative footprint, with follow-on Phase II investigations conducted, if justified by the Phase I ESA findings. Mitigation measures, if determined to be necessary, will be based on the results of the Phase I and Phase II investigations.

## Park and Recreation Resources

The Study team will look for opportunities to further minimize impacts during the final design process. RTC and/or NDOT will undertake the measures listed below to mitigate impacts to parks and recreation resources.

- Maintain access to Lazy 5 Park during construction.
- Minimize cut/fill areas of the US 395 Connector to blend in with the surrounding environment to minimize visual impacts to Wedekind Park users.
- Preserve and slightly improve the existing access to the trailhead parking at the northern portion of Wedekind Park, which is currently accessed via a driveway on the south side of Disc Drive just east of Pyramid.
- Design fill slopes at the Disc Drive/Pyramid Highway intersection to mimic the natural landscape and revegetate all disturbed areas. Revegetation will include reseeding with native grasses and use of native shrubs as appropriate. Similarly, design of the proposed permanent water quantity/quality basin will also mimic natural landscape to the extent possible and will also be revegetated. During construction best management practices will be employed for erosion control. Property acquisition will be completed under the Uniform Relocation Act.
- RTC and/or NDOT will continue to coordinate with the City of Sparks Parks and Recreation Department on the design of the water quantity/quality basin proposed in the southwest portion of the park so that it is consistent with the park's planned uses and amenities.
- Alternative 2 or Alternative 3 would require total acquisition of the Sun Valley Open Space parcel. If one of these alternatives becomes the Preferred Alternative, RTC and/or NDOT will coordinate with Washoe County to meet the commitments set

forth in Washoe County's August 2011 Resolution of Support regarding the Sun Valley Open Space parcel.

## **Farmland**

Because no prime or unique farmland would be impacted by the project, no mitigation measures are required.

## **Energy**

No energy mitigation measures would be needed for traffic operations. However, energy conservation measures could be considered during construction to minimize overall project energy needs. For example, an energy plan could be implemented that would encourage contractors to adopt several construction energy conservation measures including, but not limited to:

- Using energy-efficient equipment.
- Incorporating energy-saving techniques during construction.
- Avoiding unnecessary idling of construction equipment.
- Consolidating material delivery whenever possible to promote efficient vehicle utilization.
- Scheduling delivery of materials during non-rush hours to minimize fuel lost to traffic congestion, thereby maximizing overall vehicle fuel efficiency.
- Encouraging project employees and contractors to carpool.
- Maintaining equipment and machinery in good working condition, especially those using fossil fuels.

## **Relationship Between Local Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity**

No mitigation required.

## **Irreversible and Irretrievable Commitment of Resources**

No mitigation required.

## **Cumulative Effects**

To avoid additional impacts to the identified resources of concern, local authorities and planning entities must continue to review and scrutinize development proposals to ensure that new development is consistent with local area planning goals. Local planning jurisdictions can reduce environmental impacts through the implementation of:

- Smart growth goals and policies identified in the Washoe County Master Plan Land Use and Transportation Element.

- Programs identified in the Washoe County PM<sub>10</sub> and CO SIPs to reduce air emissions from mobile sources as control strategies and contingency measures for non-attainment and maintenance areas. These programs include the Federal Motor Vehicle Control Program, Nevada's Motor Vehicle Inspection and Maintenance Program, Washoe County Oxygenated Fuel Program, Street Sanding and Sweeping Program, and Dust Control (Washoe County District Board of Health, 2005 and 2009).
- EPA GHG standards that require new passenger, light-duty trucks, and medium-duty passenger vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide (CO<sub>2</sub>) per mile in model year 2016, equivalent to 35.5 miles per gallon (mpg), if the automotive industry were to meet this CO<sub>2</sub> level all through fuel economy improvements.
- Water resource policies identified in the WRWC 2011-2030 Comprehensive Regional Water Management Plan.
- Education, monitoring, BMPs, and reporting programs identified in the 2011 *Truckee Meadows Regional Storm Water Quality Management Program*.

These initiatives can provide economic, social, and environmental benefits to the Regional Study Area. The next step is for local jurisdictions to strictly enforce these principles through their development review process. Local authorities and planning entities should also require appropriate avoidance or mitigation as part of any new development project. Resources most at risk that could be protected are water resources, air quality, and EJ populations. For transportation projects, RTC and/or NDOT will ensure that all best management practices and mitigation measures specified in this Final EIS are followed appropriately.



Octubre 9 y 10 del 2013

## BIENVENIDOS

Gracias por asistir a la audiencia pública de Ubicación/Diseño para la Declaración del Impacto al Medio Ambiente del Proyecto de Conexión de *Pyramid Highway/US 395* (DEIS, por sus siglas en inglés). La Comisión de Transporte Regional del Condado de Washoe (RTC), en cooperación con el Departamento de Transporte de Nevada (NDOT) y la Administración de Carreteras Federales (FHWA), está llevando a cabo una reunión abierta con una breve presentación y un tiempo para preguntas y respuestas que comienza a las 5:30 pm.

Al entrar al salón, usted notará unas carteleras que describen el proyecto propuesto y a los representantes del mismo junto a las carteleras (llevan su nombre en gafete). Aproveche esta oportunidad para discutir con ellos el proyecto.

El propósito de esta audiencia es el de presentar las alternativas propuestas que se han estudiado y obtener información del público en general sobre la Declaración del Impacto al Medio Ambiente.

Las mejoras propuestas incluyen proporcionar una carretera de acceso limitado entre el corredor de la calle *Pyramid* desde ya sea la *Disc Drive* o el *Sparks Boulevard* hacia justo al norte de *Eagle Canyon Road* junto a una de tres alineaciones alternas; y proporcionar una carretera de acceso limitado de la *Pyramid Highway* al *US 395* junto a una de dos alineaciones alternas. Estas instalaciones proporcionarán una conexión en el área de *Pyramid Highway/Disc Drive* hacia el este y *US 395/Parr Boulevard* hacia el oeste, con posible acceso a la conexión hacia y desde el área de *Sun Valley* ya sea en el *Sun Valley Boulevard* o hacia el oeste en la zona de las futuras carreteras planeadas al oeste de *Sun Valley*.

Durante esta audiencia, al igual que otras reuniones públicas de RTC y NDOT, estamos pidiendo sus comentarios sobre la propuesta del proyecto. Usted puede enviar sus comentarios y cualquier otro documento para los archivos públicos de la siguiente manera:

- Haciendo un comentario público al final de la presentación. Todos los comentarios serán grabados.
- Grabando un comentario con la estenógrafa o llenando un formulario durante la audiencia pública y dejándolo con uno de los representantes del proyecto o en la caja para comentarios.
- Enviando sus comentarios a la dirección electrónica [info@dot.state.nv.us](mailto:info@dot.state.nv.us). Favor de hacer referencia al Proyecto de Conexión *Pyramid Highway/US 395* en la línea del tema.
- Escribiendo una carta o enviando por correo sus comentarios y cualquier otro documento al Sr. Steve Cooke, Jefe de Servicios al Medio Ambiente, NDOT, 1263 S. Stewart St., Carson City, NV 89712.

Los comentarios se aceptarán hasta las **5 p.m. del Martes 12 de Noviembre del 2013**. Gracias por asistir a esta audiencia y por darnos su opinión.

Atentamente,

Steve Cooke, P.E.  
Jefe de Servicios al Medio Ambiente  
Departamento de Transporte de Nevada





# Declaración del Impacto al Medio Ambiente Borrador

## Resumen Ejecutivo

### ES-1 INTRODUCCIÓN

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La Administración de Carreteras Federales (FHWA), en cooperación con el Departamento de Transporte de Nevada (NDOT) y la Comisión de Transporte Regional del Condado de Washoe (RTC), están preparando una Declaración del Impacto al Medio Ambiente (EIS) para identificar y evaluar las mejoras al transporte sobre la carretera Pyramid Highway (Carretera Estatal 445) en la zona noreste de Truckee Meadows.

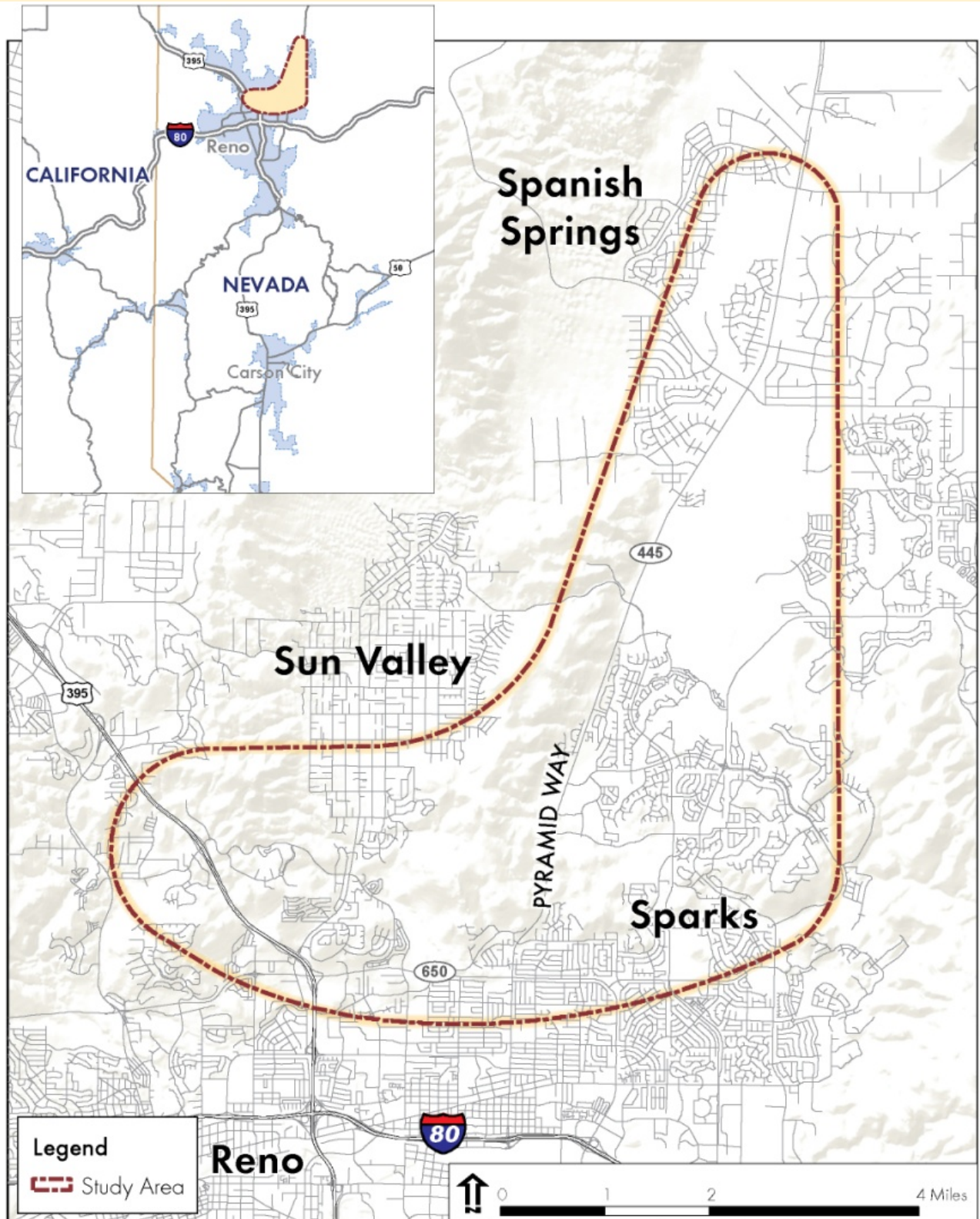
RTC está auspiciando el proyecto y preparando el estudio ambiental y la ingeniería preliminar como parte de este estudio. Si se selecciona una alternativa para construir como preferencial y como resultado del proceso EIS, la parte responsable para el desarrollo de los planes del diseño final, para asegurar contratos, seleccionar un contratista y revisar la construcción, será determinada después en consulta entre RTC y NDOT. Ya que las mejoras ocurrirían dentro de los derechos de vía de NDOT y la conexión propuesta del US 395 sería una carretera de NDOT y Pyramid Highway es una carretera de NDOT, esta agencia juega un papel importante en este proyecto, incluyendo revisar el proceso para el Acta Nacional de Políticas Ambientales (NEPA), bajo las cuales este documento EIS se ha preparado. El diseño final se adhiere a los estándares de NDOT y el proyecto cumple con las políticas de NDOT. Esta agencia también dirigirá y revisará el proceso de la adquisición para derechos de vía para asegurar cumplimiento con el Acta Uniforme de Reubicación. La agencia FHWA tiene la responsabilidad de revisar el proceso completo porque se usarán fondos federales para este proyecto.

Las mejoras que se presentan en este documento EIS toman en cuenta el movimiento regional de las personas y los bienes, aligeran el congestionamiento de tráfico sobre la Pyramid Highway y proporcionan una mejor conexión en la comunidad de este a oeste entre la Carretera Federal 395 (US 395), el Pyramid Highway y el Vista Boulevard.

El Área del Estudio se ubica en el Condado de Washoe, Nevada (Figura ES-1) y cubre partes no incorporadas al Condado de Washoe y parte de las ciudades de Sparks y Reno. El Área del Estudio rodea la Pyramid Highway actual desde la Calle de la Plata en el norte a la Queen Way en el sur. Incluye también el área donde va a quedar parte de la conexión propuesta entre el Pyramid Highway existente y la carretera US 395 (conocido como Conector US 395), extendiéndose desde cerca de Dandini Boulevard al oeste hasta el Vista Boulevard al este (Figura ES-2).

### Figura ES-1 Mapa de la Zona

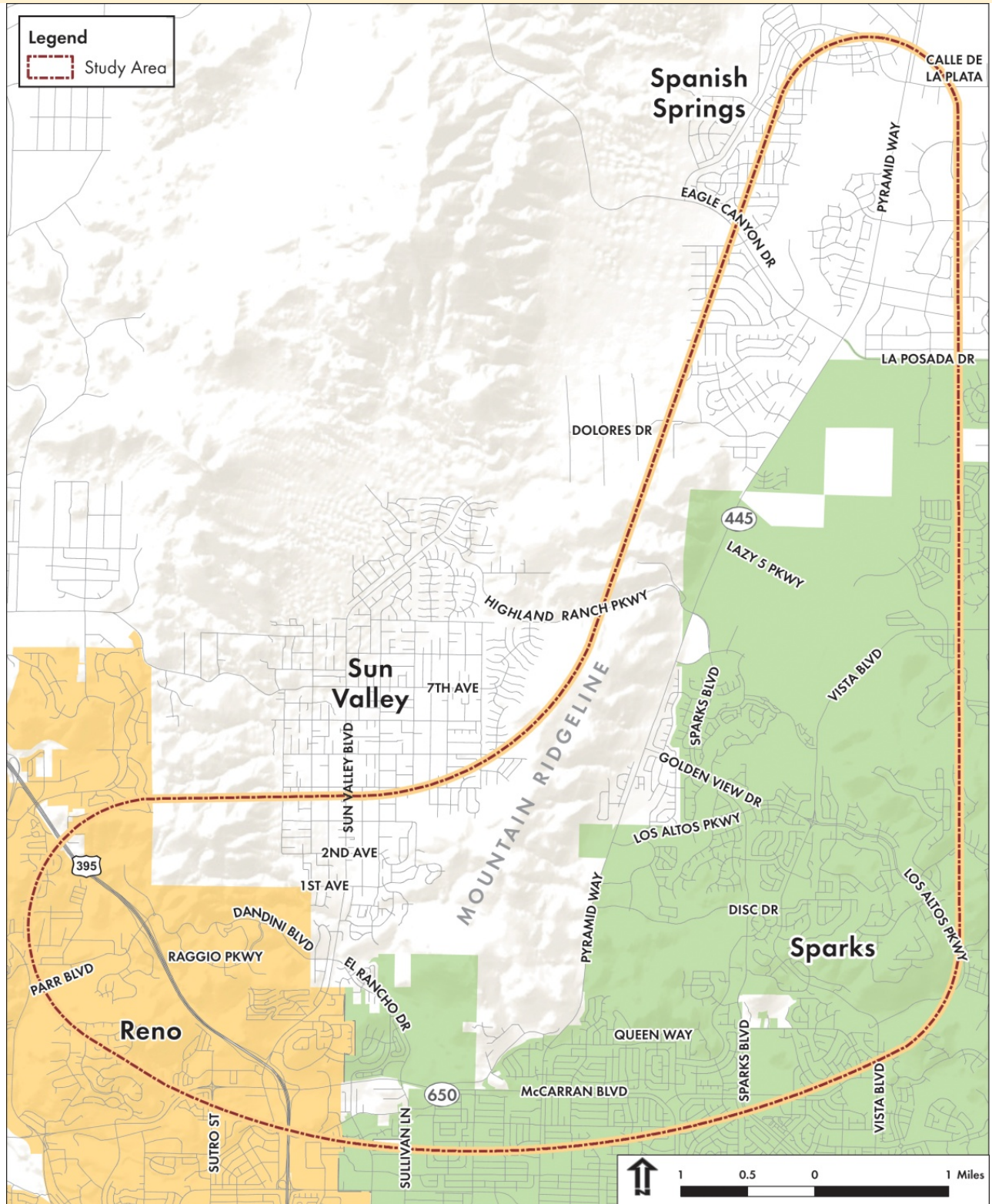
El Área del Estudio se ubica en el Condado de Washoe, Nevada y cubre partes no incorporadas del condado y parte de las ciudades de Sparks y Reno.





### Figura ES-2 Área del Estudio

El Área del Estudio recorre el Pyramid Highway existente desde Calle de la Plata en el norte hasta Queen Way en el sur. También incluye la zona donde va a quedar parte del camino propuesto que conecta Pyramid Highway y la carretera US 395 (conocido como Conexión US 395), extendiéndose desde cerca de Dandini Boulevard al oeste hacia Vista Boulevard al este.





## ES-2 ANTECEDENTES DEL ESTUDIO

El Plan de Transporte Regional del año 2015 de RTC que se adoptó en 1997 indicaba que el volumen del tráfico pronosticado identificaba una necesidad para ampliar la Pyramid Highway de los cuatro carriles existentes, a seis y a ocho. En la primavera del año 1998, RTC comenzó a discutir la ampliación de Pyramid Highway con la ciudad de Sparks y las comunidades cercanas. En la zona noreste de Truckee Meadows, que incluye las comunidades de Sparks, Spanish Springs, Sun Valley y los terrenos circunvecinos, se esperaba que la población aumentara grandemente. Además, el crecimiento de la población en el Condado de Washoe en general y el crecimiento del empleo en la zona sur del condado aumentaban en demanda para viajes de norte a sur. Aunque se reconocía que el rápido crecimiento en esta zona del Condado de Washoe exigía una solución a la congestión del tráfico, la ciudad de Sparks y las comunidades circunvecinas expresaban una fuerte preocupación sobre el impacto que una ampliación pudiera tener en la zona.

En respuesta a los planes de RTC para ampliar el Pyramid Highway y en vista de los patrones de crecimiento, la ciudad de Sparks pidió que RTC evaluara las soluciones del tráfico para la región a largo plazo hasta el año 2030.

En el verano de 1998, se formó el Comité Dirigido por Ciudadanos para el corredor de Pyramid Highway para estudiar y hacer recomendaciones para las mejoras en la zona noreste de Truckee Meadows, con recomendaciones específicas de carriles para Pyramid Highway dentro de la zona urbana de la ciudad de Sparks. Este comité incluía representantes desde ciudadanos y mesas directivas de las comunidades, empresa privada y gobierno local. Ellos desarrollaron la visión y los objetivos para el Plan de Manejo para el Corredor Pyramid Highway (CMP), aprobado por RTC en el 2002. Este plan forma parte del proyecto de mejoras en el RTP 2030.

Una vez que fue adoptado el plan CMP, RTC trabajó con FHWA y NDOT para identificar recursos y preparar los cimientos para que se iniciara el EIS.

## ES-3 PROPÓSITO Y NECESIDAD

El propósito y la necesidad para este estudio están basados en parte sobre la información que desarrolló el plan CMP. Este plan forma las bases del proyecto en el Plan de Transporte Regional 2030 de RTC para el Condado de Washoe.

El objetivo del proyecto es implementar un plan que mantenga y mejore el corredor Pyramid Highway como una ruta viable de transporte para la zona urbana de Sparks y la creciente comunidad del noreste de Truckee Meadows. FHWA, NDOT y RTC identificaron múltiples declaraciones del propósito en coordinación con los interesados en el proyecto para apoyar esta iniciativa. Las

### Propósito y Necesidad

**Propósito:** Proporcionar mejoras para dar servicio al crecimiento existente y futuro.

**Necesidad :** Dar servicio al crecimiento pronosticado de la población y del empleo en las ciudades de Reno y Sparks y la zona no incorporada del Condado de Washoe, las cuales han tenido un crecimiento considerable en población y empleo. El aumento proyectado en población y empleo de la zona dará como resultado un aumento proporcional en millas por vehículo y continuará presionando la red de transporte de la zona. Estas mejoras son necesarias para responder a este crecimiento.

**Propósito:** Aliviar los problemas existentes de congestión en el Pyramid Highway.

**Necesidad:** El nivel de servicio (LOS) en algunas de las intersecciones del Área del Estudio está actualmente por debajo de los estándares durante las horas pico y se anticipa que otras intersecciones operen al nivel de servicio F durante las horas pico para el año 2035. Este análisis indica que para el año 2035 los caminos no podrán manejar la demanda de movimiento. La red de transporte inadecuada que da servicio a la zona da como resultado congestión en las intersecciones y los caminos. Estas condiciones continuarán empeorando si no hacemos mejoras en su capacidad.

**Propósito:** Proporcionar rutas eficaces directas e indirectas para manejar las ineficiencias actuales.

**Necesidad:** A la red actual de caminos le falta la conexión este-oeste en el Área del Estudio y la conexión norte-sur es ineficiente. Esta falta de caminos adecuados ha creado ineficacia y rutas indirectas, resultando en rutas fuera de dirección que sobre cargan los caminos con capacidad insuficiente.

**Propósito:** Responder a los planes regionales y locales.

**Necesidad:** Numerosos planes locales citan una necesidad para mejorar el transporte y ayudar a satisfacer las metas en el uso de tierra y transporte que incluyen planes para mejorar el Pyramid Highway y conexión este-oeste, con opciones multimodales.

declaraciones del propósito están unidas a una necesidad reconocida dentro del Corredor Pyramid Highway y se describen a continuación:

## ES-4 BLM Y BIA PROPÓSITO Y NECESIDAD

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El Buró de Manejo de la Tierra (BLM) y el Buró de Asuntos Indígenas (BIA) son agencias federales que sirven como agencias cooperativas en este proyecto porque ambas tienen jurisdicción sobre la tierra dentro del Área del Estudio. Si se identifica una alternativa para construir como preferencial, estas agencias necesitan autorizar cualquier apropiación de la tierra o derecho de vía sobre propiedades bajo su jurisdicción. Para esto es necesario que las agencias BLM y BIA lleven a cabo un estudio ambiental bajo el Acta Nacional de Políticas Ambientales (NEPA). Para re-estructurar el proceso del estudio ambiental, se mencionan las responsabilidades de las agencias bajo la sección de NEPA en este documento EIS.

El propósito de BLM para este proyecto es determinar si ciertas tierras públicas deben ser apropiadas para uso de carreteras federales. Igualmente el propósito de BIA para el proyecto es revisar y aprobar cualquier adquisición de tierra en fideicomiso para derecho de vía de transporte.

## ES-5 ALTERNATIVAS

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El Equipo del Estudio llevó a cabo un proceso extensivo para identificar varias alternativas para satisfacer el Propósito y la Necesidad del proyecto. Las alternativas fueron desarrolladas por medio de un proceso comprensivo de coordinación con el público y con agencias combinado con un análisis de ingeniería y del medio ambiente. Las alternativas tomadas en cuenta en los primeros tres niveles del proceso cayeron en ocho categorías generales, con varias opciones a considerar bajo cada una, como se describe a continuación:

- Dos alternativas para la expansión principal
- Nueve alineaciones de norte a sur
- Siete alineaciones de este a oeste
- Seis secciones transversales diferentes
- Más de 20 tipos y ubicaciones de enlaces
- Alternativas para ciclistas y peatones consistentes con los planes de la zona
- Tres alternativas para el sistema de autobuses
- Siete tipos de carriles
- Ocho estrategias para manejar el congestionamiento de tráfico



Las alternativas que se aceptaron durante el proceso de evaluación fueron combinadas en cuatro alternativas que se analizan en este documento EIS. También se evalúa una Alternativa sin Acción y se usa como comparación para propósitos del análisis ambiental. Estas alternativas se describen a continuación:

### Alternativa sin Acción

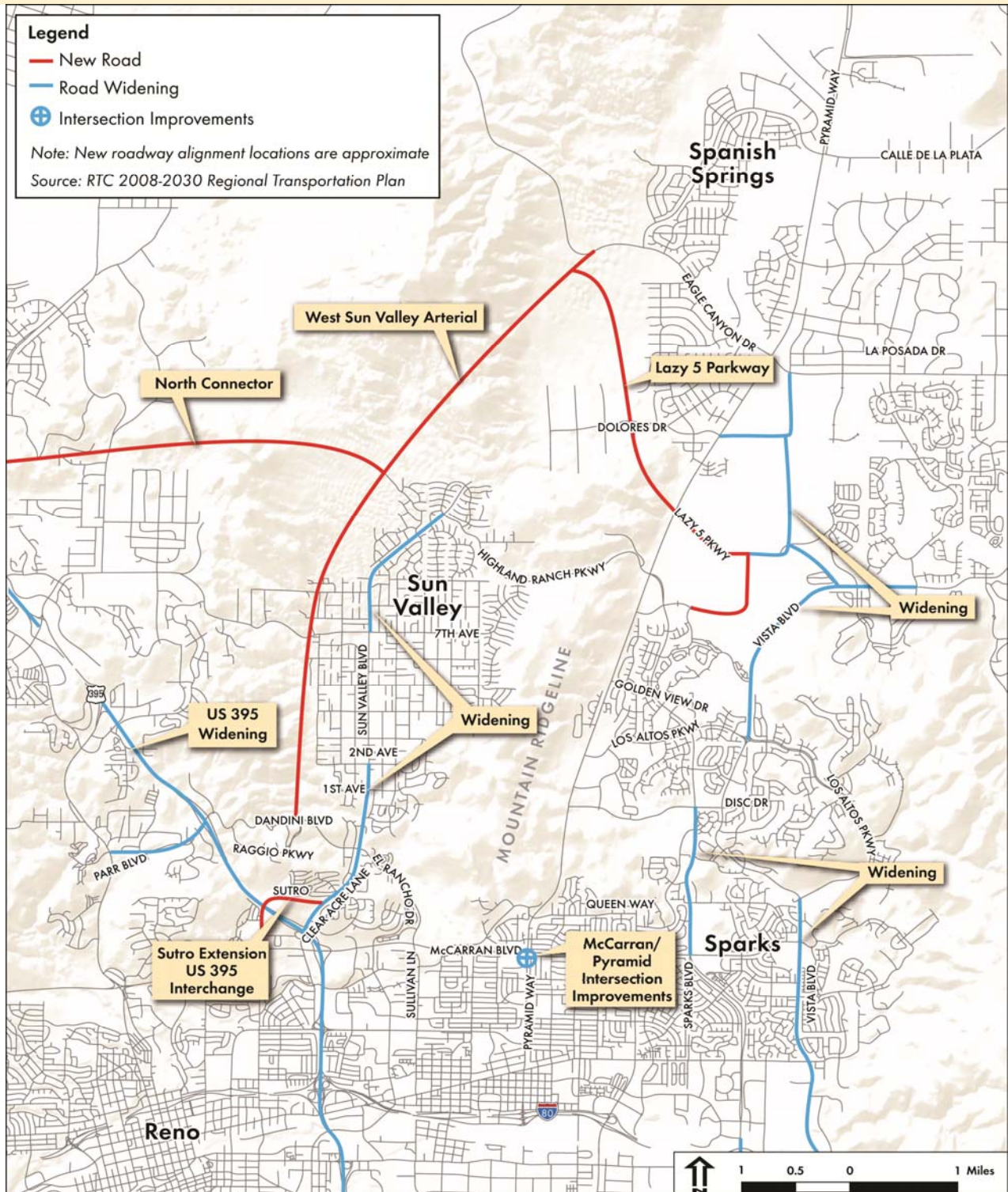
La Alternativa sin acción asume la terminación de los proyectos de transporte, desarrollo e infraestructura que ya están en progreso, que han sido programados por NDOT, el Condado de Washoe, las ciudades de Reno y Sparks o que se incluyen en el documento RTP 2030. Estas mejoras se harían aunque otras mejoras no se llevaran a cabo junto con este estudio. Bajo la Alternativa sin Acción, las mejoras dentro del Área del Estudio consistirán en las modificaciones y adiciones ya planeadas para los caminos. Las mejoras recibirán fondos



regionales y se pueden prever razonablemente. La Figura ES-3 muestra las mejoras propuestas bajo la Alternativa sin Acción.

### Figura ES-3 Alternativa sin Acción

La Alternativa sin Acción asume la terminación de los proyectos de transporte, desarrollo e infraestructura que ya están en progreso como fueron programados por NDOT, el Condado de Washoe, las ciudades de Reno y Sparks o que están incluidos en el RTP 2030.



## Alternativas para construir

### Elementos comunes a las cuatro alternativas

Cada una de las cuatro alternativas para construir proporcionará mejoras similares sobre Pyramid Highway desde la Queen Way al norte de la Calle de la Plata. Sin embargo, las alternativas difieren sobre las alineaciones para el Conector US 395, ubicación de enlaces y secciones transversales en la mayor parte del Área del Estudio.

Cada una de las alternativas incluye la construcción de un camino lateral al Pyramid Highway entre la Calle de la Plata y Disc Drive. Este camino continua al oeste de la Disc Drive a Sun Valley Boulevard por el Conector US 395. Las alternativas también incluyen servicio de autobús regional sobre la Pyramid Highway consistente con los estándares de servicio de RTC y los Sistemas de Transporte Inteligente. Al norte del Sparks Boulevard, las alternativas siguen la misma alineación sobre el Pyramid Highway existente. Las Figuras ES-4 y ES-5 presentan los elementos comunes a todas las alternativas.

### Mejoras en los caminos

Cada una de las alternativas incluye una autopista nueva y mejoras secundarias desde Pyramid Highway a la carretera US 395, por la zona de Sun Valley conocida en este estudio como Conector US 395. Este conector y el Pyramid Highway al norte del Eagle Canyon Drive/La Posada Drive serán construidos como autopista de acceso limitado, con enlace en las intersecciones mayores. Pyramid Highway desde el Eagle Canyon Drive/La Posada Drive hasta la Calle de la Plata será una carretera principal.

El enlace de la carretera US 395 en el Parr Boulevard será reconfigurado para acomodar un sistema nuevo de enlaces para el Conector US 395. Las calles Raggio Parkway y Dandini Boulevard serán re-alineadas en esta zona.

Todas las alternativas para construir incluirán construcción de carriles auxiliares sobre la carretera US 395 entre el nuevo conector (un elemento de las alternativas) y el McCarran Boulevard (también conocido como Carretera Estatal 659).

En donde sea necesario se construirán murallas de retención sobre la carretera para eliminar o minimizar impactos. El lugar y diseño exacto de las murallas, al igual que las barreras para ruido de tráfico, no se han finalizado y serán determinadas después de la selección de una alternativa preferencial en el documento EIS final. El impacto por ruido de tráfico y las consideraciones de medidas para disminuir el ruido serán evaluados para la Alternativa Preferencial.

Cada una de las alternativas incluye la construcción de mejoras para la calidad y el drenaje de agua. Estas incluyen la construcción o reemplazo de alcantarillas, entradas de aguas y acequias junto a los caminos, además de la construcción de cuencas permanentes para la calidad y cantidad de agua.

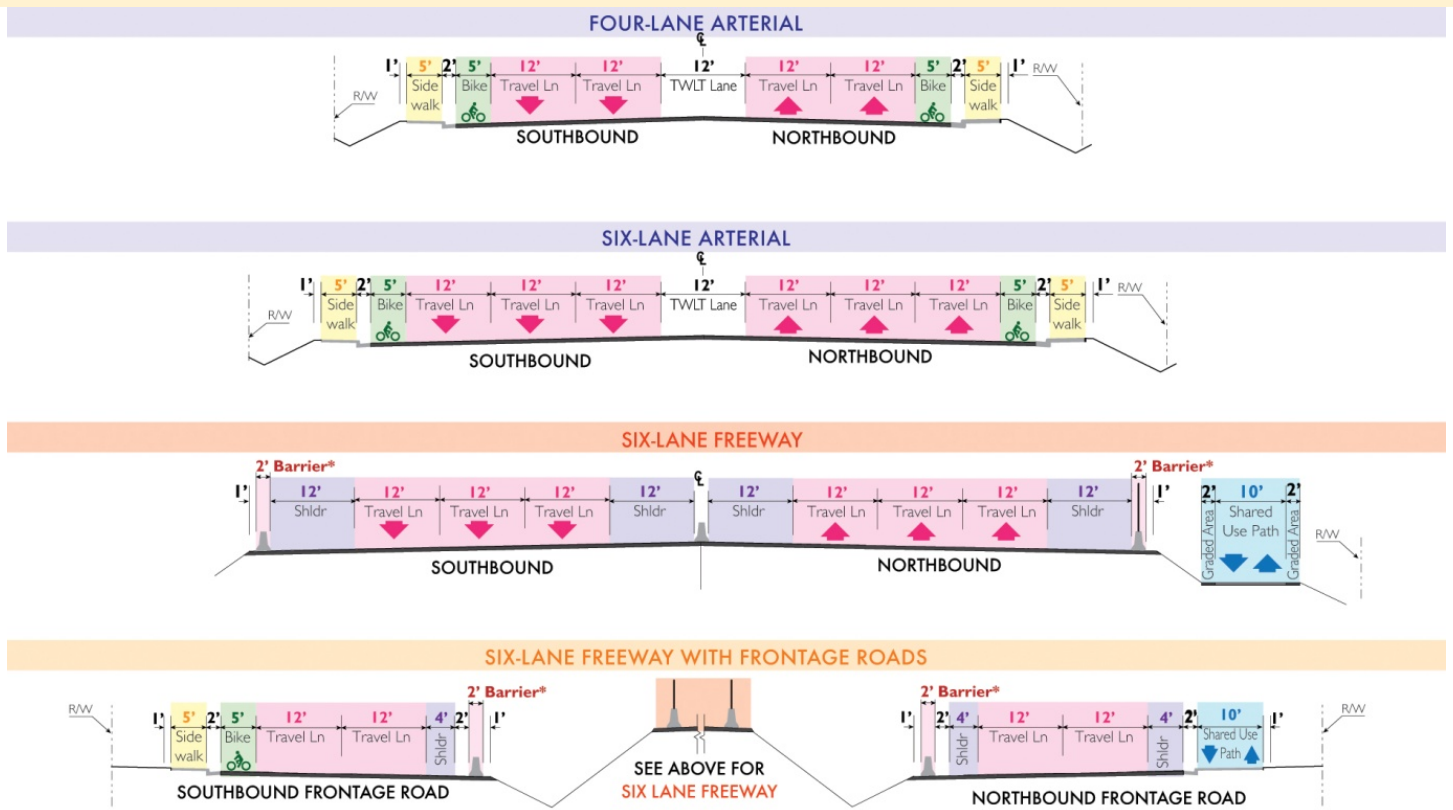


*Vista de la parte sur del Área de Estudio mirando hacia el sur por el Pyramid Highway*

## Figura ES-4 Elementos comunes a todas las alternativas – en sección transversal

Todas las alternativas tendrán los siguientes secciones transversales:

- Principal de cuatro carriles a lo largo de Pyramid Highway entre Calle de la Plata y Sunset Springs.
- Principal de seis carriles a lo largo de Pyramid Highway entre Sunset Springs y Eagle Canyon Drive/La Posada Drive, entre Disc Drive y Queen Way y a lo largo de Disc Drive entre Pyramid Highway y Sparks Boulevard.
- Principal de seis carriles a lo largo de Disc Drive entre Sparks Boulevard y Vista Boulevard.
- Autopista de cuatro/seis carriles con caminos frontales a lo largo de Pyramid Highway entre Eagle Canyon Drive/La Posada Drive y Dolores Drive y entre Lazy 5 Parkway y Highland Ranch Parkway.
- Autopista de seis carriles con carriles auxiliares a lo largo de Pyramid Highway entre Dolores Drive y Lazy 5 Parkway.

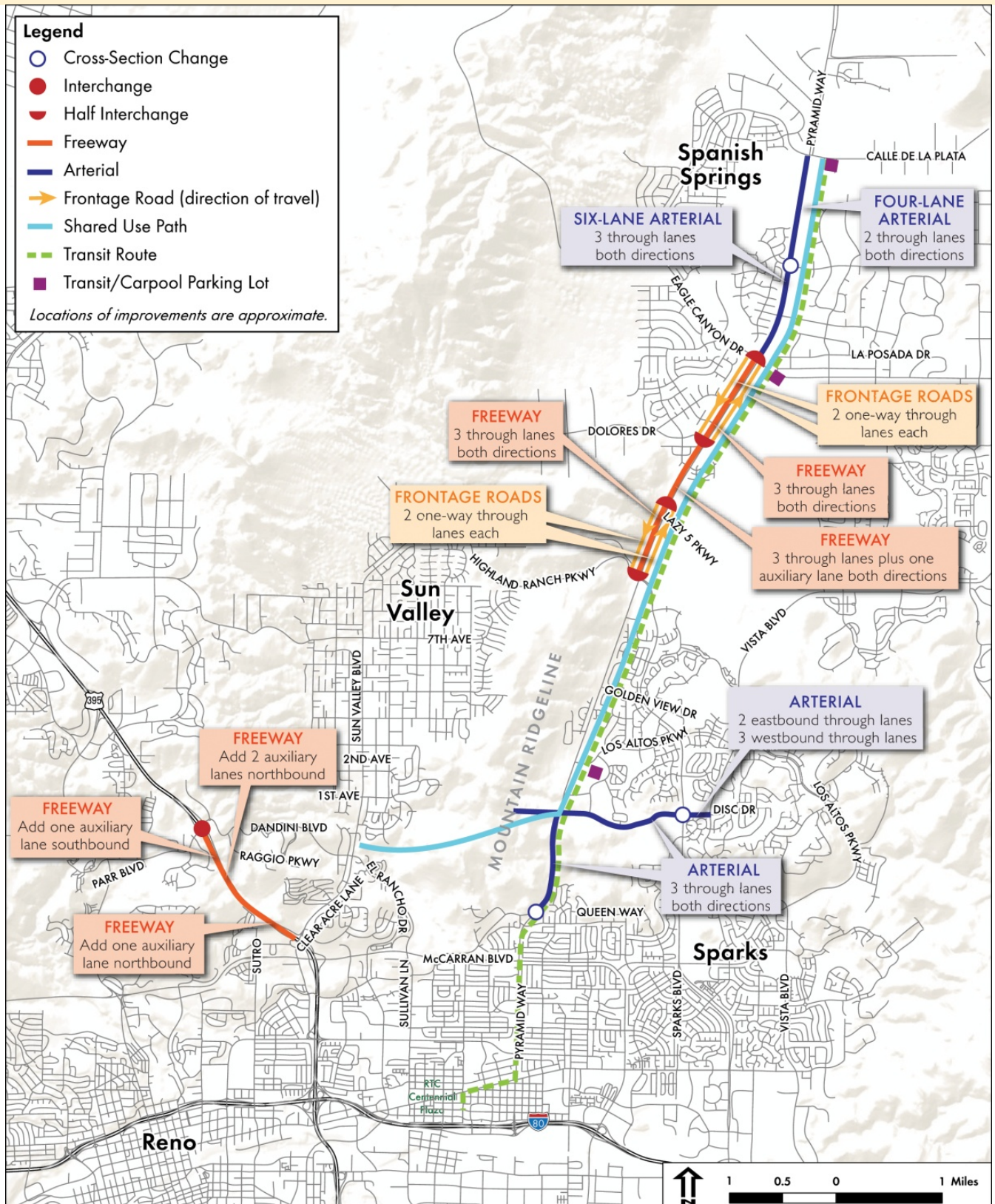


\*When slopes steeper than 4 to 1



### Figure ES-5 Elementos comunes a todas las alternativas

Cada una de las cuatro alternativas proporcionará mejoras similares a lo largo Pyramid Highway desde Queen Way al norte hacia la Calle de la Plata. Sin embargo, las alternativas difieren sobre la alineación del Conector US 395, ubicaciones de enlaces y secciones transversales por el Área del Estudio.



## Elementos principales de las alternativas para construir

Las alternativas para construir descritas en esta sección cubren todos los elementos o posibles escenarios que resultaron de la evaluación de alternativas. La Tabla ES-1 resume los elementos principales de cada una de las alternativas; estos se describen bajo cada alternativa individual en una sección más abajo:

**Tabla ES-1 Elementos principales de las alternativas para construir**

Elemento del Diseño	Alt. 1	Alt. 2	Alt. 3	Alt. 4
<b>Alineación</b>				
Fuera de alineación	X			
Dentro de la alineación		X		X
Alineación de cresta			X	
<b>Enlace en Sun Valley</b>				
Enlace Sun Valley	X	X		
Enlace al oeste de Sun Valley			X	X
<b>Ubicación de cruce en Sun Valley Boulevard</b>				
Cruce norte (Rampion Way)	X			X
Cruce sur (al sur de Rampion Way)		X	X	

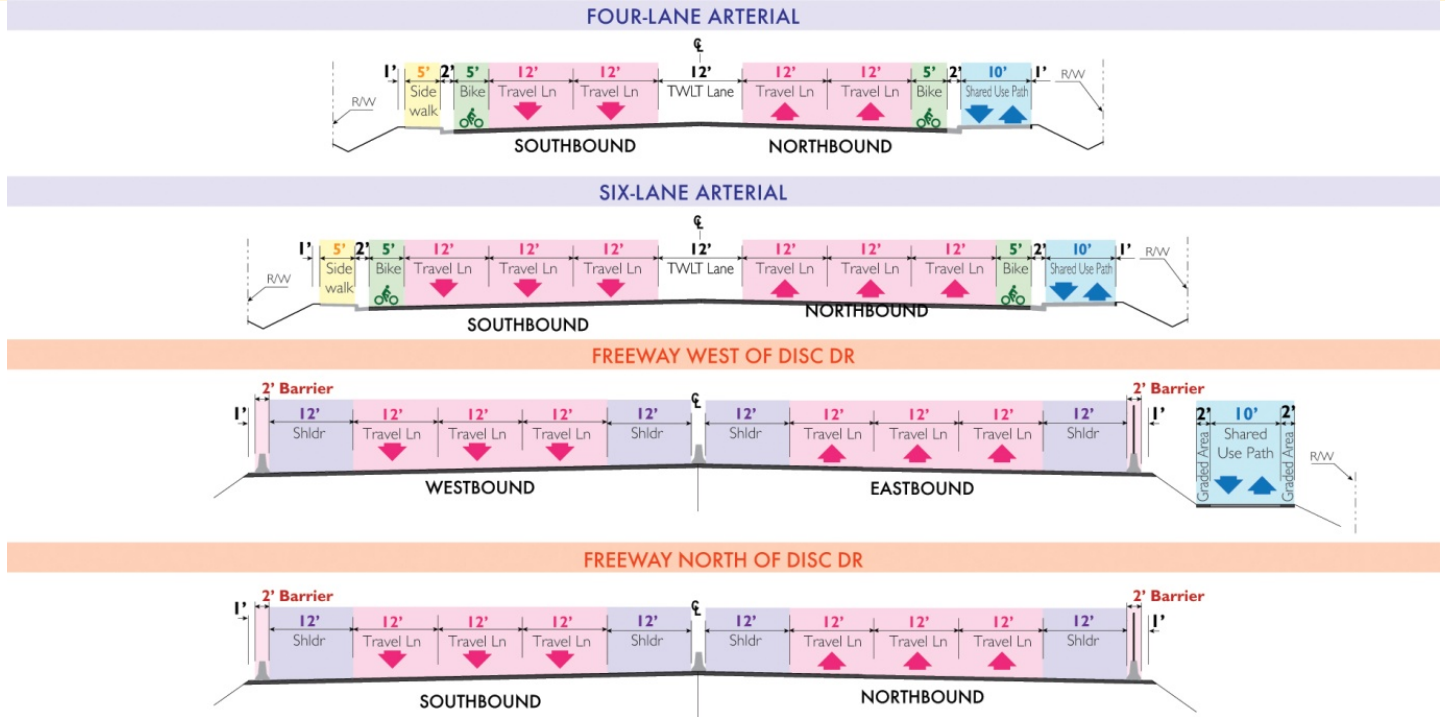
Una vez que las agencias y el público en general revisen el documento EIS, se identificará una Alternativa Preferencial en el documento final. La Alternativa Preferencial podrá ser la Alternativa sin Acción, una de las cuatro o una combinación de elementos de varias alternativas.

## Alternativa 1

La Alternativa 1, que aparece en la Figura ES-6 y ES-7, estará fuera de alineación justo al oeste del Pyramid Highway existente entre el Conector US 395 y Highland Ranch Parkway. Esta alineación será justo bajo la cresta de las montañas, al oeste de Walmart. De las dos ubicaciones que cruzan Sun Valley, la Alternativa 1 sigue el cruce de la Rampion Way e incluye un enlace en el Sun Valley Boulevard. Para el largo del segmento de la autopista desde Highland Ranch Parkway hasta US 395, la sección transversal típica será una autopista de seis carriles, con carriles auxiliares y/o de camiones donde lo exija el tráfico. La Alternativa 1 tendrá tres enlaces, además de los comunes a todas las alternativas, en Sun Valley Boulevard, Disc Drive y Pyramid Highway al sur de Sparks Boulevard/Highland Ranch Parkway (alineación existente). A lo largo de la alineación existente en Pyramid Highway al sur de Highland Ranch Parkway, Pyramid Highway será actualizada a una principal de seis carriles entre Los Altos Parkway y Disc Drive.

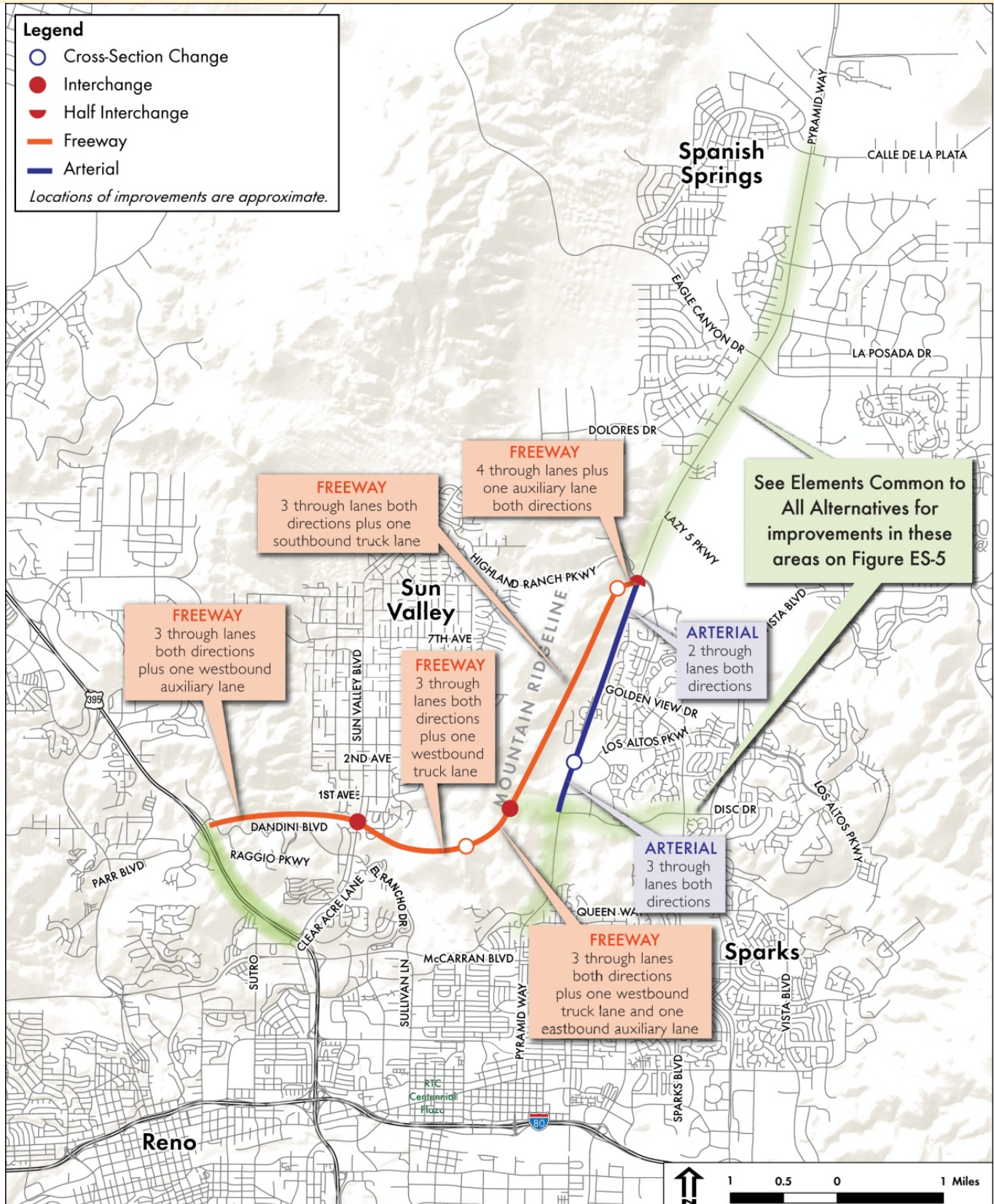


**Figura ES-6 Alternativa 1 – Sección Transversal**



**Figure ES-7 Alternativa 1**

La Alternativa 1 estará fuera de alineamiento justo al oeste del Pyramid Highway existente entre el Conector US 395 y Highland Ranch Parkway ubicado por debajo de la cresta de la montaña al oeste de Walmart.

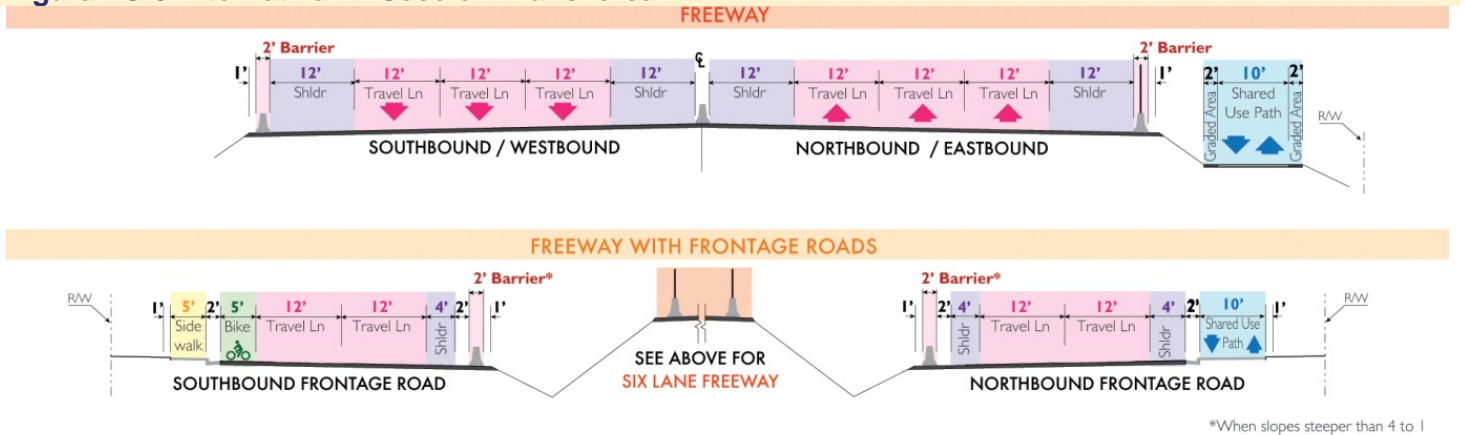




## Alternativa 2

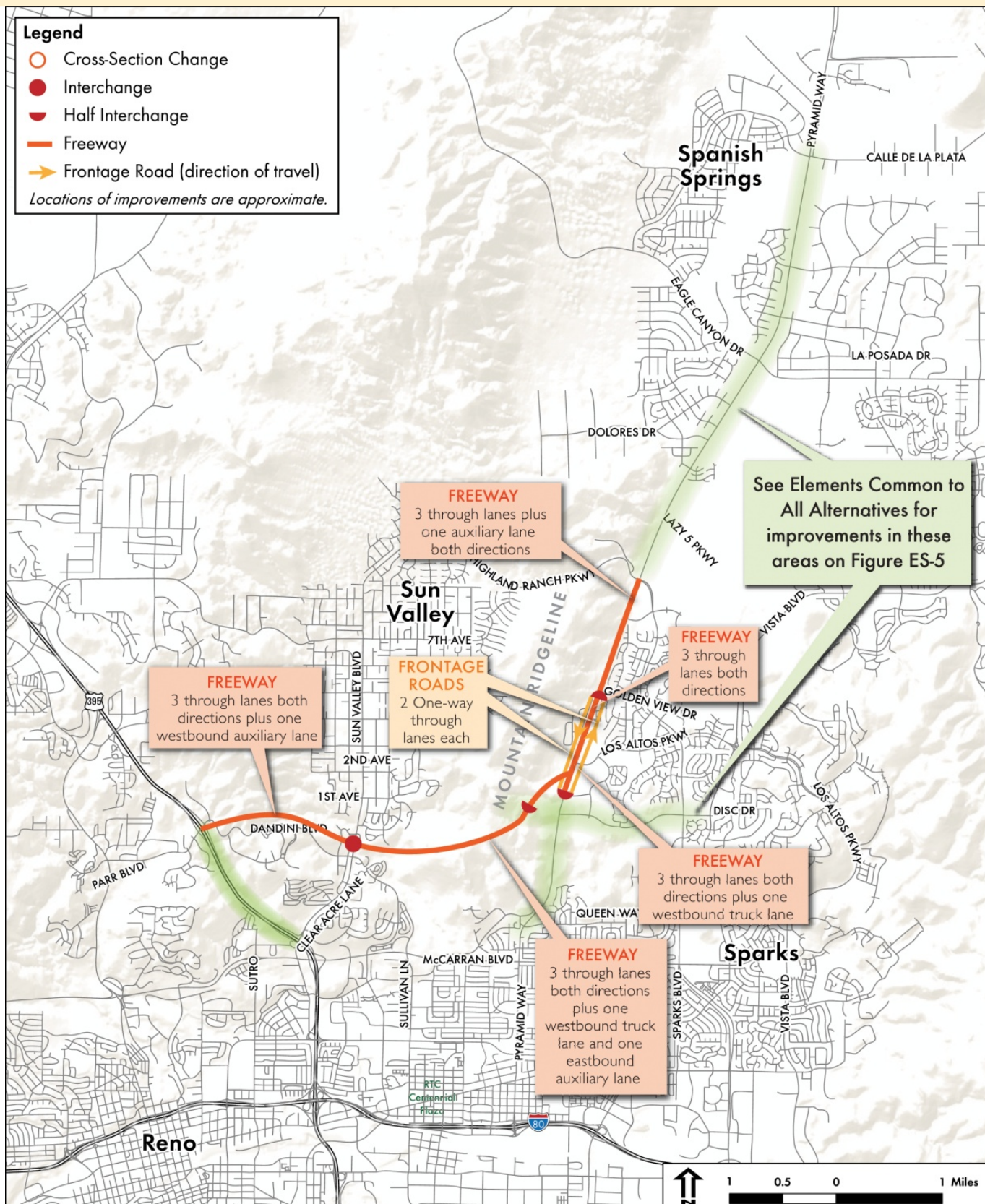
La Alternativa 2, como lo muestra la Figura ES-8 y la Figura ES-9, será alineada siguiendo el Pyramid Highway existente entre el Conector US 395 y Sparks Boulevard/Highland Ranch Parkway. Esta alineación incluye una sección transversal de la autopista de seis carriles entre la Disc Drive y US 395. Esta alternativa incluye puentes en la autopista Pyramid sobre Los Altos Drive y Golden View Drive. Los caminos frontales se incluyen entre Disc Drive y Golden View. Los carriles auxiliares y para camiones se construirán donde el tráfico o el camino lo pidan. La alineación del Conector US 395 seguirá al sur de Rampion Way cruzando Sun Valley e incluye un enlace en el Sun Valley Boulevard.

**Figura ES-8 Alternativa 2 - Sección Transversal**



### Figura ES-9 Alternativa 2

La alineación de la Alternativa 2 seguirá el Pyramid Highway existente entre el Conector US 395 y Sparks Boulevard/Highland Ranch Parkway.

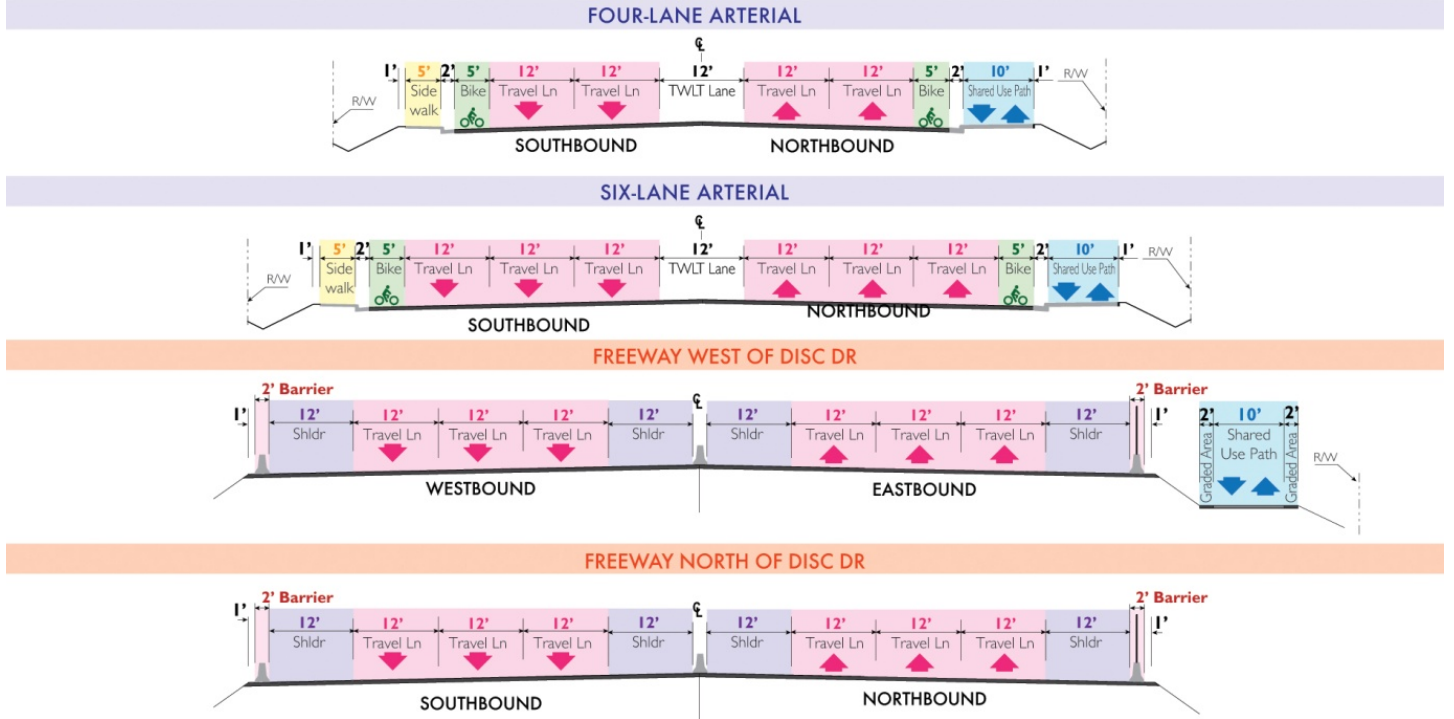




### Alternativa 3

La Alternativa 3, como lo muestra la Figura ES-10 y la Figura ES-11, tendrá una alineación a lo largo de la cresta de las montañas entre el Conector US 395 y Highland Ranch Parkway. Esta alineación incluye un enlace direccional en la extensión de Disc Drive y un sistema de enlace direccional con Pyramid Highway al sur de Sparks Boulevard/Highland Ranch Parkway y tendrá la sección transversal de la autopista típica de seis carriles. Los carriles auxiliares y para camiones se construirán donde el tráfico o el camino lo pidan. La alineación del Conector US 395 seguirá al sur de Rampion Way e incluye un enlace inmediatamente al oeste del Sun Valley Boulevard.

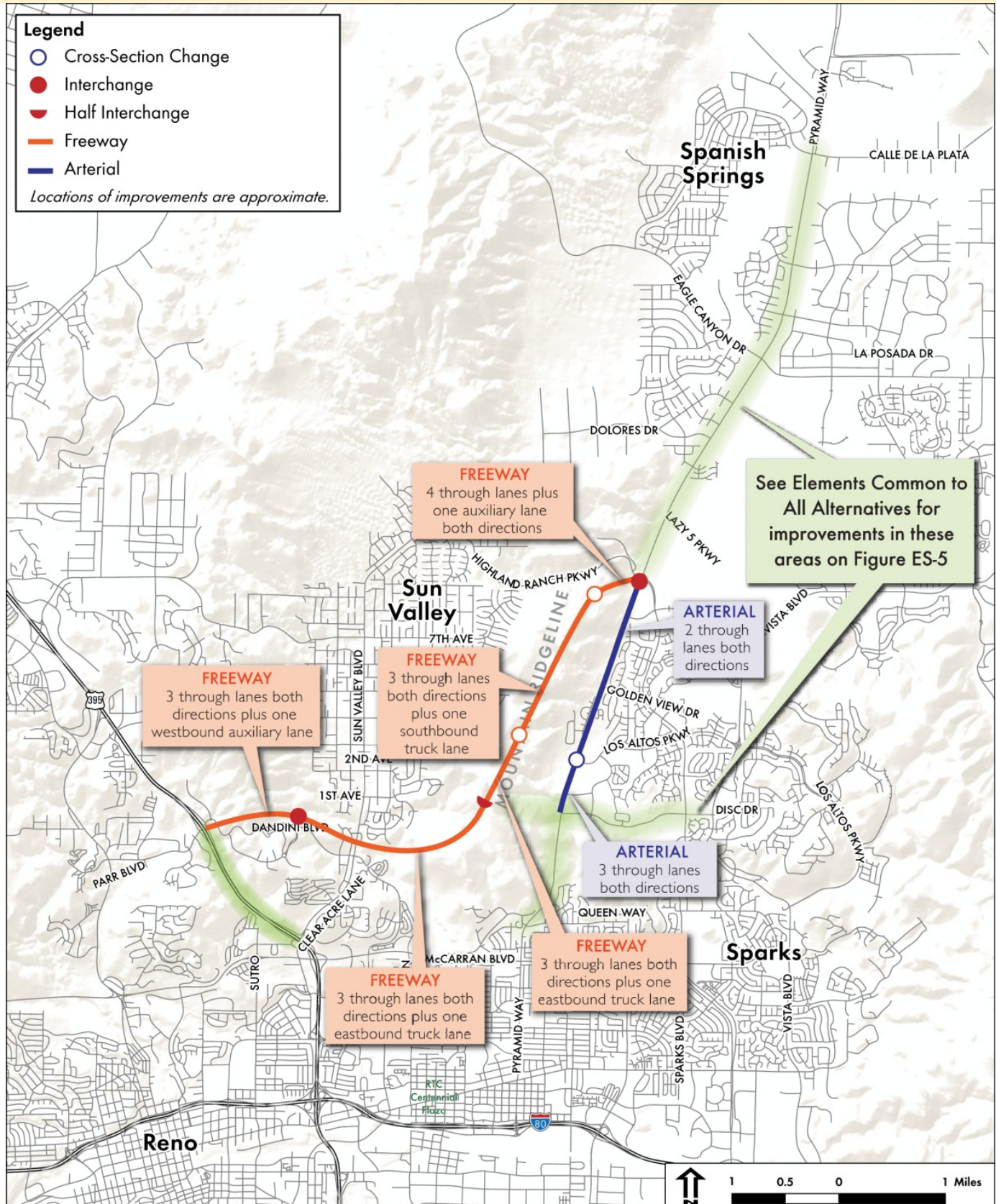
**Figura ES- 10 Alternativa 3 - Sección Transversal**



*Vista del Área del Estudio al sur de La Posada Drive mirando al sur por el Pyramid Highway*

### Figura ES- 11 Alternativa 3

La Alternativa 3 será una alineación a lo largo de la cresta de la montaña entre el Conector US 395 y Highland Ranch Parkway.

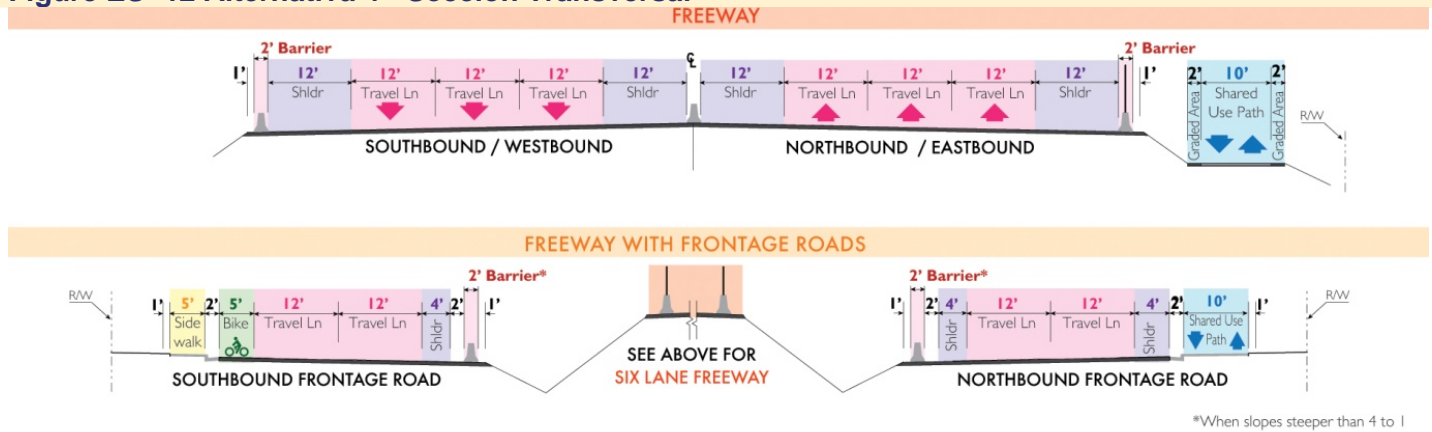




## Alternativa 4

La Alternativa 4, como lo muestra la Figura ES-12 y la Figura ES-13, tendrá una alineación siguiendo el Pyramid Highway existente entre el Conector US 395 y Sparks Boulevard/Highland Ranch Parkway. Esta alineación incluye una sección transversal de la autopista de seis carriles entre la Disc Drive y US 395. Esta alternativa incluye puentes en la autopista Pyramid sobre Los Altos Drive y Golden View Drive. Los caminos frontales se incluyen entre Disc Drive y Golden View. Los carriles auxiliares y para camiones se construirán donde el tráfico o el camino lo pidan. La alineación del Conector US 395 seguirá al sur de Rampion Way e incluye un enlace inmediatamente al oeste del Sun Valley Boulevard.

**Figure ES- 12 Alternativa 4 - Sección Transversal**



Vista del norte del Área del Estudio al sur de Eagle Canyon Drive, mirando al norte por Pyramid Highway



Pyramid Highway en el lado sur del Área del Estudio mirando al sur





## ES-6 IMPACTO Y MITIGACION DE RECURSOS AMBIENTALES

Las existentes condiciones sociales, económicas, ambientales y de transporte dentro de la zona del proyecto se describen en el Capítulo 3.0 del documento EIS. Este capítulo presenta una discusión comprensiva de las posibles consecuencias, tanto adversas como benéficas, que pudieran resultar razonablemente de cada una de las alternativas en cuestión. También discute las posibles medidas mitigantes para contrarrestar impactos que ocurran con las alternativas.

### Impactos

La Alternativa sin Acción dará como resultado menos impactos físicos a los recursos sociales y ambientales existentes, comparada con las alternativas para construir. La Alternativa sin Acción no apoya los planes regionales para mejorar el Pyramid Highway y la conexión este-oeste del Área del Estudio. Con esta alternativa, el congestionamiento de tráfico y los riesgos en la seguridad empeorarán.

Las alternativas para construir tendrán variados efectos a los recursos ambientales, sociales y económicos. La Tabla ES-2 describe un resumen de los impactos ambientales anticipados de la Alternativa sin Acción y de las alternativas para construir, a lo cual le sigue una discusión de diferencias notables en el impacto ambiental.

**Tabla ES-2 Resumen de Impactos**

Recurso	Alternativa sin Acción	Alternativa 1	Alternativa 2	Alternativa 3	Alternativa 4
<b>Uso de la tierra</b>					
Consistente con la planeación local y regional	No. No apoya la planeación regional ya que los esfuerzos regionales incluyen mejoras al Pyramid Highway y una conexión en aumento del este-oeste para el Área del Estudio.	Si	Si, pero menos consistente debido a los impactos en el Sparks Galleria.	Si	Si, pero menos consistente debido a los impactos en el Sparks Galleria.
Necesaria una enmienda en el BLM ( Buró del Manejo de la Tierra) Plan para el Manejo de Recursos (RMP)	No disponible	No			
Acres de tierra para convertirse en uso de transporte (necesario derecho de vía)	No disponible	939	849	973	866
<b>Recursos Sociales, Justicia Ambiental y Economía</b>					
Acceso local y regional	Empeoraría la congestión de tráfico y riesgos a la seguridad, entorpeciendo el acceso residencial, comercial y a las instalaciones y servicios comunitarios. No hay cambios al acceso local.	Todas las alternativas para construir reducen el congestionamiento y agregan carriles para mejorar la eficacia y seguridad del Pyramid Highway. El Conector US 395 permite una mayor movilidad este/oeste. Un mayor servicio de autobuses será proporcionado para las demandas de la zona consistente con los estándares de servicio de RTC y se revisarán las rutas de autobús locales en coordinación con Planificación de Servicio de RTC para dar un mejor servicio a la zona de Sun Valley y del norte de Reno/Sparks. Habrá mejoras para los ciclistas y peatones y cambios a los puntos y circulación de acceso local.			

Recurso	Alternativa sin Acción	Alternativa 1	Alternativa 2	Alternativa 3	Alternativa 4
Impacto económico a corto plazo	No resultaría en empleos directos o indirectos debido a empleos temporales de construcción.	Todas las alternativas para construir darían como resultado la creación de empleos relacionados al trabajo temporal de construcción de la autopista. La inversión pública en la infraestructura daría como resultado empleos en industrias relacionadas. Se espera que haya empleo inducido como resultado de gastos de clientes relacionado con salarios pagados a trabajadores directa o indirectamente empleados por la inversión en la infraestructura			
Creación de empleos temporales en construcción	No disponible	7,489	7,906	7,436	8,385
Impacto económico a largo plazo	No habría pérdida de base de impuestos debido a la adquisición de propiedades. El congestionamiento afecta el acceso a los negocios.	Todas las alternativas para construir darían como resultado la pérdida de base de impuestos debido a la adquisición de propiedades. Estas pérdidas serán contrarrestadas por los beneficios de las instalaciones mejoradas de transporte. Un mejor acceso aumenta el potencial para el comercio y el valor de las propiedades comerciales y residenciales aumentará con la proximidad de una mejor infraestructura en el transporte, incluyendo transporte público (para dar servicio a la demanda de las calles consistente con los estándares de servicio de RTC) y otras mejoras multimodales.			
Possible reubicación en comunidades de Justicia Ambiental	Possible reubicaciones	116	190 (120 reubicaciones posibles como resultado de la adquisición de 2 parcelas)	177	118
Impacto desproporcionalmente alto y adverso	No disponible	No. Todas las alternativas para construir proporcionan beneficios y mitigación que contrarresta un impacto desproporcionalmente alto y adverso.			
<b>Derecho de vía</b>					
<b>Posible reubicación de residencias</b>					
Residencia familiar	No disponible	188	172	127	220
Casa móvil	No disponible	22	34	22	34
Residencia multifamiliar	No disponible	0	2 propiedades, 120 residencias		0
<b>Total de posible reubicación de residencias</b>	<b>No disponible</b>	<b>210</b>	<b>326</b> (120 reubicaciones posibles resultado de la adquisición de 2 parcelas)	<b>269</b>	<b>254</b>
<b>Posible reubicación de negocios</b>	No disponible	12	26	7	28
Pastizales / Permisos en tierra BLM	No disponible	Ninguna tierra de BLM será afectada si tiene pastizales activos, basado en observaciones de campo múltiples y constantes. Los efectos a cualquier pastizal y/o permiso serán investigados durante las etapas del proyecto, incluyendo en la preparación del EIS final, diseño final y proceso de derecho de vía.			
<b>Transporte</b>					
Satisface las necesidades locales y regionales de transporte	No	Si	Si	Si	Si
Horas manejadas por vehículo (anuales)	435,000	408,000	408,000	406,000	407,000
Millas manejadas por vehículo (anuales)	17,705,000	17,740,000	17,741,000	17,740,000	17,747,000



Recurso	Alternativa sin Acción	Alternativa 1	Alternativa 2	Alternativa 3	Alternativa 4
Mejoras al sistema de autobús	Ninguno	Todas las alternativas para construir incluyen servicio de autobús regional sobre la Pyramid Highway para dar servicio a las demandas del corredor consistentes con los estándares de servicio de RTC y tres estacionamientos nuevos para carros y autobuses en cruces principales.			
<b>Ruido de tráfico</b>					
Número de individuos impactados	205	200	285	189	280
<b>Calidad del aire</b>					
Excede criterios de NAAQS	No disponible	Ninguna alternativa excede los criterios de NAAQS. Las mejoras en la operación del transporte resultarán en una mejor calidad del aire comparado con una iniciativa sin acción.			
<b>Peatones y ciclistas</b>					
Instalaciones para peatones y ciclistas	Se han planeado algunas mejoras sobre Pyramid Highway, dependiendo de los fondos.	Todas las alternativas para construir incluyen espacio para más mejoras para ciclistas y peatones que lo planeado bajo la Alternativa sin Acción. Las mejoras se darán a lo largo del Pyramid Highway y entre Pyramid Highway y US 395 a lo largo del Conector US 395 y Dandini Boulevard.			
<b>Calidad del agua</b>					
Acres agregados de superficie impermeable	No disponible	395	391	393	392
Consideraciones para la construcción	No disponible	Las alternativas 2 y 4 tienen la menor cantidad de alteración a la tierra y posible impacto a corto plazo durante la construcción. Las alternativas 1 y 3 tienen la menor pendiente de corte y relleno y el menor potencial para un impacto a largo plazo en la calidad del agua.			
<b>Pantanos y otras fuentes de agua en los E.U.</b>					
Pantanos – pies cuadrados de relleno	No disponible	10	3,463	520	109
Fuentes de agua en los E.U. – acres de relleno	No disponible	0.20	0.40	0.28	0.39
<b>Zonas inundables</b>					
Acres de impacto en la zona inundable a 100 años	No disponible	18.6	16.1	14.4	18.1
<b>Fauna, flora y especies en estado especial</b>					
Impacto a hábitat clave – Acres, temporales y permanentes	No disponible	699/744	699/747	742/739	687/739
Uso de tierra BLM convertida para uso de transporte	No disponible	Las alternativas 1 y 3 tienen el mayor impacto a la fauna, flora y especies en estado especial resultantes de la conversión de tierra BLM existente al uso de transporte.			
<b>Visual</b>					
Cambios al paisaje visual	Cambios visuales asociados con el desarrollo continuo de la zona y serán consistentes con las políticas de preservación visual a nivel local y regional.	Impactos visuales similares a los residentes, negocios y motoristas de la zona al introducir nuevos elementos visuales al Área del Estudio en la forma de luz mercurial, puentes, rampas, alineación de caminos nuevos, zonas de corte y relleno, murallas de retención y murallas para control de ruido. Todas las alternativas para construir serán consistentes con las políticas de preservación visual a nivel local y regional, incluyendo la ordenanza “ladera” de la ciudad de Sparks,			

Recurso	Alternativa sin Acción	Alternativa 1	Alternativa 2	Alternativa 3	Alternativa 4
Recursos sensibles	No disponible	Alternativas 1 y 4 tendrán el menor impacto visual para usuarios del Parque Wildcreek.	Alternativa 2 tendrá el mayor impacto visual para usuarios del Parque Wedekind.	Alternativa 3 tendrá el menor impacto visual para usuarios del Parque Wedekind.	Alternativas 1 y 4 tendrán el menor impacto visual para usuarios del Parque Wildcreek.
<b>Historia</b>					
Prosser Ditch	No disponible	Efecto adverso	Efecto adverso	Efecto adverso	Efecto adverso
Rancho Sierra Vista, Rancho Familia Trosi /Kiley y distritos históricos de la Granja Iratcabal	No disponible	No habrá efectos adversos.			
<b>Material peligroso</b>					
Número de posibles sitios contaminados dentro de los límites de la construcción	No disponible	10	9	8	9
Número de posibles sitios contaminados dentro de ¼ de milla de las mejoras	No disponible	32	32	35	35
<b>Parques y recreación</b>					
Acres de impacto al Parque Wedekind	No disponible	4.1	5.4	4.1	5.4
Cambios en el acceso al Parque Regional Lazy 5	No	Si	Si	Si	Si
<b>Tierra de labranza</b>					
Acres y tierra de labranza impactados	No disponible	0			
<b>Uso de propiedades Sección 4(f)</b>					
Parque Wedekind	No disponible	Todas las alternativas para construir tendrán un impacto en el Parque Wedekind, al convertir la propiedad del parque en uso de transporte, resultando en un impacto <i>de minimis</i> .			
Acequia Prosser Ditch	No disponible	25 pies lineales de impacto	25 pies lineales de impacto	120 pies lineales de impacto	90 pies lineales de impacto

**Uso de la tierra.** Los documentos completos de planificación regional para el Condado de Washoe, TMRPA, RTC y la ciudad de Sparks todos piden mejoras al Pyramid Highway y la conectividad este-oeste, tal como una autopista exterior. Ya que la Alternativa sin Acción no incluye estas mejoras, ésta no sería consistente con estos planes. Todas las alternativas para construir son consistentes con estos planes, con la excepción de la Alternativa 2 y 4 que darían como resultado la posible reubicación de unos 30 negocios, la mayoría de los cuales se localizan en Spark Galleria y, por lo tanto, no son consistentes con el Plan Sparks. (Ciudad de Sparks).

Las alternativas 1 y 3 convertirán aproximadamente 73 a 124 acres adicionales de tierra existente para uso de transporte, comparadas con las Alternativas 1 y 3 que van a lo largo del Buró para el Manejo de la Tierra (BLM) al oeste del Pyramid Highway existente, antes de alcanzar el Sparks Boulevard, a diferencia de las alternativas 2 y 4 que siguen el Pyramid Highway existente, junto al derecho de vía de NDOT existente.

**Economía.** La Alternativa sin Acción requeriría una posible reubicación de negocios durante la construcción de caminos nuevos; las

reubicaciones exactas no están disponibles en este momento. La Alternativa sin Acción no proporcionará las mejoras de capacidad y acceso asociadas con las alternativas para construir. Esto afectará negativamente el crecimiento a largo plazo de la base de impuestos y ganancias que pudiera resultar de la actividad económica, tal como lo describe el desarrollo planeado. El congestionamiento de tráfico y los problemas con la seguridad harían más y más difícil el acceso a los comercios en el Área del Estudio.



*Vista hacia Pyramid Highway desde Disc Drive mirando hacia el oeste*

Todas las alternativas para construir darán como resultado una posible reubicación de negocios y tierra adicional que no se encuentra en el derecho de vía, lo cual dará como resultado pérdidas en la base de impuestos y ganancias. Estas pérdidas serán contrarrestadas por un acceso mejorado, el cual aumenta el potencial comercial, aumenta los valores de la propiedad cerca de la infraestructura del transporte mejorado y crea aproximadamente 7,400 a 7,900 empleos temporales en construcción.

Cada una de las alternativas para construir requiere un derecho de vía por parte del fideicomiso de tierra en la Colonia Indígena de Reno Sparks, ubicada en la intersección del Pyramid Highway/Eagle Canyon Boulevard. Esta propiedad está actualmente diseñada como zona para desarrollo comercial. Los gobiernos de las tribus son naciones soberanas y para adquirir tierra de fideicomiso por derechos de vía, es necesario adherirse a un proceso particular.

**Justicia social y ambiental.** Algunos proyectos incluidos bajo la Alternativa sin Acción, tales como la ampliación de Sun Valley Boulevard o la principal al oeste de Sun Valley, podrán desplazar residentes en colonias minoritarias o de escasos recursos, o sus empleados. Estas comunidades de justicia ambiental (EJ) serán impactadas indirectamente por el aumento en el tráfico y el congestionamiento.

Todas las alternativas para construir tendrán como resultado un desplazamiento residencial. La Alternativa 2 y 3 tienen más impacto que la Alternativa 1 y 4 debido, en parte, a la posible reubicación de 120 en el complejo de apartamentos Sierra Point. Varias colonias en Sun Valley tendrán impacto adverso social, incluyendo un posible aislamiento de la comunidad.



Todas las alternativas para construir reducirán el congestionamiento de tráfico, aumentarán la movilidad y la seguridad, recibirán opciones para servicio de autobuses y aumento en la calidad del aire en el Área del Estudio y proporcionarán empleos directa e indirectamente. Junto con la población en general, las poblaciones EJ se beneficiarán de las mejoras en el acceso que trae este proyecto. En general los beneficios del proyecto y la mitigación compensarán los efectos desproporcionalmente altos y adversos a las comunidades EJ en cualquiera de las alternativas.

**Reubicaciones.** Las Alternativas 2 y 3 posiblemente darán como resultado el mayor número de reubicaciones residenciales. El impacto más fuerte será la adquisición de varios edificios en el complejo de apartamentos de Sierra Point, que requiere 120 reubicaciones posibles. Las Alternativas 2 y 4 posiblemente darán como resultado 30 reubicaciones comerciales, la mayoría de las cuales se encuentran en el Sparks Galleria, ubicado en el cuadrante noreste de la intersección del Pyramid Highway/Disc Drive.

**Transporte.** La Alternativa sin Acción no mejorará las operaciones de tráfico, la seguridad, conectividad o las operaciones del sistema de autobús. Aunque algunas de las mejoras se han planeado dentro del Área del Estudio en la Alternativa sin Acción, estas no aliviarán los problemas mayores de congestionamiento.

Todas las alternativas para construir mejorarán las operaciones de tráfico, la seguridad, conectividad o las operaciones del sistema de autobús. Los cambios de acceso alterarán los patrones de movimiento de vehículos, pero estos cambios se contrarrestan por las operaciones más eficaces de tráfico, particularmente para los vehículos que circulan del este al oeste usando el Conector US 395. Este conector disminuirá los tiempos de viaje y al mismo tiempo bajará el congestionamiento en el McCarran Boulevard. Las Alternativas 1 y 3 aumentarán la conectividad de norte a sur proporcionando un camino nuevo al Pyramid Highway existente.

Una comparación de las operaciones de tráfico para los elementos discretos de las alternativas para construir muestra lo siguiente:

- Las alineaciones dentro y fuera funcionan mejor entre la intersección del Sparks Boulevard/Pyramid Highway intersección y Disc Drive que la alineación de la cresta.
- La opción del enlace al oeste de Sun Valley impacta las operaciones del Sun Valley Boulevard, pero da como resultado el LOS E (*Nivel de Servicio E*) para la carretera US 395 entre el conector y la Clear Acre Lane. En cambio, las opciones del enlace Sun Valley Boulevard, pero dan como resultado el LOS D (*Nivel de Servicio D*) para la carretera US 395.
- De las dos ubicaciones de cruce en el Sun Valley Boulevard, el cruce norte funciona mejor para el enlace de Sun Valley Boulevard y el cruce sur funciona mejor para el oeste del enlace principal Sun Valley.

**Ruido de tráfico.** El impacto por ruido de tráfico será similar a la Alternativa sin Acción y Alternativas 1 y 3. Las Alternativas 2 y 4 tendrán más ruido por tráfico comparado con las Alternativas 1 y 3 porque la alineación del camino en algunas partes del Pyramid Highway entre Disc Drive y Sparks Boulevard será construida más cerca a las residencias. En Sun Valley, la alineación sur sobre el Sun Valley Boulevard junto con las Alternativas 2 y 3, dará como resultado más ruido por tráfico que las Alternativas 1 y 4.

**Calidad del agua.** Existe muy poca diferencia en la cantidad de superficie impermeable en las alternativas para construir. La topografía y la alteración de la tierra son los mejores indicadores de posibles impactos en la calidad del agua. Por esto mismo, cada una de las alternativas para construir tiene méritos y limitantes comparada con las otras. La Alternativa 3 tiene una gran cantidad de alteración a la tierra, pero su ubicación a lo largo de la cresta facilita la estabilización de la pendiente de tierra y el manejo de agua de lluvia. La Alternativa 1 atraviesa una pendiente, lo que complica las actividades de alteración a la tierra, pero tendrá menos alteración en general comparada con la Alternativa 3. Y por último, las Alternativas 2 y 4 tienen las pendientes de corte y relleno más grandes, pero la menor cantidad de alteración a la tierra.

**Pantanos y otras fuentes de agua en los E.U.** La Alternativa 2 dará como resultado aproximadamente 3,500 pies cuadrados de impacto a pantanales por el enlace propuesto en el Sun Valley Boulevard. Todas las alternativas para construir requieren un permiso de Sección 404 del Cuerpo de Ingenieros del Ejército de los E.U. debido al impacto a los pantanos y otras aguas en los E.U.

**Fauna, flora y especies en estado especial.** La tierra BLM proporciona la mayoría del hábitat para la fauna en el Área del Estudio. Todas las alternativas para construir convertirán tierra BLM existente en uso para transporte resultado de la construcción del Conector US 395. Las Alternativas 1 y 3, al sur de la intersección Pyramid Highway/Sparks Boulevard impactarán tierra BLM adicional al partir del corredor Pyramid Highway existente y al atravesar las pendientes y la cresta detrás de Walmart. Las Alternativas 1 y 3 darán como resultado aproximadamente el 37% más de impacto a tierras BLM comparado con las Alternativas 2 y 4.

**Recursos históricos.** La Alternativa sin Acción no dará como resultado impactos nuevos en los recursos históricos dentro del Área de Efectos Posibles. Todas las alternativas para construir resultarán en un Efecto no Adverso a los tres distritos históricos ubicados dentro del Área de Efectos Posibles. Estas alternativas tendrán un efecto adverso en la acequia de Prosser Valley Ditch, que es un recurso elegible para NRHP. Las Alternativas 1 y 2 darán como resultado un mayor impacto a la acequia, con 25 pies de impacto directo y las Alternativas 3 y 4 darán como resultado el más alto impacto a la acequia, con 120 pies y 90 pies de impacto respectivamente.

**Sección 4(f).** Todas las alternativas para construir tendrán un impacto en el Parque Wedekind, al convertir la tierra del parque en uso de transporte. La cantidad de tierra varía, pero todas las alternativas para construir resultan en un impacto *de minimis*. Las Alternativas 3 y 4 tienen el impacto más grande en la acequia de Prosser Valley Ditch, resultando en 120 y 90 pies lineales de impacto, respectivamente. Las Alternativas 1 y 2 dan como resultado 25 pies lineales de impacto.

## ES-7 MITIGACIÓN PROPUESTA

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Las agencias FHWA, NDOT, y RTC evitarán y minimizarán cualquier impacto hasta donde sea posible. El impacto no evitable será mitigado y permitido bajo leyes estatales y federales. La reubicación de residencias y negocios seguirá las leyes federales, que requieren justa compensación por las residencias y negocios desplazados por un proyecto de transporte. Las barreras para control de ruido se proponen en zonas donde sea razonable y factible. Las barreras de protección visual se proporcionan en las colonias afectadas de familias minoritarias y de escasos recursos, si lo desean esas comunidades, para proteger de la construcción del camino. Un análisis adicional y la participación del público se llevarán a cabo durante el diseño final para refinar la ubicación y la altura de las barreras contra el ruido y la vista, como se discute en este documento. La Sección 3.26 del documento DEIS proporciona un resumen de las medidas que implementarán RTC y/o NDOT para mitigar el impacto del proyecto.

El documento final de EIS dará más detalles sobre las medidas mitigantes, basado en comentarios públicos y de agencias sobre el mismo. Todos los compromisos mitigantes se incluirán en el Registro de Decisión preparado por FHWA al final del proceso.

## ES- 8 COMENTARIOS Y COORDINACIÓN

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Este proceso de EIS conlleva un extenso programa de participación pública y de agencias, con el objeto de proporcionar numerosas oportunidades para los interesados para participar y contribuir en el proceso. Los comentarios y la información que se recibieron de las agencias, publico en general y representantes de las tribus, ayudaron a tomar las decisiones sobre los elementos principales, tales como el desarrollo del Propósito y Necesidad y el desarrollo y evaluación de las alternativas.

## Agencia coordinadora

Se llevó a cabo la coordinación con las agencias para asegurar la información oportuna entre las agencias locales, estatales y federales que trabajan con el documento EIS y para asegurar la interacción necesaria con el público y el conocimiento de las dudas que se identificaron duran las actividades de participación. Estas actividades incluyeron el estudio del proyecto, las reuniones regulares y con el personal de las agencias y también la formación del Comité de Asesoría Técnica (TAC).

Los miembros del comité TAC incluyen representantes de las agencias participantes y sus departamentos (BLM, la Colonia Indígena de Reno-Sparks [RSIC], la ciudad de Reno y de Sparks, el Condado de Washoe y la Agencia de Protección al Medio Ambiente [EPA]). El comité TAC ayudó a dirigir el proceso EIS, a diseminar información para sus agencias respectivas, a proporcionar información sobre los elementos principales del estudio y sobre asuntos técnicos. El comité TAC fue uno de los mecanismos principales usados para obtener retroalimentación durante el proyecto, según la Sección 6002 de SAFETEA-LU.

El equipo del estudio se reunió con las agencias individuales durante el proceso para discutir los temas de importancia de su agencia en particular, incluyendo varias reuniones con EPA, RSIC, BIA, BLM, Condado de Washoe, ciudad de Sparks y los Oficiales para la Preservación Histórica del Estado (SHPO). Las agencias locales, estatales y federales se comunicaron en varios momentos durante el proceso para recolectar información técnica y discutir los problemas sobre cosas como pantanales, fauna, recursos comunitarios y los planes a largo plazo de la ciudad y del condado.

## Participación pública

Durante el proceso EIS se llevaron a cabo varias audiencias abiertas para permitir que el público en general apoyara a los planificadores, ingenieros, RTC, NDOT, FHWA y a otros miembros del equipo a obtener información sobre el proyecto. Las audiencias públicas permiten a los interesados en el proyecto expresar sus dudas y hacer preguntas. Varios grupos pequeños también se reunieron para compartir información y enfocarla a las organizaciones y grupos pequeños.

El equipo del estudio estableció un Grupo Operante de Interesados que lo formaban varios grupos comunitarios y representantes de agencias locales para dar retroalimentación al estudio, ayudar al equipo a entender las necesidades e intereses de la comunidad y a servir como lazo de unión para el equipo. El SWG trabajó como mecanismo adicional para obtener retroalimentación durante el proyecto, según lo requiere la Sección 6002 de SAFETEA-LU.

Además, el equipo inició el trabajo con las poblaciones de Justicia Ambiental (EJ) a temprana hora durante el proceso para asegurar que se tomaran en cuenta las dudas de grupos minoritarios y de escasos recursos y que estos grupos tuvieran una voz en el proceso EIS. Esto permitió al equipo comenzar temprano para evitar un impacto adverso desproporcionado a las poblaciones EJ. Ya que la comunidad de Sun Valley contiene poblaciones EJ y muy probablemente experimente el impacto del proyecto, el equipo tuvo reuniones especializadas para involucrar a la comunidad en el proceso.

## Sección 106

La agencia FHWA consultó con SHPO, con los gobiernos de las tribus y consultores históricos durante todo el proceso EIS para identificar dudas sobre los efectos posibles del proyecto en los recursos culturales.

## ES-9 RESUMEN Y COMPARACIÓN DE ALTERNATIVAS

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La Tabla ES-3 resume y compara cómo las alternativas satisfacen el Propósito y Necesidad del proyecto.

**Tabla ES- 3 Propósito y necesidad del resumen por alternativa**

Propósito y Necesidad	Alternativa sin Acción	Alt. 1 Alineación hacia afuera	Alt. 2 Alineación hacia dentro	Alt. 3 Alineación de Cresta	Alt. 4 Alineación hacia dentro
Proporciona mejoras para el crecimiento existente y futuro.	No acomodaría el crecimiento consistente con los objetivos de la zona para conectar este a oeste o mejorar Pyramid Highway.	Acomodaría el crecimiento consistente con los planes de la zona para mejorar conectividad este a oeste y opciones multimodales de transporte.			
Alivia el congestionamiento existente sobre la Pyramid Highway.	Aumenta el congestionamiento sobre el corredor de la Pyramid, poniendo presión adicional al sistema de transporte en general. Aumenta el VMT y VHT comparado con las condiciones existentes.	Satisface las condiciones de operación de tráfico. Mejor rendimiento sobre Pyramid Hwy. entre Sparks Blvd. y Disc Dr. que la Alt 3.  Aumenta en total el VMT regional y disminuye en VHT. Aumenta en autopista VMT.	Satisface las condiciones de operación de tráfico. Rendimiento sobre Pyramid Hwy. entre Sparks Blvd. y Disc Dr. al igual que la Alt. 1.  Aumenta en total el VMT regional y disminuye en VHT. Aumenta en autopista VMT.	Satisface las condiciones de operación de tráfico. Peor rendimiento sobre Pyramid Hwy. entre Sparks Blvd. y Disc Dr. que otras alternativas porque algunas exigen continuar con el uso del Pyramid Hwy.  Aumenta en total el VMT regional y disminuye en VHT. Aumenta en autopista VMT.	Igual como se describe en Alt. 2.
Proporciona rutas directas y eficaces para confrontar las ineficiencias actuales de manejo.	No mejoraría la conectividad del Área del Estudio. No impactaría el acceso sobre la Pyramid Highway.	Mejoraría conectividad de este a oeste. Un camino nuevo paralelo a la carretera mejoraría conectividad norte sur y una ruta más directa que las Alts. 2 y 4.	Mejoraría conectividad de este a oeste. En alineación con los caminos frontales proporcionaría mayor conectividad y acceso directo a zonas de actividad del Pyramid Hwy. Las Alts 2 y 4 con la alineación dentro cambiarían el acceso de derecha hacia adentro/hacia afuera a camino frontal de un sentido en dos ubicaciones entre Disc Dr. y Sparks Blvd., resultando en dirección afuera.	Igual como se describe en Alt. 1.	Igual como se describe en Alt. 2.
Responde a los planes locales y regionales.	Inconsistente con los planes de la zona para mejorar el Pyramid Highway y la conectividad este-oeste y proporcionar opciones multimodales adicionales. Consistente con los planes de la zona para mejorar las instalaciones de ciclistas y peatones según lo permitan los fondos.	Inconsistente con los planes de la zona para mejorar el Pyramid Highway y la conectividad este-oeste, proporcionar opciones multimodales adicionales y mejorar las instalaciones de ciclistas y peatones.			

## ES-10 COSTO DE LA CONSTRUCCIÓN PARA LAS ALTERNATIVAS

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Se ha desarrollado una cotización preliminar sobre el costo del proyecto usando un programa de NDOT. Los costos se calcularon en dólares para la construcción del año 2012 e incluyen costos de construcción, ingeniería e inspección y costos asociados con el trabajo de la tierra, incluyendo excavaciones y remoción. Los cálculos también incluyen control de tráfico, al igual que paisajes y estética, pero no incluyen los costos por la adquisición de derechos de vía. La Tabla ES-4 resume los costos calculados para cada alternativa:

**Tabla ES- 4 Costo de la construcción para las alternativas**

Alternativa para construir	Rango de cotización del costo para construir (en dólares del 2012)
Alternativa 1	\$704 M a \$776 M
Alternativa 2	\$766 M a \$844 M
Alternativa 3	\$703 M a \$775 M
Alternativa 4	\$790 M a \$871 M

Antes de que FHWA pueda firmar el Registro de la Decisión (ROD) para completar el proceso EIS, el proyecto debe incluirse en el Plan de Transporte Regional del 2035 (RTP) de RTC, que indica que ya se han identificado los fondos totales para el proyecto. Actualmente, todos los costos están incluidos en el 2035 RTP, excepto las partes del proyecto ubicadas a lo largo del Pyramid Highway al norte de Sparks Boulevard y el sistema nuevo de rampas del US 395 que van y vienen del norte. A menos que se identifiquen fondos adicionales, el proyecto se construirá en fases, con las fases que reciban fondos designadas y construidas primero. Por lo tanto, cualquier alternativa para construir llenará el propósito y necesidad del proyecto al implementarse en fases al paso del tiempo.

Una vez que se seleccione una alternativa preferencial, RTC evaluará la disponibilidad de fondos y el Equipo del Estudio evaluará si se implementa el ROD para iniciar la parte del proyecto que se incluye en el RTP 2035 actual. De ser así, se desarrollará un plan para las fases y costos asociados y se incluirá en el documento EIS final y ROD.

## ES-11 OTRAS ACCIONES GUBERNAMENTALES NECESARIAS

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La implementación de una alternativa para construir podrá requerir las siguientes acciones, permisos o aprobaciones gubernamentales:

- Sección 401 Certificado para la Calidad del Agua, NDEP, Buró de Planificación para la Calidad del Agua
- Sección 404 Permiso, USACE
- Permiso para el trabajo temporal en ríos, NDEP, Buró para el control de Contaminación del Agua
- Permiso para el Control de Polvo, Departamento de Salud del Condado de Washoe, División del Manejo para la Calidad del Aire
- Carta Condicional para Revisión de Mapas, Agencia Federal para Manejo de Emergencias
- Carta para Revisión de Mapas, Agencia Federal para Manejo de Emergencias
- FHWA Aprobación de Acceso
- Carta de Permiso, BLM

- BLM reflejará el proyecto en las revisiones futuras del Plan para el Manejo de Recursos, pero no se necesita una enmienda al plan existente.
- Cumplimiento con los requisitos gubernamentales de construcción sobre el control de la erosión y sedimento, prevención de contaminación por agua de lluvia y manejo de zonas inundables.

## **ES-12 ÁREAS CONTROVERSIALES**

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El público ha mencionado sus dudas sobre el impacto del derecho de vía asociado con las alternativas para construir, y especialmente con los desplazamientos residenciales. Estas dudas vienen de las comunidades EJ en Sun Valley y, con menos énfasis, comunidades pertenecientes y no pertenecientes a los grupos EJ sobre el Pyramid Highway. Además de los comentarios recibidos sobre el número de adquisiciones residenciales, los interesados han buscado información sobre cómo se acomodarían las hipotecas que tienen un saldo más alto que el valor de la casa. Las Agencias Dirigentes han reconocido y abordado estas dudas durante las audiencias públicas y han presentado información sobre compensación para los residentes impactados y otras medidas mitigantes del impacto por derecho de vía.

En relación con los efectos del proyecto en la comunidad de Sun Valley, algunos interesados han cuestionado la necesidad de cruzar por la zona de Sun Valley como lo proponen las alternativas para construir.

Además, las Alternativas 2 y 4 resultarían en un desplazamiento considerable de comercios a lo largo Pyramid Highway. Aunque existen propiedades disponibles y apropiadas para acomodar la ubicación de muchos negocios, el impacto, bajo las Alternativas 2 y 4, sería difícil para los negocios en la zona.

## **ES- 13 ASUNTOS MAYORES NO RESUELTOS**

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Las Agencias Dirigentes continuarán trabajando con los individuos afectados para abordar las dudas que se discutieron en la Sección ES-12.

El proceso de la Sección 106 para este proyecto continúa. Las Agencias Dirigentes han consultado con el BIA y RSIC que han cooperado con este estudio, durante todo el proceso del EIS sobre el impacto por derecho de vía que puede ocurrir a la parcela RSIC localizada cerca de Pyramid Highway y Eagle Canyon Drive como resultado de las alternativas para construir. Las Agencias Dirigentes continúan coordinando con BIA y RSIC para afrontar las dudas de RSIC asociadas con esta parcela, incluyendo aprobaciones del Concilio Tribal y BIA.

Se llevó a cabo un registro arqueológico y búsqueda de literatura con una encuesta preliminar de campo para el proyecto en primavera del 2012 y ya se han hecho las recomendaciones preliminares. Si se selecciona una alternativa para construir como la Alternativa Preferencial, las Agencias Dirigentes conducirán un inventario para identificar recursos arqueológicos dentro del APE Arqueológico y evaluar un posible impacto y determinar las medidas mitigantes necesarias. El documento EIS final incluirá estos resultados.

Las consultas con la SHPO y otras instituciones históricas continúan. Se obtendrán determinaciones concurrentes con SHPO una vez que firmen el Acuerdo Programático (PA) que actualmente lo están preparando las Agencias Dirigentes y los consultores. El propósito del PA es estipular cómo coordinarán y desarrollarán medidas mitigantes las Agencias Dirigentes y consultores para efectos de recursos históricos o culturales determinados una vez que se termine el proceso EIS, como lo describe la Sección 3.17.1.2 del DEIS. El PA incluirá determinaciones para recursos históricos identificados en el EIS, El PA final y ya firmado formará parte del EIS final.





# Declaración del Impacto al Medio Ambiente

## Resumen de Medidas Mitigantes

Si se seleccionara una alternativa para construir como Alternativa Preferencial, RTC y/o NDOT tomarán en cuenta las siguientes medidas para minimizar o mitigar impactos de la Alternativa Preferencial.

### Uso de la Tierra

Las Agencias Dirigentes quieren evitar y minimizar impactos al desarrollo existente durante el diseño final del proyecto. RTC y/o NDOT estarán trabajando con los planificadores locales para incorporar una alternativa de construcción al futuro uso de la tierra y de las zonas según sea necesario.

La conversión de tierra BLM para la Conexión del US 395 no requiere una modificación del plan de manejo de BLM, ya que éste reflejará el proyecto de la carretera en futuras modificaciones.

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Las Agencias Dirigentes siguen identificando maneras para evitar y minimizar impactos a los recursos naturales durante el proceso del diseño final, si se puede seleccionar una alternativa.

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Tampoco se anticipan pastizales en tierra BLM. Los efectos y/o permisos a pastizales y medidas mitigantes necesarias se investigarán durante la preparación final, diseño final y proceso de derechos de vía de EIS.

Actualmente no se encuentran demandas mineras o minerales dentro del área de estudio. NDOT conseguirá los permisos necesarios de los titulares para tomar en cuenta cualquier demanda válida que ocurra dentro del derecho de vía que se requiera en la fecha de la Carta de Consentimiento que asigne el derecho de vía.

### Recursos Sociales

Las Agencias Dirigentes quieren mitigar impactos sociales de las alternativas para construir. Las medidas mitigantes para la zona de Sun Valley y otras colonias se discuten a continuación bajo el tema de *Justicia Ambiental*.

## Justicia Ambiental

Como parte del plan comprensivo de mitigación, RTC y/o NDOT llevarán a cabo lo siguiente:

- Proporcionar murallas de control en las siguientes colonias minoritarias y de bajos recursos, si así lo desean las comunidades, para controlar las operaciones en los caminos:
  - ◆ Sun Villa Estates (para todas las alternativas de construcción)
  - ◆ Mobile Glen Estates (para todas las alternativas de construcción)
  - ◆ Sun Valley Estates (para todas las alternativas de construcción)
  - ◆ Ross Park Estates (Alternativas 1 y 4)
  - ◆ High County Estates (Alternativas 1 y 4)
  - ◆ Oasis Mobile Estates y Blue Gem Estates (Alternativas 2 y 4)
  - ◆ La colocación final de dichas murallas será evaluada durante el diseño final.
- Proporcionar paisajes, tratamiento estético y mejoras para las señales sobre el Sun Valley Boulevard como parte del desarrollo de un concepto de entrada.
- Proporcionar mejoras específicas para bicicletas y peatones en la zona de la intersección de Sun Valley Boulevard.
- Proporcionar banquetas y carriles para bicicleta sobre el Dandini Boulevard en Sun Valley.
- De acuerdo con la planificación de tráfico de RTC, proporcionar espacios para los autobuses y para las paradas de autobuses en la zona de servicio existente dentro de los límites del proyecto. Trabajar con la comunidad para ubicar estos espacios.

Otra medida mitigante que se ha discutido entre RTC y la comunidad de Sun Valley conlleva, como parte del proyecto de construcción, proporcionar material de relleno en la ubicación proporcionada por el Distrito Escolar del Condado de Washoe en proximidad con la conexión para la futura construcción de una escuela.

## Recursos Económicos

Se proporcionará acceso nuevo para las propiedades donde se limita el acceso existente. Aunque algunos comercios podrán tener cambios en su acceso debido al proyecto, RTC y/o NDOT harán todo lo posible para asegurar que todos los comercios tengan acceso. Para evitar interrupción de las actividades comerciales durante la construcción, el nuevo acceso será terminado antes de que el acceso anterior sea removido.

También se va a desarrollar un plan para el control de tráfico para minimizar la interferencia del flujo del tráfico debido a las actividades y equipo de construcción. RTC y/o NDOT proporcionarán previos avisos para los proveedores de servicios de emergencia, negocios locales y residentes sobre los retrasos en el camino y actividades

especiales de construcción por medio de varios métodos. Para minimizar la interrupción al tráfico y negocios locales, las actividades de construcción se llevarán a cabo en horas variadas. Durante todo el tiempo de la construcción, todos los negocios afectados tendrán cierto acceso y donde sea posible, se construirán murallas sobre la Pyramid Highway para minimizar el impacto al desarrollo comercial.

## Derecho de Vía/Reubicación

Las Agencias Dirigentes van a preparar un plan completo de reubicación y adquisición antes o durante el diseño final del proyecto, el cual será administrado por la agencia NDOT y se adhiere a los requisitos de derechos de vía de la misma. Si desea conocer más detalles, favor de ver el *Informe Técnico de Consideraciones Sociales, Impactos por Derechos de Vía/Reubicación y Justicia Ambiental* (RTC, 2012).

Cualquier adquisición por un derecho de vía cumplirá con el Acta Uniforme de Ayuda para la Reubicación y Políticas de Adquisición de Propiedades de 1970, según ha sido enmendada (URA), Sección 205(a). Los reglamentos que contiene la Sección 342 de los Estatutos Revisados de Nevada también proporcionan información que es aplicable a posibles reubicaciones dentro del Área de Estudio subrayando servicios específicos y de ayuda que debe proporcionar una agencia gubernamental.

Durante el diseño final de la construcción se tomará en cuenta cualquier oportunidad razonable para evitar una reubicación y minimizar la adquisición o impacto a la propiedad privada.

Además del Acta Uniforme de Ayuda para la Reubicación y Políticas de Adquisición de Propiedades de 1970, según ha sido enmendada, las Agencias Dirigentes podrán ofrecer beneficios y ayuda a los comercios y residentes afectados para ayudarles a reubicarse a tiempo. También, el principio del proceso de adquisición por un derecho de vía, se hará una investigación de las necesidades especiales para todas las partes afectadas que se reubiquen o vendan una parte de su propiedad con el objeto de acomodar estas necesidades según sea necesario.

Debido a la actual situación con las propiedades, algunos propietarios tienen un saldo negativo en su hipoteca. El Acta Uniforme se proporcionó para asegurar que las personas afectadas “no tengan que sufrir problemas desproporcionados como resultados de los programas y proyectos diseñados para el beneficio público en general y para minimizar el problema de la desubicación de tales personas” (42USC 4621(b)).

La agencia FHWA ha instituido un documento de Cesión Programática del reglamento 49 CFR 24.401(b)(1) – *Cálculo del Pago con Saldo Negativo para la Reubicación de Propiedades* (FHWA Abril 7, 2009; la caducidad del documento se ha extendido hasta el 31 de Diciembre del 2014) que permite que NDOT adquiera propiedades con saldo negativo sin reducir otros beneficios. Ya que la situación de la economía ha causado una baja en los valores de las propiedades del Área de Estudio, muchos de los propietarios afectados tienen actualmente un saldo negativo en su hipoteca. Como parte de un paquete

comprendido más grande, el documento de cesión de FHWA ayudará a deducir la deuda causada por la baja de valores para propietarios que tienen que reubicarse.

Para la adquisición de propiedades en fideicomiso RSIC, se requiere una “Resolución Tribal” de un concilio específico gobernando esa propiedad y una Carta de Decisión por parte de BIA.

Una casa móvil/pre-fabricada y clasificada como propiedad real puede ser valorada y adquirida durante el proceso de adquisición. Los ocupantes serán elegibles para los mismos beneficios que otros ocupantes de casas residenciales. El *Manual para Derechos de Vía de NDOT* (NDOT, 2011) le puede proporcionar más informes sobre los gastos de reubicación.

## Seguridad para Peatones y Ciclistas

Para mitigar el impacto de la construcción temporal para ciclistas y peatones, RTC y/o NDOT tomarán las siguientes medidas:

- Proporcionar rutas de desviación durante la construcción para mantener el uso constante de instalaciones para ciclistas y peatones.
- Conducir un programa público de información para avisar a ciclistas y peatones de calles cerradas y desviaciones.
- Usar anuncios para dirigir ciclistas y peatones hacia las desviaciones temporales.
- Proporcionar mallas de construcción para proteger a ciclistas y peatones en las zonas afectadas.
- Ya que los caminos informales no se manejan o mantienen para uso recreativo, no es necesaria aquí ninguna mitigación.

## Calidad del Aire

Este proyecto satisface los requisitos de conformidad con el CAA y sus enmiendas y no se espera que exceda los NAAQS. Por lo tanto no requiere medidas mitigantes.

Existen agencias de estrategias regionales y locales que se pueden utilizar para reducir los contaminantes y las emisiones MSAT, especialmente partículas de diesel de motores existentes. Estos incluyen, aunque no se limitan a lo siguiente:

- Modernización de tubos de escape.
- Sistemas cerrados de filtros de cárter.
- Combustible limpio.
- Requisitos para la reconstrucción y reemplazo de motores.
- Requisitos de contrato.

- Reglamentos y legislación anti-reposo de motores.
- Programas de electrificación para paradas de camiones.
- Políticas agresivas de cambio de flota.

La implementación de un programa de compra/reciclado de vehículos también ayudaría a reducir la contaminación del aire en el Área de Estudio al reducir el uso de vehículos altamente contaminantes.

Aunque los niveles mitigantes a nivel del proyecto no tendrán un impacto sustancial sobre las emisiones globales GHG por las pequeñas cantidades de emisiones GHG, las medidas durante la construcción, como se discute a continuación, tendrán el efecto de reducir emisiones GHG. Las emisiones GHG en la construcción incluyen emisiones producidas como resultado del procesamiento de material, emisiones producidas por el equipo de construcción en el sitio y emisiones que se originan en los retrasos de tráfico debido a la construcción. Estas emisiones se producirán a diferentes niveles durante la fase de la construcción; su frecuencia y ocurrencia puede reducirse por innovaciones en los planes y especificaciones y al implementar mejor manejo del tráfico durante la fase de la construcción. Además, con tales innovaciones como líneas más largas de pavimento, mejoras en los planes de tráfico y cambio de materiales, las emisiones GHG producidas durante la construcción pueden mitigarse a un cierto grado por tiempos más largos entre eventos de mantenimiento y rehabilitación.

Estas actividades son parte de un esfuerzo a nivel programa por parte de la agencia FHWA para adoptar medios prácticos para evitar y minimizar el impacto ambiental de acuerdo con el reglamento 40 CFR 1505.2(c).

La zona del proyecto estará sujeta a un permiso de control de polvo de la agencia WCAQMD (reglamento 040.030 de la *Mesa del Distrito en Reglamentos de Salud*). También se preparará y se entregará un Plan para la Mitigación de Polvo. Las medidas prácticas para el control del polvo, tales como los riegos de zonas en construcción, serán incorporadas en los planes y especificaciones para la fase de la construcción del proyecto de acuerdo con las Especificaciones Estándares de NDOT para la Construcción de Caminos y Puentes.

RTC y/o NDOT requieren medidas mitigantes para las actividades de construcción que incluyen lo siguiente:

- Preparación de un plan de mitigación para la calidad del aire que describa todas las medidas factibles para reducir el impacto a la calidad del aire resultante de las actividades de la construcción.
- Obliga a todos los contratistas de la construcción a:
  - ◆ Obtener un Permiso para el Control del Polvo del Departamento de Salud del Distrito Condado de Washoe, División del Manejo para la Calidad del Aire.

- ◆ Estar en cumplimiento con el Sistema Nacional de Eliminación de Contaminantes (*NPDES, por sus siglas en inglés*) con un Permiso General para el control de la erosión debido a las aguas fluviales y de desagüe relacionadas con la construcción. Como parte de este cumplimiento, el contratista deberá entregar y mantener un Plan para la Prevención de Contaminantes por Aguas Fluviales (*SWPPP, por sus siglas en inglés*) en el sitio que pedirá que se implementen y mantengan BMPs durante la construcción.
- ◆ Asegurar que todo el equipo de construcción se afine y se mantenga correctamente.
- ◆ Limitar la velocidad de vehículos a 15 mph en los sitios de trabajo, caminos de terracería y áreas de estacionamiento.
- ◆ Cubrir camiones de carga al mover material.
- ◆ Instalar aparatos de control en puntos de acceso para minimizar tierra sobrante.
- ◆ Minimizar el tiempo de reposo de los motores a 10 minutos para ahorrar combustible y reducir emisiones.
- ◆ Tener un camión para agua en el sitio en todo momento que se aplique para el control del polvo según sea necesario para prevenir impacto por polvo fuera del sitio.
- ◆ Utilizar las fuentes de electricidad existentes o generadores de combustible limpios en lugar de generadores temporales.
- ◆ Minimizar la obstrucción de carriles de tráfico que incluya dos carriles direccionales sobre la calle durante la construcción. Durante las horas pico de la mañana y la tarde no se permitirá la construcción en intersecciones existentes con semáforo. Y habrá personal dirigiendo el tráfico para minimizar la congestión y aumentar la seguridad en el sitio.
- Se desarrollarán planes para el control de tráfico sobre las calles existentes para mantener el tráfico durante la construcción y minimizar la interferencia del mismo con el equipo en movimiento y las actividades de construcción. Dichos planes podrán incluir previos avisos al público sobre el trabajo, las desviaciones, rutas alternas, uso del transporte público y zonas de estacionamiento temporales con servicio de camión. En cuanto sea razonable, se agendarán operaciones fuera de las horas pico que puedan afectar el tráfico.

## Ruido de Tráfico

Durante el diseño final del proyecto, se llevará a cabo un análisis para tomar en cuenta las condiciones específicas del sitio y evaluar los niveles de ruido interior para la Iglesia Hillside Foursquare de Reno, Bibliotheca Spanish Springs, Northern Nevada Teen Challenge y el Renown Health Urgent Care.

Las murallas para el control del ruido serán de 12 pies de alto sobre la carretera US 395 junto a los apartamentos Whittel Pointe, la línea del derecho de vía junto a la Subdivisión Willow Creek, y el acotamiento del Pyramid Highway junto a los receptores



individuales y la Subdivisión Springwood. Todas las barreras mencionadas satisfacen los requisitos para la reducción del ruido de 5 dBA para por lo menos el 75 por ciento de los receptores de primera línea. La Tabla 1 resume el análisis de las barreras para el control de tráfico mencionado.

**Tabla 1. Resumen del Análisis para el Control de Ruido por Tráfico para todas las Alternativas**

No. de barrera para control de tráfico	Largo de la barrera (en pies)	Altura de la barrera (en pies)	Costo total de la barrera	# total de receptores (primera fila)	# total de receptores beneficiados (primera fila*)	Porcentaje de Receptores impactados y beneficiados de primera fila†	Costo por receptor beneficiado
<b>Apartamentos Whittel Pointe</b>							
3	1,500	14	\$798,000	5 edificios (40 unidades)	4 edificios (32 unidades)	80%	\$24,938
<b>Subdivisión Willow Creek</b>							
4	1,500	12	\$684,000	5 (5)	20 (5)	100%	\$34,200
<b>Receptores individuales y Subdivisión Springwood</b>							
6a	1,500	12	\$684,000	12 (7)	38 (8)	78%	\$32,400
6b	1,200	12	\$547,200				
<b>Total</b>	<b>2,700</b>	<b>12</b>	<b>\$1,231,200</b>				

\* El número en paréntesis representa el número de receptores beneficiados de primera fila que están impactados.

† Una barrera para el control del ruido debe beneficiar por lo menos al 75% de los receptores impactados de primera fila.

En estos momentos, las Barreras de Tráfico para el Control de Ruido 3, 4, 6<sup>a</sup> y 6<sup>b</sup> satisfacen los requisitos acústicos y dos de tres requisitos razonables para los receptores impactados en los Apartamentos Whittel Pointe, Subdivisión Willow Creek, y Subdivisión Springwood. Además, las Barreras de Tráfico para el Control de Ruido 8 y 9d satisfacen los requisitos acústicos y dos de tres requisitos razonables para los receptores impactados en los Oasis Mobile Estates, Blue Gem MHC, y Subdivisión Spring Ridge para las Alternativas 2 y 4.

Los análisis finales y el abatimiento propuesto para el control de ruido dependen de las alternativas preferentes, las revisiones a los parámetros de ingreso, afinación de condiciones y el cumplimiento con los requisitos de reglamentos y políticas. Durante el proceso de retroalimentación con el público, RTC y/o NDOT solicitarán información de los receptores beneficiados sobre las barreras propuestas para el control del ruido.

RTC y/o NDOT estarán implementando las siguientes medidas para mitigar el impacto por ruido temporal durante la construcción:

- Limitar actividades de construcción a horas no pico en cuanto sea posible
- Utilizar cobertores de ruido y otros arreglos sobre el equipo y generadores bajos en ruido en los receptores sensibles.
- Utilizar equipo con buen mantenimiento y revisarlo regularmente.
- Localizar fuentes estacionarias tan lejos como sea posible de los receptores sensibles.

## Recursos y Calidad del Agua

RTC y/o NDOT implementarán una serie de medidas para evitar, minimizar y mitigar el impacto a los recursos y calidad del agua, como se describe a continuación:

- Implementar BMPs durante la construcción. Como parte del desarrollo de BMPs para el proyecto, el contratista de NDOT debe archivar un Aviso de Intención con el Buró de Control para la Contaminación de Agua de NDEP para obtener cobertura bajo el Permiso General para el Desecho de Aguas Fluviales Asociadas con la Construcción (NVR100000). Se desarrollara un Plan para la Prevención de Contaminantes por Aguas Fluviales antes de que se entregue el Aviso de Intención. Este plan llevara controles temporales y permanentes para la erosión y el sedimento, localizará los puntos para el desecho de agua de lluvia y describirá los BMPs para implementarse y prevenir o reducir el desecho de contaminantes de agua de lluvia asociado con las actividades de construcción a todo lo que sea posible.
- Implementar medidas de control temporal de erosión y de agua de lluvia durante la construcción según los Manuales de Calidad para Aguas Fluviales de NDOT.
- Diseñar BMPs después de la construcción según los requisitos del Manual de Calidad para Agua de Lluvia de NDOT.
- Obtener una Certificación para la Calidad del Agua Sección 401 que expide NDEP, Buró de Planificación para la Calidad del Agua, según lo requiere los seguros de calidad para el agua si se expide un permiso del Departamento del Ejército, Sección 404 por parte de l Cuerpo de Ingenieros del Ejército de los E.U. Si fuera necesario el equipo de construcción para entrar a las Aguas del Estado y/o a los canales cercanos, el contratista obtendrá un Permiso Temporal para Trabajo de Ríos que expide NDEP, Buró de Control para la Contaminación de Agua
- Como parte del EIS final, RTC y NDOT coordinarán con agencias locales y municipales para determinar las cuencas permanentes de calidad y cantidad de agua necesarias y otras estructuras BMPs y lugares para mantener el cumplimiento con los reglamentos aplicables para la calidad del agua.
- Continuar la coordinación con TMWA, NDEP y el Departamento de Recursos de Agua en el Condado de Washoe para evitar y minimizar impactos a los pozos subterráneos públicos y a zonas de protección de los mismos. Esto incluye la reubicación del Pozo #2 de Desert Springs, que requiere un sitio o sitios de igual calidad de agua y flujo y consideraciones de acceso para su mantenimiento.

## Pantanos y Aguas en los E.U.

Durante el diseño final, las Agencias Dirigentes tratarán de evitar y minimizar impactos a los pantanos y aguas de los E.U. Métodos a tomar en cuenta incluyen la construcción de murallas de retención, inclinación de caídas en la construcción y el uso de estructuras de puentes en lugar de alcantarillas donde sea posible.

Según la USACE y la Regla Final de Mitigación Compensatoria por Pérdidas de Recursos Acuáticos de EPA (Regla Final) (Código 40 de Reglamentos Federales [CFR]

Parte 230) (Regla Final) (2009), la USACE toma una actitud “preferible ambientalmente” hacia la mitigación de impactos a las aguas del país. La Regla Final dice que el ESACE “evaluará la posibilidad de éxito ecológico y sustentabilidad, la ubicación del sitio de compensación relativo al sitio del impacto y su importancia dentro del punto divisorio” al hacer determinaciones de mitigación y “los requisitos mitigantes compensatorios deben conmensurar con la cantidad y tipo de impacto asociado con el permiso...particular.”

Según la Sección 404 del CWA, el impacto a los pantanos y otras fuentes de agua debe evitarse, minimizarse o mitigarse (en orden de preferencia). Aunque el Acta requiere mitigación compensatoria solamente de aquellos pantanos y otras fuentes de agua consideradas jurisdiccionales por la agencia USACE, es la política de FHWA mitigar todo el impacto a los pantanales (con o sin jurisdicción). Todos los pantanales y otras fuentes de agua impactados serán mitigados de acuerdo con las actuales políticas de mitigación de USACE y las condiciones del Permiso Sección 404.

RTC y/o NDOT usarán BMPs para compensar la extensión y duración de cualquier impacto temporal o indirecto. Se dará seguimiento durante la construcción a los BMPs apropiados para prevenir y minimizar cualquier impacto temporal o indirecto a los pantanos. Estos BMPs pueden incluir lo siguiente:

- Protección de zonas pantanales no impactadas por el proyecto de las actividades de la construcción por bardeado temporal o por limitado a la construcción.
- Instalación de medidas de control de sedimento donde sea necesario para prevenir que el sedimento llene los pantanos.
- Prohibición de fertilización o uso de hidro-abono a 50 pies de un pantano.
- Reclamo y sembrado de zonas lastimadas con pasto y especies nativas. Se aplicará semilla y abono en varias fases durante la construcción.
- Desarrollo de un plan para el manejo de aguas fluviales con BMPs apropiados para minimizar los efectos adversos a la calidad del agua.
- Utilizar troncos de erosión, bardas de limo y otros dispositivos para el control de sedimento, tales como barreras y filtros adyacentes a los pantanales, flujos de agua superficial y en entradas donde sea apropiado.
- Localización de zonas para la construcción a una distancia de más de 50 pies de las zonas adyacentes de riachuelos y ribereñas para evitar lastimar la vegetación existente, desechos en ciertos puntos y prevenir fugas que entren en el ecosistema acuático (incluyendo agua de concreto).
- Reclamo de impactos temporales a las aguas de los E.U. y su hábitat adyacente con plantas y arbustos nativos.

Con el uso apropiado y manejo de BMPs para agua de lluvia y problemas en la construcción, muy poco sedimento alcanzará las zonas de los pantanales. Las bases de las construcciones nuevas serán estabilizadas con limo y troncos de erosión.

Se prepararán los resultados de información para pantanales y el documento EIS final documentará el cumplimiento de FHWA con EO 11990 (ver arriba). Esto incluirá una determinación sobre si existe una alternativa practicable a la propuesta construcción nueva y pantanales. Este proyecto se anticipa que califique para el permiso nacional de Sección 404. Una vez que las medidas de minimización se lleven a cabo durante el diseño final, el equipo de estudio definirá los requisitos de este permiso.

## Terrenos Inundables

Durante el diseño final, RTC y/o NDOT minimizarán el impacto al terreno inundable con lo siguiente:

- Minimizando el relleno del terreno inundable.
- Usando murallas de retención y otros métodos donde sea práctico.
- Evitando al máximo posible, la intrusión longitudinal del terreno inundable.
- Reconfiguración del flujo de aguas, de ser posible, en lugares donde aumenta la elevación del terreno.

Al llevar a cabo las actividades mencionadas, RTC y/r NDOT tratarán de evitar cualquier aumento a la superficie de agua inundable de 100 años. En lugares donde la elevación aumenta, se completará un LOMR y las medidas mitigantes se incluirán en el diseño para proteger las propiedades afectadas.

Consistente con el reglamento 23 CFR 650 Sub-parte A y reglamentos de FHWA, RTC, trabajando con FHWA y NDOT, continuará coordinando con el Condado de Washoe, las ciudades de Sparks y Reno, FEMA y USACE para identificar e incluir medidas mitigantes apropiadas en el diseño final del proyecto. Por la colocación anticipada de relleno, la construcción de murallas de retención y colocación de alcantarillas en los terrenos inundables, será necesaria una Carta Condicional de Revisión de Mapas y Carta Condicional de Revisión de Mapas de parte de la organización FEMA antes de la construcción de cualquier alternativa.

Al adherirse a estas medidas mitigantes, las Agencias Dirigentes aseguran cumplimiento con EO 11988, 23 CFR 650 Sub-parte A, FHWA y FEMA.

## Vegetación y Maleza Nociva

Para mitigar impacto a la vegetación de la alternativa para construir, RTC y/r NDOT harán lo siguiente:

- Minimizar la cantidad de alteración y limitar la cantidad de tiempo que las áreas alteradas permanezcan sin vegetación.
- Emplear BMPs de NDOT y reglamentos para la re vegetación para minimizar el impacto al hábitat asociado con la vegetación alterada.

- Implementar un Plan Integrado de Manejo de Maleza para el proyecto.
- Evitar alteración a los árboles existentes, arbustos y vegetación en general, en cuanto sea posible.
- Sembrar en todas las áreas alteradas pasto y especies nativas. Se aplicará semilla y abono en varias fases durante la construcción.
- Usar mantas de control para la erosión sobre zonas inclinadas o recién sembradas para controlar la erosión y promover el establecimiento de la vegetación. Las inclinaciones deben removerse y contenerse el agua de concreto.
- Limitar las zonas de trabajo lo más posible para minimizar el impacto de la construcción sobre la vegetación.
- Incluir BMPs no estructurales donde sea posible, tales como control de basura y escombros y prácticas para el paisaje y la vegetación.

## Fauna

RTC y/o NDOT seguirán los BMPs apropiados para prevenir y minimizar el impacto temporal a la flora y fauna durante la construcción. Estos BMPs incluyen:

- Emplear BMPs de NDOT para la re-vegetación y minimizar el impacto al hábitat asociado con la remoción de fauna.
- Implementar un Plan Integrado de Manejo a la Maleza para el proyecto.
- Evitar al máximo alteraciones a los árboles existentes, arbustos y vegetación.
- Evitar impactos a aves en nido de acuerdo con el MBTA, si la construcción comienza entre Abril 1 y Agosto 31. Un biólogo calificado llevará a cabo una encuesta antes de la construcción para asegurarse de que haya nidos activos y, en coordinación con NDOT y USFWS determinará las acciones apropiadas, que podrán incluir, pero no limitarse a, un retraso en la construcción para evitar la temporada de nidos.
- Proteger pantanales no temporalmente impactados por el proyecto debido a las bardas temporales y/o de construcción.
- Evaluar oportunidades para incorporar medidas específicas para aumentar la conectividad de la fauna, según se necesite durante el diseño final.
- Sembrar en todas las áreas alteradas pasto y especies nativas. Se aplicará semilla y abono en varias fases durante la construcción.
- Desarrollar un plan para el manejo de agua de lluvia con BMPs para minimizar los efectos adversos a la calidad del agua
- Utilizar troncos de erosión, bardas de limo y otros dispositivos para el control de sedimento, tales como barreras y filtros adyacentes a los pantanales, flujos de agua superficial y en entradas donde sea apropiado

- Usar mantas de control para la erosión sobre zonas inclinadas o recién sembradas para controlar la erosión y promover el establecimiento de la vegetación. Las inclinaciones deben removerse y contenerse el agua de concreto.
- Limitar las zonas de trabajo lo más posible para minimizar el impacto de la construcción sobre la vegetación.

## Especies en Estatus Especial

RTC y/o NDOT seguirán los BMPs apropiados para prevenir y minimizar los efectos a las especies en estatus especial durante la construcción por medio de lo siguiente:

- Emplear BMPs de NDOT y reglamentos para la re vegetación para minimizar el impacto al hábitat asociado con la vegetación alterada.
- Implementar un Plan Integrado de Manejo de Maleza para el proyecto.
- Conducir una encuesta botánica adicional durante el tiempo de florecimiento (mayo a finales de julio) para especies de plantas sensibles antes de iniciarse el EIS Final. Evitar alteraciones a los árboles existentes, arbustos y vegetación al máximo
- Evitar impactos a aves en nido de acuerdo con el MBTA, si la construcción comienza entre Abril 1 y Agosto 31. Un biólogo calificado llevará a cabo una encuesta antes de la construcción para asegurarse de que haya nidos activos y, en coordinación con NDOT y USFWS determinara las acciones apropiadas, que podrán incluir, pero no limitarse a, un retraso en la construcción para evitar la temporada de nidos.
- Proteger pantanales no temporalmente impactados por el proyecto debido a las murallas temporales y/o de construcción.
- Sembrar en todas las áreas alteradas pasto y especies nativas. Se aplicará semilla y abono en varias fases durante la construcción.
- Utilizar troncos de erosión, bardas de limo y otros dispositivos para el control de sedimento, tales como barreras y filtros adyacentes a los pantanales, flujos de agua superficial y en entradas donde sea apropiado
- Usar mantas de control para la erosión sobre zonas inclinadas o recién sembradas para controlar la erosión y promover el establecimiento de la vegetación. Las inclinaciones deben removerse y contenerse el agua de concreto.
- Limitar las zonas de trabajo lo más posible para minimizar el impacto de la construcción sobre la vegetación.

## Calidad Visual

Para minimizar el impacto visual adverso que pueda resultar del proyecto, RTC y/o NDOT harán lo siguiente:

- Instalar barreras en zonas EJ para aligerar la vista de las mejoras propuestas, si las apoyan las colonias afectadas.



- Diseñar barreras para el control de ruido de tráfico, y barreras de retención que se puedan acomodar con el medio ambiente. Esto se podrá llevar a cabo seleccionando colores y materiales y texturas apropiadas en coordinación con las agencias locales y los interesados y teniendo en cuenta las recomendaciones estéticas presentadas en el *Plan de Manejo para el Corredor de Pyramid Highway* (RTC, 2002)
- Coordinar con el personal de parques en la ciudad de Sparks y el Condado de Washoe para diseñar la cuenca propuesta de calidad y cantidad de agua en el Parque Wedekind, consistente con el uso planeado del parque.
- Minimizar áreas de corte y relleno donde sea posible y diseñarlas para que se adapten con el medio ambiente para minimizar impacto visual.
- Minimizar la cantidad de alteraciones en la construcción; limitar la cantidad de tiempo que las zonas alteradas pueden permanecer sin vegetación; evitar alteraciones a los árboles existentes, arbustos y vegetación al máximo y sembrar en todas las áreas alteradas pasto y especies nativas.
- Se anticipa que las actividades de la construcción ocurran primordialmente durante el día. Si se requiere trabajo durante la noche, se tomarán las medidas necesarias para dirigir la luz del sitio hacia adentro de la construcción y minimizar el reflejo a los residentes y conductores de la zona inmediata.

### **Parcelas BLM**

RTC y/o NDOT implementarán las siguientes medidas para reducir el impacto visual a las parcelas BLM en el Área de Estudio:

#### Mitigación a la tierra

- Prohibir el desecho de exceso de material en las caídas de tierra.
- Diseñar alineaciones que sigan los desniveles existentes donde sea práctico.
- Moldear cortes y rellenos para que aparezcan como forma natural.
- Cortar rocas para que las formas aparezcan como irregulares.
- Sembrar áreas de cortes y relleno con pasto nativo.
- Colocar alineaciones para que se adapte a formas topográficas en forma y lugar.

#### Mitigación a la fauna

- Retener la fauna existente:
  - ◆ Usando bardas de retención sobre inclinaciones donde sea posible.
  - ◆ Reducir alteraciones a la superficie.
- Aumentar el sembrado:
  - ◆ Eligiendo especies de plantas nativas.
  - ◆ Juntando y volviendo a utilizar la tierra.
  - ◆ Fertilizando, abonando y reponiendo la fauna.
- Minimizar el impacto a la vegetación existente:
  - ◆ Haciendo cortes parciales en lugar de cortes claros.

- ◆ Utilizando formas irregulares para aclarar la zona.
- ◆ Suavizando/adelgazando las orillas.
- ◆ Controlando el acceso a la construcción.
- ◆ Utilizando caminos existentes.
- ◆ Limitando el trabajo en la zona de construcción.
- ◆ Minimizando el tamaño del despeje (por ej. despejando solo cuando es necesario).
- ◆ Sembrando pasto en zonas despejadas.

#### Mitigación de estructuras

- Minimizar el contraste de las estructura considerando lo siguiente:
  - ◆ Utilizando pinturas en tonos tierra.
  - ◆ Usando superficies de roca natural.
  - ◆ Seleccionando terminado de pinturas con bajo reflejo.
  - ◆ Usando material de construcción local.
  - ◆ Usando formas naturales para complementar el paisaje.
  - ◆ Tomando ventaja de despejes naturales.

## Preservacion Histórica

### Arquitectura histórica

Las acciones propuestas darán como resultado un Efecto Adverso en la acequia Prosser Valley y como tal, RTC y/o NDOT completarán un estudio extenso de fotos de 35mm de los segmentos de la acequia impactada antes de cualquier alteración. RTC y/o NDOT completarán un informe siguiendo los Estándares para los Recursos Históricos de Importancia Local y Estatal que se Documentan en las Oficinas de Preservación Histórica del Estado de Nevada, en su edición de septiembre 2009. El informe documentará la historia de la acequia y colocará los segmentos impactados dentro del contexto del sistema general de irrigación. RTC y/o NDOT tomarán en cuenta anuncios u otros medios para la educación pública sobre la acequia y la importancia de la irrigación en Nevada cerca de la acequia.

Para mitigar el impacto temporal durante la construcción, RTC y/o NDOT tomarán las siguientes medidas:

- Minimizar la zona de alteración en cuanto sea práctico.
- Controlar el acceso a la zona de construcción.
- Limitar el trabajo en la zona de construcción.
- Sembrar semilla en zonas alteradas tan pronto como sea práctico, consistente con las características adyacentes del paisaje y utilizando especies de plantas nativas.

### Recursos arqueológicos

Las Agencias Dirigentes evaluarán las medidas para mitigar el impacto en los recursos arqueológicos si se selecciona una alternativa como la Alternativa Preferencial y se documentarán los resultados en el EIS Final.

### Acuerdo programático

Para propósitos de los recursos importantes históricos o culturales determinados una vez que se termine el proceso EIS, las agencias FHWA, NDOT, RTC y RSIC coordinarán y desarrollarán medidas mitigantes como se estipula en el Acuerdo Programático (*PA, por sus siglas en inglés*) que actualmente está siendo preparado, como lo describe la Sección 3.17.1.2 del DEIS. El borrador actual del PA se encuentra en el Apéndice A *Coordinación de Agencias* del DEIS.

### **Materiales Peligrosos**

La tierra contaminada y los desperdicios peligrosos serán analizados y serán descartados de una manera apropiada. Además, si la tierra contaminada y los desperdicios peligrosos exceden cantidades reglamentarias, el material se manejará y se dispondrá de él de acuerdo con los reglamentos locales, estatales y federales de desperdicios peligrosos.

Se contactará a los dueños de servicios subterráneos en zonas donde se lleven a cabo excavaciones para evaluar si cualquiera de los servicios se encuentran en tubería de asbestos *Transite™*. Si los servicios se encuentran en este tipo de tubería y deben reubicarse para el proyecto, deberá haber un manejo especial de los mismos que incluya reducción posible de asbestos. Además, las instalaciones abandonadas podrán encontrarse en zonas donde se hace la excavación y también deberá haber un manejo especial de las mismas que incluya reducción posible de asbestos.

Antes de comenzar las actividades que puedan alterar el material sospechoso, se llevarán a cabo inspecciones de ADM y LEP por parte de personal entrenado y certificado.

RTC y/o NDOT conducirán evaluaciones más tarde en el proceso de desarrollo del proyecto. Se evaluarán los posibles impactos basados en la naturaleza del impacto (desechos, USTs vs instalaciones fabricantes o de agua sucia) relativos a las mejoras propuestas. Las evaluaciones adicionales deberán incluir inicialmente ESAs de Fase I específicas a las instalaciones según los estándares de la Designación ASTM 1527 en vigencia para todas las propiedades dentro de la alternativa para construir, con una investigación de seguimiento sobre la Fase II si lo justifican los resultados de la Fase I ESA. Las medidas mitigantes, si fueran necesarias, estarán basadas en los resultados de las investigaciones de la Fase I y la Fase II.

### **Recursos para Parques y Recreación**

El equipo del estudio estudiará las oportunidades para minimizar el impacto durante el proceso del diseño final. RTC y/o NDOT tomarán las medidas anotadas a continuación para mitigar el impacto en los recursos de parques y recreación:

- Mantener el acceso al Parque Lazy 5 durante la construcción.

- Minimizar los cortes o áreas de relleno de la Conexión US 395 para adaptarse al medio ambiente que lo rodea y así minimizar impacto visual del Parque Wedekind.
- Preservar y mejorar ligeramente el acceso existente a la parte norte del estacionamiento del Parque Wedekind, que actualmente tiene acceso por una entrada en el lado sur de Disc Drive justo al este de la Pyramid.
- Diseñar caídas de relleno en la intersección Disc Drive y Pyramid Highway para copiar el paisaje natural y sembrar todas las zonas alteradas. La siembra incluye semilla de pasto nativo y uso de arbustos nativos también. Igualmente, el diseño de la cuenca permanente para cantidad y calidad de agua copiará el paisaje natural en cuanto sea posible y será sembrada con vegetación. Durante la construcción, se usarán las mejores prácticas de manejo en los recursos para el control de la erosión. La adquisición de propiedades se dará bajo el Acta Uniforme de Reubicación.
- RTC y/o NDOT continuarán coordinando con el Departamento de Parques y Recreación de la ciudad de Sparks sobre el diseño de la cuenca para cantidad y calidad de agua que ha sido propuesta en la parte suroeste del parque para que sea consistente con el uso y las amenidades del mismo.
- La Alternativa 2 y la Alternativa 3 requieren una adquisición total de la parcela de Sun Valley Open Space. Si una de estas alternativas se convierte en la preferencial, entonces RTC y/o NDOT coordinarán con el Condado de Washoe para satisfacer los compromisos que se presentaron en la Resolución de Apoyo de Agosto del 2011 del Condado de Washoe sobre la parcela Sun Valley Open Space.

## Tierra de Labranza

Como el proyecto no impactará ninguna tierra de labranza primaria o única, no se requieren medidas mitigantes.

## Energía

Para las operaciones de tráfico no son necesarias las medidas mitigantes relacionadas con la energía. Sin embargo, las medidas de conservación de energía serán consideradas durante la construcción para minimizar las necesidades energéticas del proyecto en general. Por ejemplo, un plan de energía podría implementarse para que motive a los contratistas a adoptar medidas de conservación que incluyan lo siguiente, aunque no se limiten a ello:

- Uso eficiente del equipo.
- Incorporación de técnicas para ahorrar energía durante la construcción.
- Evitar que el equipo de construcción se mantenga encendido innecesariamente.
- Consolidar entregas de material cuando sea posible para promover uso eficaz de los vehículos.
- Agendar entrega de material durante horas no pico para minimizar la pérdida de combustible por congestión de tráfico.

- Animar a los empleados y contratistas a compartir su auto para ir al trabajo.
- Mantener el equipo y la maquinaria en buenas condiciones, especialmente los que utilizan combustibles fósiles.

### Relación entre el uso local a corto plazo del medio ambiente y el mantenimiento y mejoramiento de la productividad a largo plazo

No requiere ninguna medida mitigante.

### Compromiso Irreversible e Irremediable de Recursos

No requiere ninguna medida mitigante.

### Efectos Acumulados

Para evitar impactos adicionales a los recursos identificados en este documento, las autoridades locales y entidades de planeación deben continuar revisando las propuestas de desarrollo para asegurar que todo desarrollo nuevo sea consistente con los objetivos de planificación local. Las jurisdicciones de planificación local pueden reducir el impacto al medio ambiente por medio de la implementación de lo siguiente:

- Objetivos de crecimiento inteligente que se han identificado en el Plan Maestro para el Uso de la Tierra y Elementos de Transporte del Condado de Washoe.
- Programas identificados en el PM<sub>10</sub> y CO SIPs del Condado de Washoe para reducir emisiones al aire de fuentes móviles como estrategias de control y medidas de contingencia para zonas de mantenimiento y no-realización. Estos programas incluyen el Programa Federal de Control Vehicular, el Programa de Nevada para Inspección y Mantenimiento Vehicular, el Programa de Combustibles Oxigenados del Condado de Washoe, el Programa de Raspado y Limpieza de Calles y Control de Polvo (Mesa Directiva de la Salud Condado de Washoe, 2005 y 2009).
- Estándares EPA GHG que requieren a las nuevas camionetas ligeras y medias satisfacer un control combinado de emisiones a un nivel de 250 gramos de dióxido de carbono (CO<sub>2</sub>) por milla en modelos del año 2016, equivalente a 35.5 millas por galón (mpg), si la industria automotriz fuera a satisfacer estos niveles de (CO<sub>2</sub>) por medio de las mejoras en la economía del combustible.
- Las políticas para recursos del agua identificados en el Plan Comprensivo de Manejo de Aguas Regionales WRWC 2011-2030.
- Educación, monitoreo BMPs, y programas de reporte identificados en el *Programa Regional de Truckee Meadows de Manejo para la Calidad de Aguas de Tormenta*.

Estas iniciativas pueden proporcionar beneficios económicos, sociales y ambientales al Área de Estudio Regional. El siguiente paso será para que las jurisdicciones locales pongan en operación estos principios por medio de su proceso de revisión de desarrollo. Las autoridades locales y entidades de planeación deben también requerir mitigación apropiada como parte de cualquier proyecto de desarrollo nuevo. Los recursos de más

riesgo que puedan protegerse son los recursos del agua, calidad del aire y poblaciones EJ. Para proyectos de transporte, RTC y/o NDOT asegurarán que se dé seguimiento apropiado a las mejores prácticas de manejo y medidas de mitigación mencionadas en este EIS Final.

J:\\_Transportation\241922.001 Pyramid\public\_agency inv\Mtgs and Workshops\Pub Hearing DEIS - 2013\Mitigation Measures  
- for handout chgs accepted 091113.docx





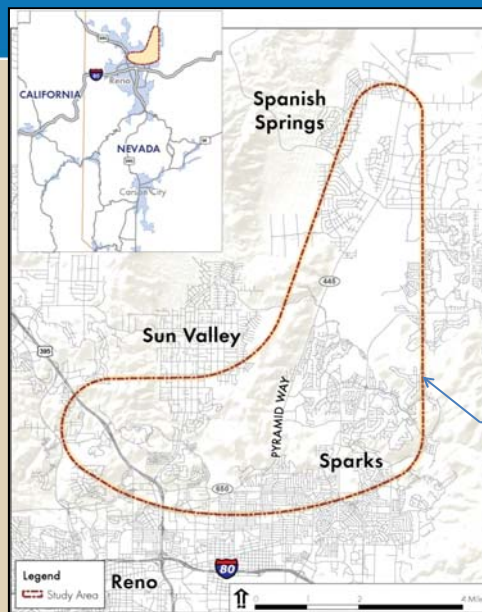
# Draft Environmental Impact Statement

## Public Hearings

### October 9 and 10, 2013



## Project Location



Study Area

## Purpose & Need



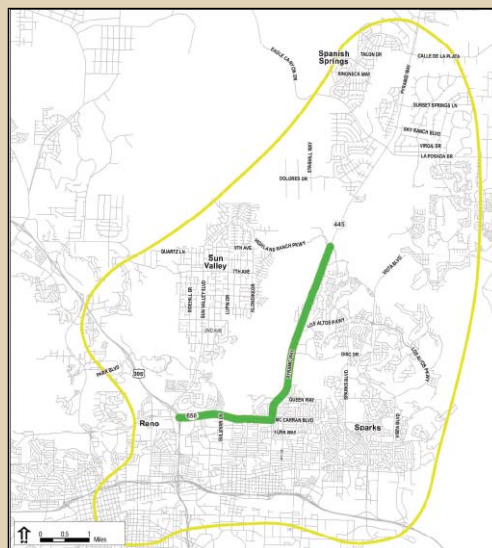
1. Serve existing and forecasted population and employment growth.
2. Address existing traffic issues:
  - Connectivity
  - Accessibility
  - Congestion
3. Address safety needs.
4. Be responsive to regional and local plans.




## Purpose & Need



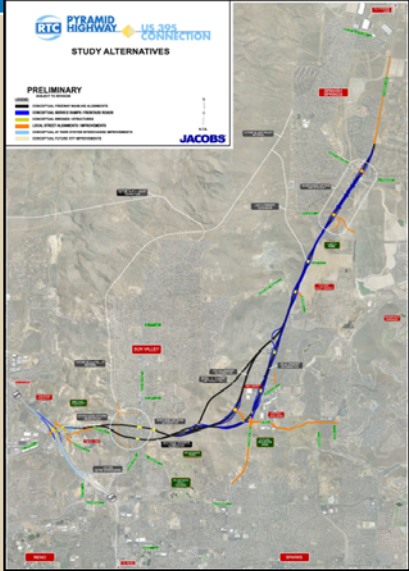
- Pyramid is the only major north / south route in the northeast Truckee Meadows.
- McCarran is the only major east / west route north of I-80.




Purpose of Tonight's Meeting 

- ✓ Understand the Environmental Process
- ✓ Provide Input on the Alternatives
- ✓ Obtain Accurate, Up-To-Date Information
- ✓ Share Data on Environmental Impacts
- ✓ Talk with the Study Team

**We're Listening**



Who is Involved 

**Project Team**


- Federal Highway Administration
- Nevada Department of Transportation
- Regional Transportation Commission
- Jacobs Engineering Group

**Other Participants**

- Bureau of Land Management – *Cooperating Agency*
- Reno Sparks Indian Colony – *Cooperating Agency*
- Bureau of Indian Affairs – *Cooperating Agency*
- Environmental Protection Agency – *Cooperating Agency*
- City of Sparks, City of Reno, Washoe County – *Participating Agencies*

## History of the Study and Steps Ahead

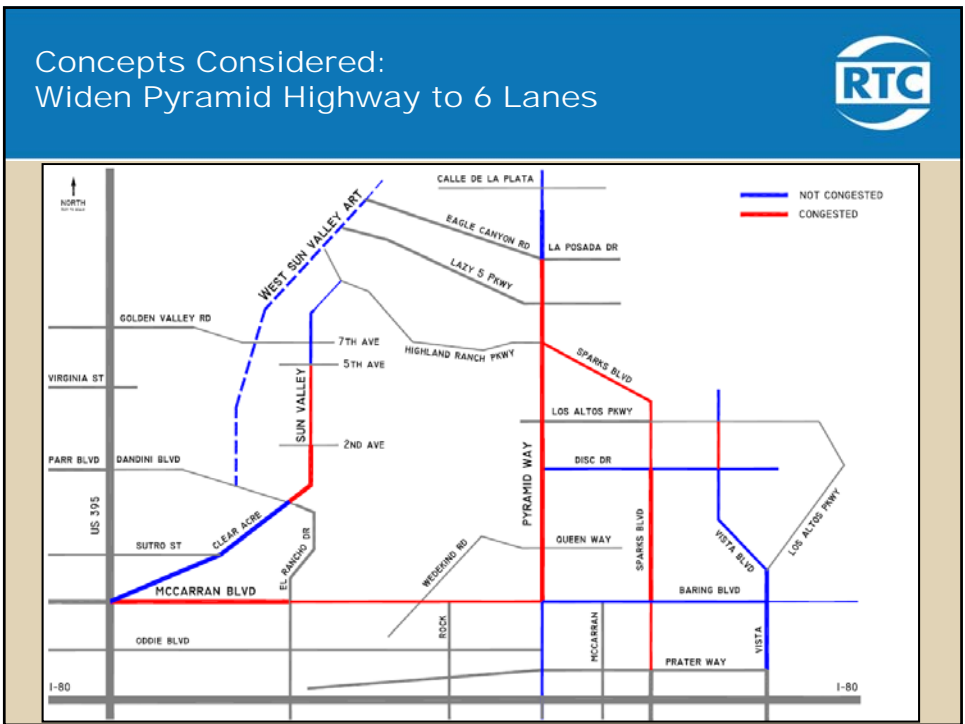
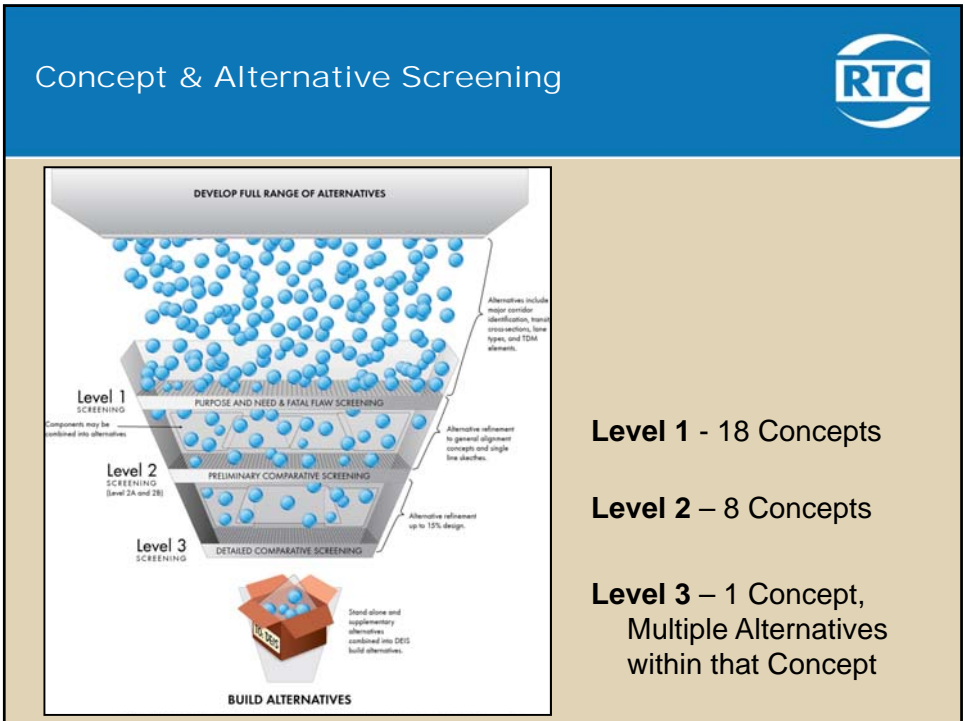
- Pyramid Highway Corridor Management Plan – Adopted 2001
- Regional Transportation Plans – Adopted 2005 & 2008
- Current Environmental Impact Statement (EIS) Study Initiated in Fall 2007
  - Alternatives Analysis Completed – Spring 2011
  - Approve Draft EIS – 2013
  - Draft EIS Public Review – Sept. thru Nov. 2013

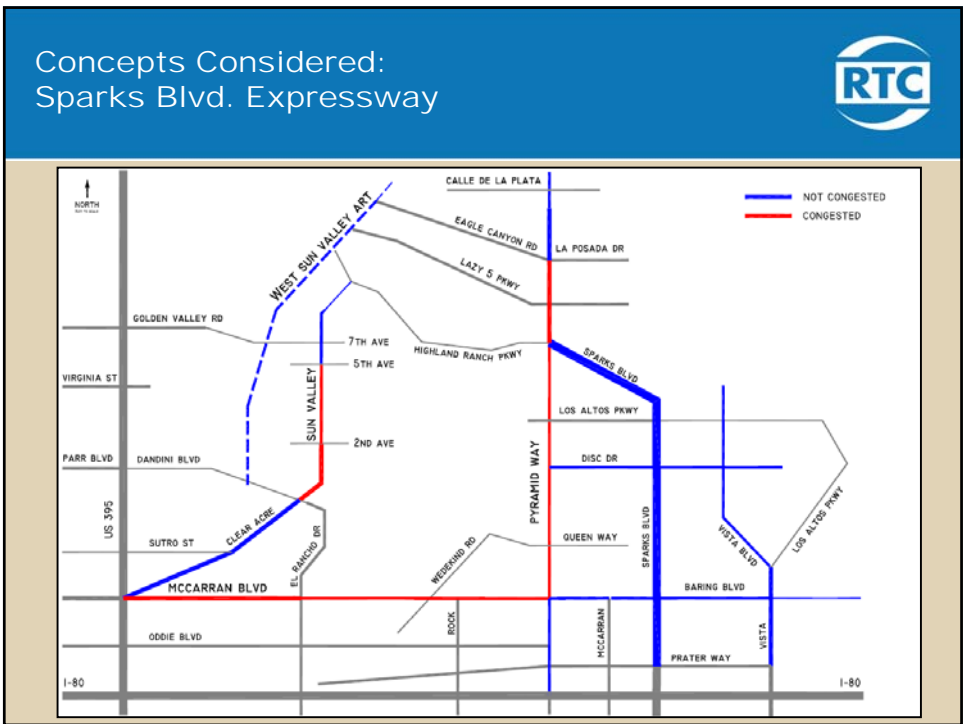
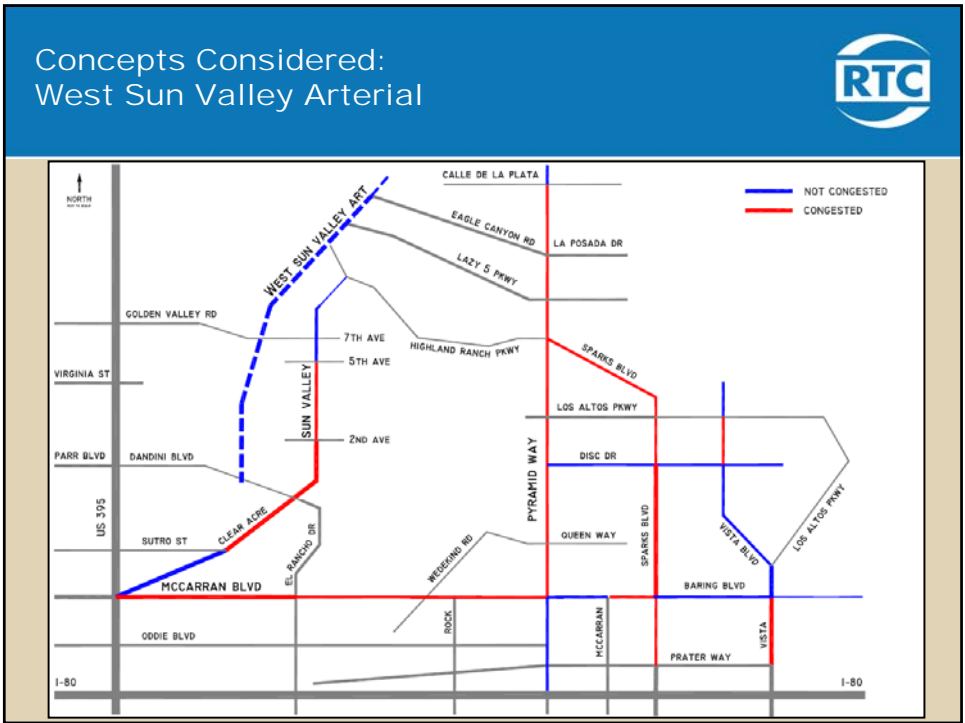


## Outreach History

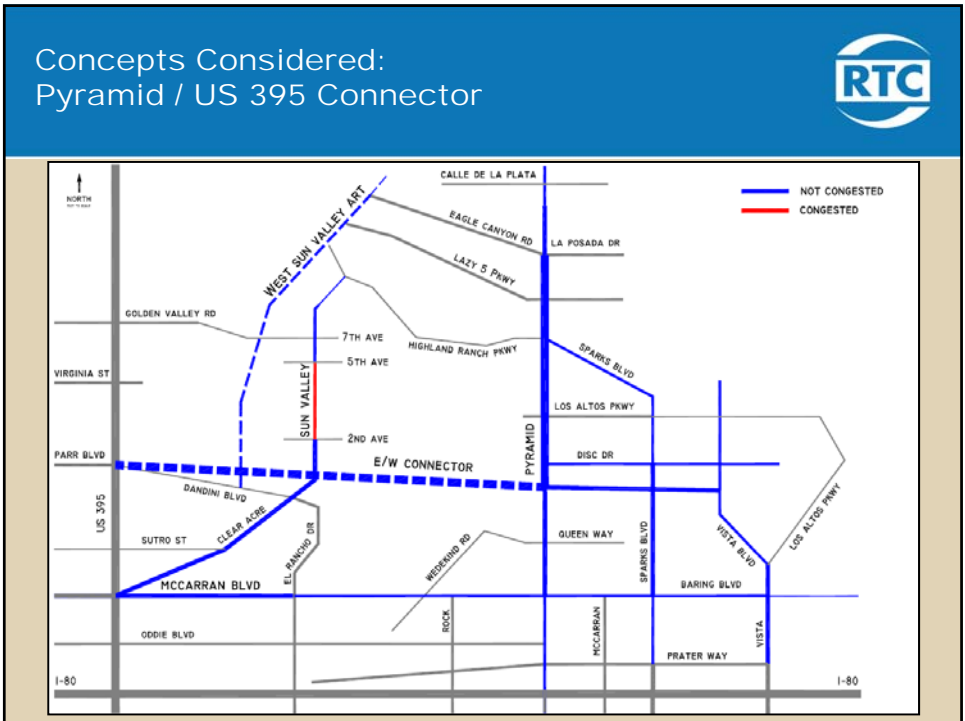
- **Publicly Noticed Meetings:**
  - April 2008 (*Spanish Springs*)
  - March 2009 (*Spanish Springs*)
  - April 2009 (*Sun Valley*)
  - January 2011 (*Sun Valley*)
  - October 2011 (*Sun Valley*)
  - January 2012 (*Sun Valley*)
  - June 2012 (*Spanish Springs*)
- **Various One-on-One / Group Meetings**
  - 50 Separate Meetings









### Pyramid/US 395 Connector General Description

- Six-Lane Freeway from Eagle Canyon to US 395
- Widening to the Following:
  - Pyramid from Eagle Canyon to Calle de la Plata
  - Disc Drive from Pyramid to Vista Blvd.
  - Pyramid from the Connector to Queen Way
- Interchanges at the Following:
  - US 395, Sun Valley, Disc Drive, Sparks Blvd., Lazy 5 Pkwy., Dolores Drive, and Eagle Canyon Road

Alternatives Moving Forward

RTC PYRAMID HIGHWAY US 395 CONNECTION STUDY ALTERNATIVES

PRELIMINARY

- EXISTING HIGHWAY ROUTES AND ALIGNMENTS
- EXISTING AND PROPOSED HIGHWAY ROUTES
- EXISTING AND PROPOSED HIGHWAY ALIGNMENTS
- EXISTING AND PROPOSED HIGHWAY INTERSECTIONS
- EXISTING AND PROPOSED HIGHWAY INTERCHANGES
- EXISTING AND PROPOSED HIGHWAY BRIDGES

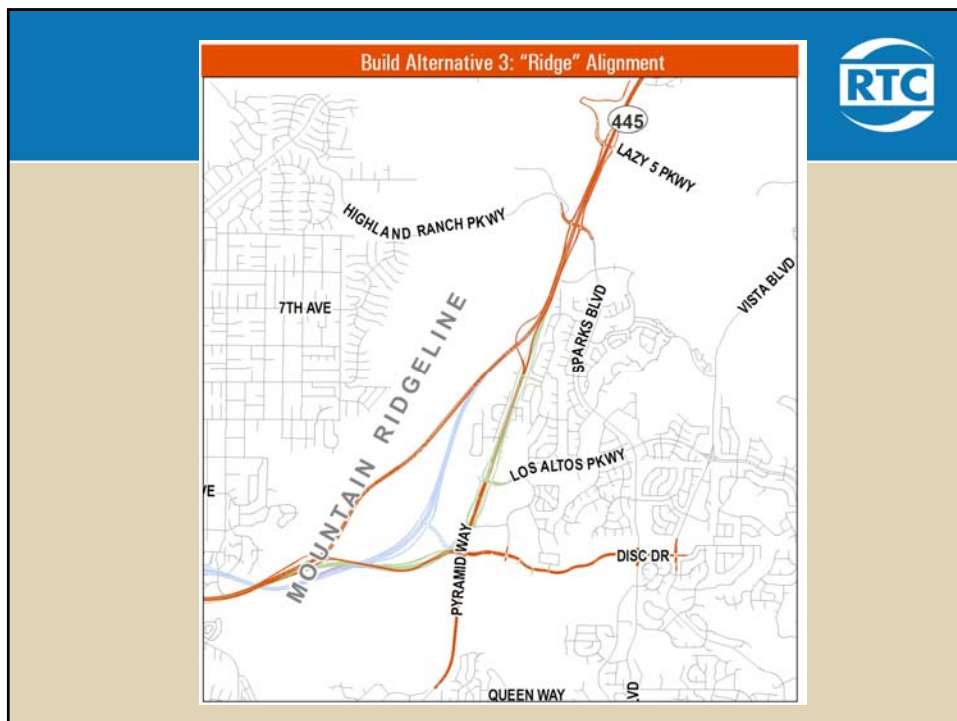
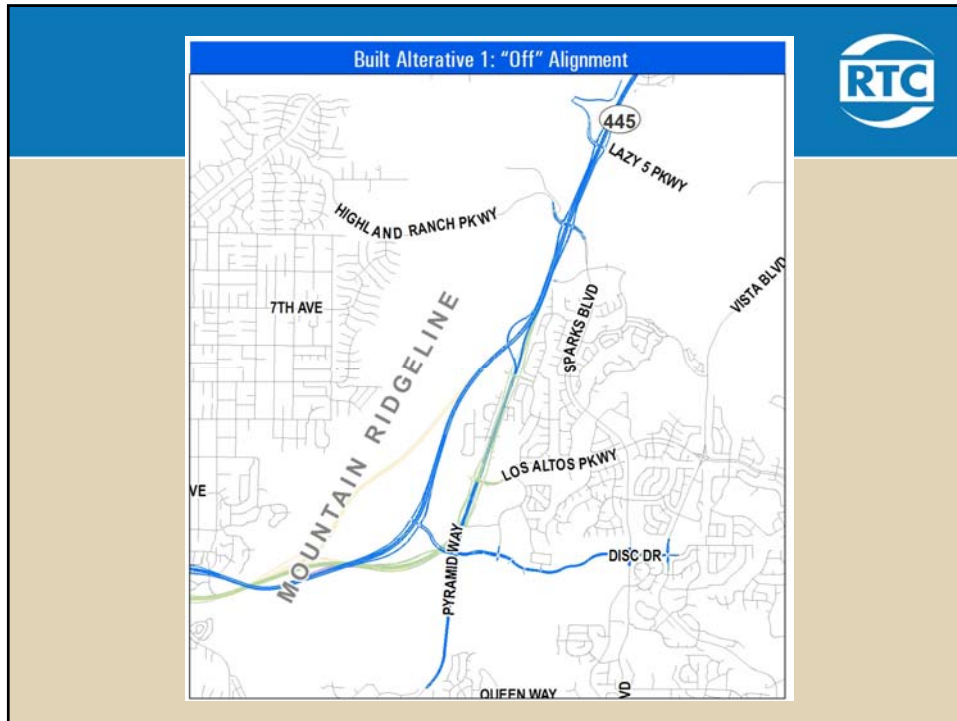
JACOBS

Pyramid Corridor:

- 3 Alignment Alternatives

Build Alternatives 2 and 4: "On" Alignment

RTC



### Alternatives Moving Forward

RTC PYRAMID HIGHWAY US 395 CONNECTION  
STUDY ALTERNATIVES

PRELIMINARY

- EXISTING HIGHWAY ALIGNMENT
- EXISTING HIGHWAY ALIGNMENT WITH INTERCHANGE
- EXISTING HIGHWAY ALIGNMENT WITH INTERCHANGE AND TRUCK LANE
- EXISTING HIGHWAY ALIGNMENT WITH INTERCHANGE AND TRUCK LANE AND BIPOLE
- EXISTING HIGHWAY ALIGNMENT WITH INTERCHANGE AND TRUCK LANE AND BIPOLE AND BIPOLE
- EXISTING HIGHWAY ALIGNMENT WITH INTERCHANGE AND TRUCK LANE AND BIPOLE AND BIPOLE AND BIPOLE

JACOBS

**Sun Valley Area:**

- 2 Alignment Alternatives
- 2 Interchange Alternatives

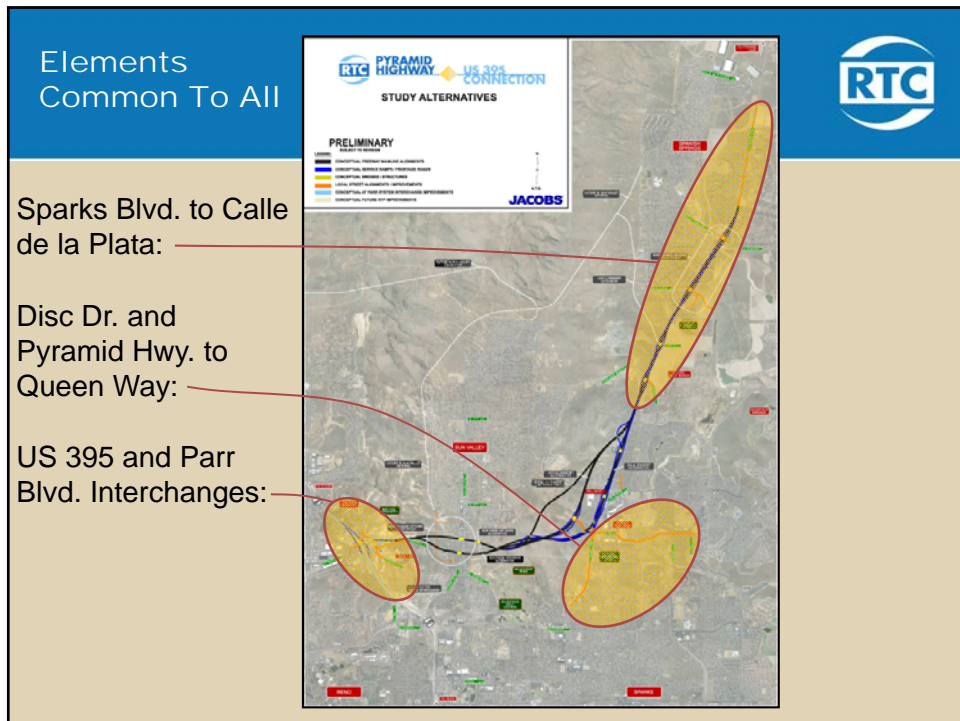
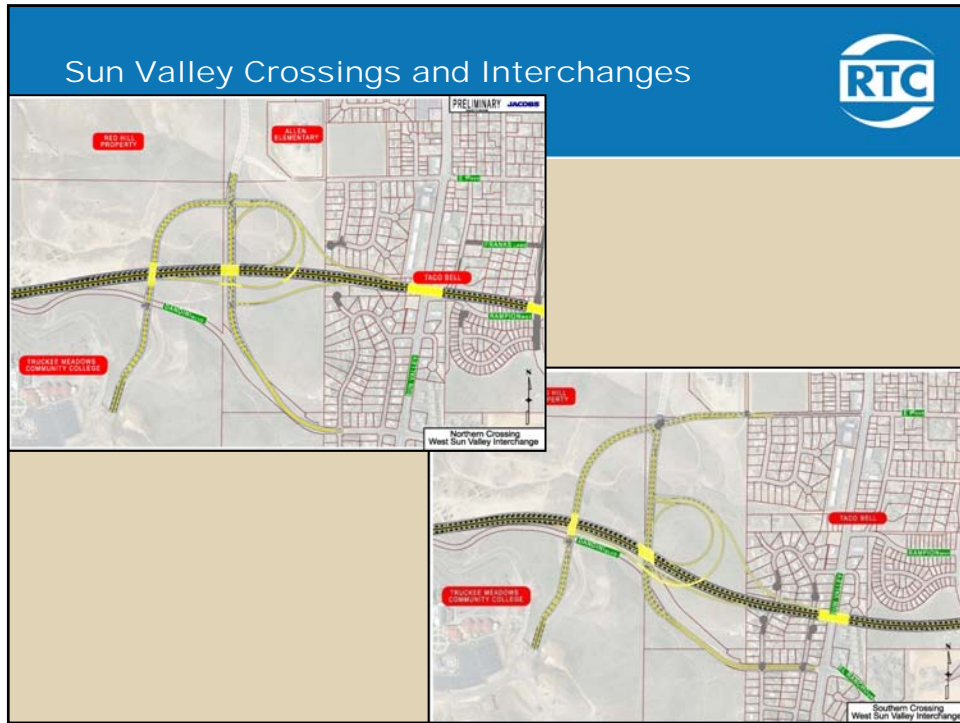
### Sun Valley Crossings and Interchanges

RTC

Northern Crossing Sun Valley Blvd Interchange

Southern Crossing Sun Valley Blvd Interchange





## Alternative Descriptions



- **Alternative 1** – Pyramid Off-Alignment, Northerly Sun Valley Crossing, at Sun Valley Blvd. Interchange.
- **Alternative 2** – Pyramid On-Alignment, Southerly Sun Valley Crossing, at Sun Valley Blvd. Interchange.
- **Alternative 3** – Pyramid Ridge Alignment, Southerly Sun Valley Crossing, West of Sun Valley Interchange.
- **Alternative 4** – Pyramid On-Alignment, Northerly Sun Valley Crossing, West of Sun Valley Interchange.
- **No Action Alternative**

## Environmental Issues: Right-of-Way and Relocations



- **Residential:** Approximately 210 to 326 potential residential relocations.
  - Alternative 1 would result in lowest (210).
  - Alternative 2 would result in highest (326); includes 120 apartments from the Sierra Vista complex.
- **Business:** Approximately 7 to 28 business relocations.
  - Alternative 3 – the lowest (7).
  - Alternative 4 – the highest (28).
- Right-of-way acquisition will comply with the Uniform Relocation Act.
- Final design will include more measures to avoid and minimize impacts.



## Environmental Issues: Environmental Justice



- DEIS analyzed impacts to Environmental Justice (minority and low-income) communities.
- Study of “disproportionately high and adverse impacts” weighs project benefits, impacts, and mitigation to resources.
- **Impacts:** Relocations, noise, visual.
- **Benefits:** Improved mobility and access to community facilities, and reduced congestion along Sun Valley Boulevard, improving bus transportation and freeway access.
- **Mitigation:** Relocation assistance, screening walls, landscaping, aesthetic treatments, bike/pedestrian improvements, etc.

## Environmental Issues: Impacts to Historic Resources



- “Adverse effect” to one historic resource – the Prosser Valley Ditch.
  - 25 to 120 feet of impact, depending on build alternative.
  - Alternatives 1 and 2 have the lowest impact; Alternative 3 has highest.
- Impacts mitigated by:
  - Documentation of impacted segments.
  - Consider signage or other media for public education.

## Environmental Issues: Park/Section 4(f)



- Wedekind Park would incur a minor impact adjacent to Pyramid Highway.
- Worst-case, approximately 5.4 acres of 250-acre park used:
  - 3.4 to 3.8 acres for stormwater retention (unfenced, shallow, natural-appearing depression)
  - Some right-of-way for Pyramid and Disc Dr. widening.



## Environmental Issues: Other Resources



### Traffic Noise:

- Impacts to 189 and 285 properties
  - Lowest is Alternative 3 (189)
  - Highest is Alternative 2 (285)
  - No-Action: 205 impacted properties
- Noise barriers recommended.
- Mitigation would reduce impacts.
  - e.g. Alternative 3 (128)

### Air Quality

- Improved operations would improve air quality compared to No Action Alternative

Environmental Issues:  
Other Resources



**Land Use:** Transportation improvements area consistent with local land use plans.

**Floodplains:** Between 14.4 and 18.6 acres of floodplain encroachment.

**Wetlands:** Very minor impacts, from 10 square feet to 3,463 square feet (0.08 acre).

**Water Quality:** Increased potential for erosion and sediment to enter water bodies. RTC will implement construction measures to minimize impacts.

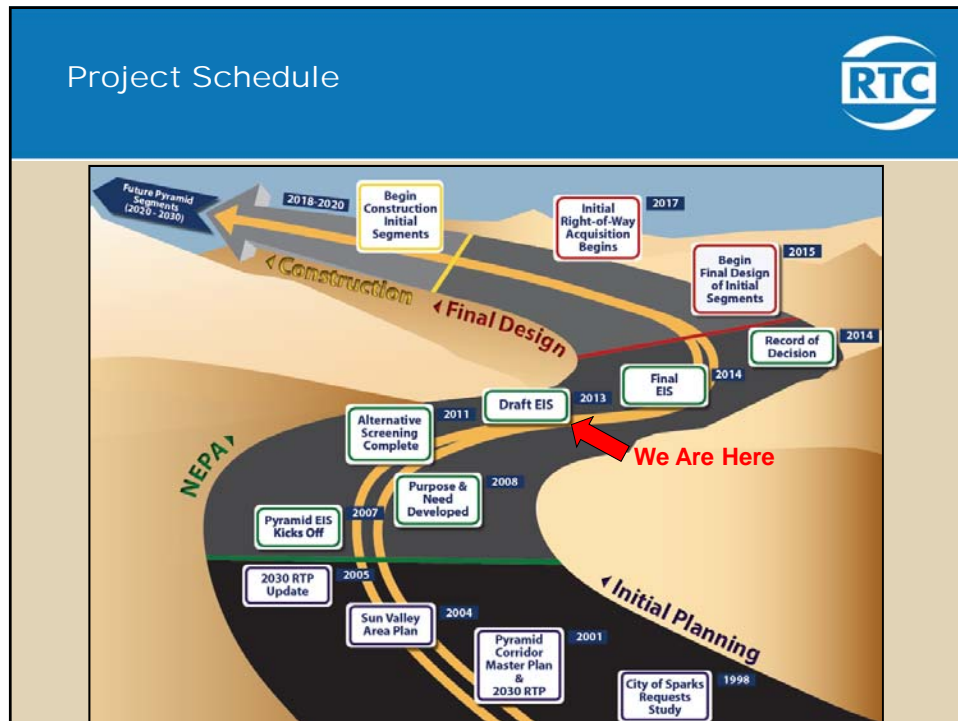
Environmental Issues:  
Other Resources



**Pedestrians and Bicyclists:** Improved facilities along Pyramid Highway, US 395 Connector, and Dandini Boulevard.

**Visual Character:** Visual changes associated with:

- Retaining and screening walls
- Cut and fill areas
- Noise barriers
- Bridges, ramp, new roadways
- Street lighting
- Views of the US 395 Connection:
  - Along Sun Valley Boulevard, Clear Acre Lane, and US 395 north of McCarran Boulevard – mostly blocked by topography.
  - Visible to viewers on or near Pyramid Highway.



## How to Make a Comment

- Comment Form in Your Welcome Packet
- Statement to the Court Reporter
- Email: [info@dot.state.nv.us](mailto:info@dot.state.nv.us)
- Mail: Steve Cooke, Environmental Services Chief, NDOT, 1263 S. Stewart Street, Carson City, NV 89712
- Comment Period Closes November 12, 2013

Thank you for Participating!



**For additional project information contact:**

**Doug Maloy, P.E., Project Manager**

Regional Transportation Commission of Washoe County

1105 Terminal Way, Suite 108, Reno, NV 89502

(775) 335-1865 Fax: (775) 348-0170

E-mail: [dmaloy@rtcwashoe.com](mailto:dmaloy@rtcwashoe.com)

Visit us on the web at [www.rtcwashoe.com](http://www.rtcwashoe.com)

From the **Streets & Highways** home page

select **Pyramid Highway / US 395 Connection EIS**



BEFORE THE REGIONAL TRANSPORTATION COMMISSION

-oOo-

RTC PYRAMID HIGHWAY/US 395 CONNECTION PROJECT  
PUBLIC MEETING

WEDNESDAY, OCTOBER 9, 2013

Truckee Meadows Community College  
Student Center  
Red Mountain Building  
7000 Dandini Boulevard  
Reno, Nevada

Reported by: ERIC V. NELSON, CCR #57, CRR

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A P P E A R A N C E S





10 five years. We have had great public participation, and  
11 these meetings that are occurring tonight and tomorrow night  
12 are a continuation of that process.

13 Before we get started with the program, there  
14 is a number of people that I would like to introduce and  
15 acknowledge for their work on this project, and also we have  
16 some elected officials here as well as some government  
17 officials that we want to be sure that you are aware of.  
18 First off -- and folks, as I call your name, kind of wave  
19 because you are all scattered, and my eyes aren't that great  
20 any more, so I can't really see you.

21 I'm going to start with Jeff Hale. He is the  
22 Director of Engineering at RTC. Amy Cummings, she is the  
23 Director of Planning at RTC. Our project manager is Doug  
24 Maloy, who many of you have known, and you will see more of  
25 him in just a moment.

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1 Also I want to introduce Reno Councilwoman  
2 Jenny Breckus from Ward 1. She is over here. And Assistant  
3 City Manager for Reno, Bill Thomas. He was up here. He is  
4 back there now.

5 This project is in cooperation with the Federal  
6 Highway Administration and the Nevada Department of  
7 Transportation. We have some folks representing those  
8 agencies here with us this evening. First off I want to  
9 introduce Abdelmoez Abdalla from FHWA, in the back. Greg  
10 Novak from FHWA, also in the back.

11 From NDOT, Steve Cooke, Chris Young, Julie  
12 Maxey, Carrie Byron, and Margaret Orci. Those two ladies we  
13 really want to be sure you get to know. If you have any

14 right-of-way questions, that will be the table that you  
15 should go and talk about your right-of-way questions.

16 I will let you know right now that during the Q  
17 and A portion of the program, any right-of-way questions  
18 that will be asked we won't answer from the podium.  
19 Right-of-way questions are very private, each situation is  
20 unique, and you need to talk to the NDOT representatives to  
21 get your questions answered.

22 Our consultants helping us out with this  
23 project, and this list is not inclusive because we have a  
24 number of folks helping us out, we have Bryan Gant from  
25 Jacobs. He is a project manager. Misty Swan from Jacobs,

6

1 and she is back there in the red coat. Cindy Potter from  
2 CH2M Hill, and she is in the back here. And David Dodson  
3 from CH2M Hill.

4 A couple of other RTC individuals that I'd like  
5 to introduce is Christina Leach, she is a planner with RTC,  
6 and Blaine Peterson, who is an engineer for RTC.

7 I'm also going to introduce more formally in  
8 just a moment Chairman Bonnie Weber. She is the Chairman of  
9 RTC and the Vice Chairman of the Washoe County Commission,  
10 and she is going to give some brief remarks in just a  
11 moment.

12 We also have translation services available  
13 this evening. We have two ladies helping us out with that.  
14 That is Natalia Cardillo in the back here and Patricia  
15 Bisbee. And for those folks who would like Spanish  
16 translation services, they are set up in the back so that  
17 they can translate as the information is presented this

18 night.

19 With that, I would like to invite our Chairman  
20 and your County Commissioner, Bonnie Weber.

21 MS. WEBER: Good evening, everyone. I am very  
22 appreciative of the fact that you are all here to hear at  
23 least some of the points related to the Draft EIS. This has  
24 been a project that I have been involved with for probably  
25 about three years now and try to be involved with the

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1 communi ty, trying to make opportuni ties for the communi ty to  
2 at least hear what is going on. Having your input is very  
3 important, and I know that many of you, this is an issue  
4 that is near and dear to your hearts, you wouldn't be here  
5 otherwise. But because your homes are impacted or will be  
6 impacted or may be impacted.

7 So I appreciate you being here. If you have  
8 any questions, please, please, please, don't assume  
9 anything. Please make sure that you talk to one of our  
10 staff, someone that is here that can walk you through.

11 They are trying to do personal, answer any  
12 questions and what have you, after the presentation. I  
13 think the presentations give you a lot of factual  
14 information. Many of you end up talking to maybe your  
15 neighbors or talk to someone else and you get information  
16 from them, and it may not always be factual.

17 I would also like to give you my phone number,  
18 if you ever want to call it, to my office. We will try to  
19 return the calls. But I'll give the number out, and if you  
20 want to call me, please do. My number at the office is  
21 328-2005, and we will try to get back to you as soon as

22 possible.

23 I know that there have been folks that are here  
24 in the audience that have called our office and wanted to  
25 talk with the Commissioners. For most of you, you may not

8

1 know, there are two Commissioners that represent the Sun  
2 Valley area, and that is Commissioner Kitty Jung, who  
3 represents District 3, and myself, Bonnie Weber, who  
4 represents District 5.

5 So again, if you have any questions, 328-2005,  
6 and please, please, please, talk to one of the staff  
7 afterwards so that you can ask them any of the questions,  
8 and they will be able to help you. Thank you.

9 MR. MORENO: Thank you, Chairman Weber.

10 I was remiss, I missed an RTC senior engineer,  
11 and that is Howard Riedl, and he is in the back. Apologize,  
12 Howard.

13 Before I continue with the program, we missed  
14 some of you when you arrived. There is a flier that was  
15 handed out, and it gives you information about a summit that  
16 we are going to be holding at the end of the year on  
17 December 6. It is a transit summit. Many of you may be  
18 aware that we recently updated the Regional Transportation  
19 Plan, and what we heard from the public is a need for more  
20 transit services in our community.

21 So we have a transportation transit mission  
22 that we want to explore more in-depth with the community,  
23 and this will be an opportunity for you to participate in  
24 that dialogue with the RTC and with your neighbors. So  
25 please keep an eye out for this. In the coming weeks you

1 will start to see more information about the transit summit  
2 as well as information being up to the summit on December 6.

3 Tonight's program is an open house format.  
4 Thank you, many of you, for arriving early, taking the time  
5 to look at the boards, talk with our project team and learn  
6 more about the project or answer some of the questions you  
7 may have. Tonight we have a presentation that is going to  
8 be led by Doug Maloy, the project manager, and then more  
9 information from Bryan Gant, our consultant.

10 With that, at the conclusion of that  
11 presentation we will have a question and answer period.  
12 When you checked in you were given a project package with  
13 information about the project, as well as a comment sheet  
14 that you can provide written comment on, or if you would  
15 like to take the opportunity to talk to our court reporter,  
16 Eric Nelson, who is recording the program this evening, but  
17 you also have the opportunity to talk to him directly so  
18 that you have your information, your comments, your  
19 questions on the record.

20 Also during the Q and A portion of the program  
21 there were cards that you would receive when you checked in,  
22 both in English and Spanish, and so we have folks who will  
23 be walking around the room, they have cards, they will be  
24 collecting the cards, and then they will deliver the cards  
25 to me, and then we will ask the questions, and they will be

1 answered by, responded to by Doug Bryan or other consulting



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2 individuals that are here tonight.

3 With that, I want to go ahead and introduce  
4 your project manager, Doug Maloy, from RTC.

5 MR. MALOY: Good evening, everyone, and thanks  
6 again, as Michael indicated, for the turnout. Floating  
7 around before, I could see that a lot of questions were  
8 being answered, and that is the real purpose as to why we  
9 are here. This presentation is going to assist in providing  
10 information, but really the questions that you might have  
11 and need to be answered you are going to find after the  
12 session is complete and obviously before.

13 So this is a federally funded project, the  
14 Pyramid Highway/US 395 Connection. As such, if there is a  
15 project that is federally funded that has significant  
16 potential impact to the human environment, then an  
17 Environmental Impact Statement has to be prepared, and that  
18 is what we have started here actually over the six years  
19 that we have been working on this.

20 That Draft Environmental Impact Statement that  
21 is now available to the public for review and comment has to  
22 fully describe the impacted environment, it has to provide a  
23 reasonable range of alternatives, and then it has to analyze  
24 the impacts of those alternatives. So all of that is  
25 contained within the document that is now available for

♀

11

1 review.

2 The two hearings we are holding are within the  
3 public comment period. So as of September 13th of this  
4 year, the public comment period began, and we are holding  
5 these two hearings. The two hearings have the same content,

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6 the same presentation. The same materials and information  
7 will be provided in each of these meetings. We have done  
8 two hearings for the convenience of you and the public  
9 because this encompasses a large area. So tomorrow's  
10 meeting will be held in Spanish Springs.

11 So the real purpose of the project is to  
12 relieve congestion on the Pyramid Highway from Queen heading  
13 north to Calle de la Plata to provide east-west connectivity  
14 in the region. The study area is essentially a footprint  
15 that encompasses all of the alternatives that were  
16 considered to relieve that congestion on Pyramid.

17 So the purpose and need is to develop very  
18 early on in the study all of the alternatives that are  
19 evaluated, have to be evaluated against the purpose and  
20 need. If they don't meet the purpose and need, they are  
21 screened out. Bryan will talk a little bit later about some  
22 of those that didn't meet the purpose and need and were  
23 screened out.

24 The four points in the purpose and need for  
25 this particular project are: to serve existing and

12

1 forecasted population and employment growth; address traffic  
2 issues including connectivity, accessibility and congestion;  
3 address safety needs; and be responsive to the regional and  
4 local plans. Pyramid is just one of many projects that are  
5 in the RTC's long-range transportation plan.

6 So Pyramid, it is the only north-south route,  
7 major north-south route in the Northeast Truckee Meadows.  
8 The majority of the traffic that comes in and out of Spanish  
9 Springs uses the Pyramid Highway. It is projected so much

10 traffic that we are talking about freeway facilities,  
11 basically six-lane freeway facility which is comparable to  
12 I-80 and 395. So we are talking about huge volumes of  
13 traffic as development continues in the Northeast Truckee  
14 Meadows.

15 In addition, McCarran is the only major  
16 east-west route north of I-80. Providing some connection  
17 between Pyramid and 395 would relieve traffic congestion on  
18 McCarran as well as on I-80.

19 So the purpose of tonight's meeting, Michael  
20 touched on some of this, we have a document that is out for  
21 review, we are providing information on that, answer any  
22 questions. We need your input. There are alternatives that  
23 were made.

24 We are looking to get the input from the  
25 agencies and from the public so that we can make a decision

13

1 or provide a recommendation for a preferred alternative to  
2 take forward into the rest, throughout the rest of the  
3 process. So you have got all the information that's been  
4 put together over the last year and-a-half or so into this  
5 document. It is now available, you can ask questions and  
6 have your questions answered about it. So we are sharing  
7 that information tonight, and as I mentioned, there is folks  
8 around the room that can help to answer some of the  
9 questions that you have.

10 So who is involved? The Regional  
11 Transportation Commission, for those of you who don't know,  
12 we are the metropolitan planning organization for Washoe  
13 County. We administer projects, and in this particular case

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14 we are administering this for the Nevada Department of  
15 Transportation.

16 We don't own any facility, we don't own and  
17 operate any facilities. Pyramid Highway is owned and  
18 operated by NDOT. Any improvements to Pyramid and if a  
19 freeway connector is constructed, NDOT would be owning and  
20 operating those facilities.

21 So we hired Jacobs Engineering to prepare this  
22 Environmental Impact Statement. They are doing that on  
23 behalf of the Federal Highway Administration. It is  
24 federally funded, Federal Highway Administration, FHWA, they  
25 have the ultimate authority and approval on this EIS. Some

14

1 of the other agencies participating, cooperating and  
2 participating in this study on this project are shown here  
3 as well.

4 Just a little history and kind of a look ahead,  
5 the RTC completed a corridor management plan for Pyramid  
6 back in 2001. Out of that came the need for some  
7 improvements on Pyramid. So they were added to our  
8 transportation plan. They still remain in that plan.

9 The EIS started in 2007. The alternatives  
10 analysis was completed in 2011. And the Draft EIS was  
11 reviewed by NDOT and FHWA and approved to go out to the  
12 public just recently. So that is where we are at currently.

13 So I mentioned the public comment period. On  
14 November 12th the comment period will close. We will gather  
15 all those comments, the input we receive from the public and  
16 from agencies and look towards determining what the  
17 preferred alternative is. That will go forward and we will

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18 make recommendations to our Board, the RTC Board.

19 Ultimately that will end up in a final Environmental Impact  
20 Statement, and FHWA's approval on that is in the form of a  
21 Record of Decision or ROD.

22 Following that, this is a very large project,  
23 it is likely that it will be phased. We are not certain yet  
24 how that will look, but it is very likely that it will be a  
25 phased project. So following the Record of Decision there

15

1 could be final design and ultimately some construction on a  
2 phase or on the project itself.

3 So just a little history. As far as the  
4 outreach is concerned, over this six-year process we have  
5 had numerous meetings in the Spanish Springs and Sun Valley  
6 area to, again, go through the alternative development  
7 process. There has been other meetings, smaller group  
8 meetings, advisory boards, et cetera. There's been up to 50  
9 different meetings that have been held on this project  
10 throughout the six-year period.

11 So I want to reintroduce Bryan Gant. Bryan is  
12 going to talk a little bit about the screening and the  
13 alternatives that have been looked at over this six-year  
14 period. He is going to also talk about the alternatives  
15 that remain in the Environmental Impact Statement, currently  
16 in the draft, and he is going to basically talk about the  
17 environmental impacts that are a result of those  
18 alternatives. Bryan.

19 MR. GANT: Thanks, Doug. As Doug mentioned,  
20 this has been a long process going on for six years. I'll  
21 try to summarize that and give you at least a flavor for

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22 everything that we have looked at over that long period of  
23 time.

24 The graphic that is up here now talks about a  
25 multi level screening process. Everything that we see back

16

1 here are multiple alternatives of a single concept that was  
2 arrived at.

3 Prior to that we considered multiple concepts  
4 that looked at the entire Northeast Truckee Meadows area,  
5 and we went through a very methodical approach to try to  
6 whittle those down to what we call the multi level screening  
7 process. The Commission looked at 18 different things that  
8 could potentially solve future congestion in the area. We  
9 whittled that down to eight and ultimately down to one  
10 concept, and then the multiple alternatives of that concept  
11 are what is displayed around the room here.

12 So what I'll do is I'll hit a couple of the  
13 more popular ones that we looked at that still get a few  
14 questions today, and then we will get into some more  
15 specifics of the alternatives we are looking at now.

16 So what is up here on the screen is a very  
17 simplified map. You have Pyramid Highway going north-south,  
18 McCarran around the outside, you have US 395, I-80, and then  
19 some of the major roadways in the area. Anything shown in  
20 red is congested in the year 2035. Anything shown in blue  
21 is not congested in the year 2035.

22 So one of the early concepts that was  
23 considered and kind of one of the obvious ones is why don't  
24 you just widen Pyramid Highway. That is what this map  
25 depicts. If you were to widen Pyramid Highway to six lanes,



1 not only would Pyramid Highway be congested in 2035, but  
2 McCarran Boulevard, Sparks Boulevard, many other roadways in  
3 the Northeast Truckee Meadows would continue to be  
4 congested. So that was one of the concepts that was  
5 screened out early on.

6 I'll continue to use these maps here. Another  
7 concept that was screened out, and this one gets a lot of  
8 attention, is the West Sun Valley arterial. So if you see  
9 the dashed roadway kind of bending around to the top left  
10 there, that represents the West Sun Valley arterial, which  
11 connects Eagle Canyon, La Posada, down to just southwest of  
12 Sun Valley. And we did take a long look at that to see if  
13 that were in place, would that solve congestion in the year  
14 2035.

15 You will notice based on everything that is red  
16 there that most of the facilities in the Northeast Truckee  
17 Meadows continue to be congested. So West Sun Valley  
18 arterial alone to solve this problem was eliminated from  
19 further consideration. As a side note, there is still the  
20 West Sun Valley arterial project in the long-range  
21 transportation plan, but it serves a different purpose.

22 Another option that was looked at was we get a  
23 lot why don't you just put a freeway or expressway  
24 north-south down to I-80. The most obvious location for  
25 that when you look at right-of-way would be Sparks

1 Boulevard, and that is the very wide dashed line that you  
2 see up there. If we converted Sparks Boulevard to an

3 expressway, would that solve traffic in Northeast Truckee  
4 Meadows, and you see from that, Pyramid Highway and McCarran  
5 Boulevard as well as parts of Clear Acre continue to be  
6 congested in the future. So that wasn't the answer and it  
7 got screened out.

8 Then finally, we arrived at the concept that is  
9 depicted here today, which is Pyramid Highway and east-west  
10 connector. The east-west connector would be a new road, and  
11 that is why it is shown in dashed there. If that were in  
12 place, you'd see that most of the congestion in the  
13 Northeast Truckee Meadows is relieved.

14 There is one small section there, and this is  
15 kind of a side note, in Sun Valley that shows congestion.  
16 That is based on earlier community input during previous  
17 transportation plan updates where the Sun Valley community  
18 did not want the main drag through Sun Valley to be widened.  
19 They wanted to keep that low key, didn't want too much  
20 traffic through there. So that is why that still shows  
21 congestion in the future. The RTC is starting a corridor  
22 study of Sun Valley separate from this project where that  
23 could be considered again in the future if the feelings  
24 there have changed.

25 That gives you a little bit of recap of some of

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19

1 the concepts we have considered. Now I'll dive in and start  
2 describing the concept that is around the room here that was  
3 moved forward into the Draft Environmental Impact document.

4 As we have talked about, we are discussing a  
5 six-lane freeway all the way from Eagle Canyon down to US  
6 395. It would extend north widening from Eagle Canyon all

7 the way up to La Posada.

8 There would also be improvements along Disc  
9 Drive all the way to Vista Boulevard to increase or improve  
10 that east-west connectivity that Doug talked about. There  
11 would also be improvements down Pyramid Highway to Queen  
12 Way. Those actually match up with the widening that is  
13 currently planned in the near future with the  
14 Pyramid-McCarran intersection. That is where those two  
15 projects would meet.

16 Then there would be multiple interchanges along  
17 the freeway section starting at US 395 heading over to Sun  
18 Valley, Disc Drive, Sparks Boulevard, Lazy 5 Parkway,  
19 Dolores and Eagle Canyon. And if you are interested in some  
20 of the Pyramid interchanges, those are described over here.  
21 If you want to see closer views of those, I'll describe  
22 those a little bit further as well.

23 Within the overall concept that we have talked  
24 about we have a couple locations where we have different  
25 alternatives. In the Pyramid corridor we have three

20

1 alternatives. These are three different alignments that  
2 could be considered, and they vary between Sparks Boulevard  
3 and Disc Drive. We will zoom in on these a little bit.

4 The first is what we call the "On" Alignment,  
5 which would put the six-lane freeway facility exactly where  
6 Pyramid is today. It is kind of the obvious first choice.  
7 Once you get down to Disc Drive, that freeway would then  
8 turn to the west, head up the hills as you come over towards  
9 Sun Valley. That is one choice that we have over in the  
10 Sparks area.

11                   A second is what we call the "Off" Alignment.  
12       Once you get south of Sparks, the freeway would then peel  
13       west and stay below the ridge line but kind of scoot in back  
14       behind the Wal-Mart over there, if you are familiar with the  
15       area, until you get pretty close to Disc before it turns to  
16       the west. And the idea there would be get some of the  
17       impact out of the existing Pyramid corridor.

18                   Then the third alignment was identified, we  
19       call it the "Ridge" Alignment, which takes the "Off"  
20       Alignment and moves things a little bit further west. The  
21       ridge part of that may be a little bit misleading because if  
22       you are familiar with the mountains in between Sun Valley  
23       and Sparks, they really kind of connect a collection of  
24       plateaus and knobs and different little small peaks. It  
25       kind of hides back in there in that area and kind of splits

21

1       the difference between the two battles. But we call that  
2       the "Ridge" Alignment.

3                   Now another area where we have multiple choices  
4       to consider is in the Sun Valley community. There are two  
5       alignment alternatives and two interchange alternatives for  
6       a total of four different options in Sun Valley.

7                   The first would be an interchange directly at  
8       Sun Valley Boulevard. Again, that is kind of the obvious  
9       choice, that is the main backbone. It is the first place  
10      you would think to put an interchange.

11                  With that, that could tie into east-west or  
12      Pyramid connector. That is what we call the south crossing,  
13      which is a little bit north of El Rancho. If you are  
14      familiar with the area, there is kind of a bluff behind the

15 apartments back there that creates a natural spot where  
16 there is no development until you get really close to Sun  
17 Valley Boulevard. So that is kind of the obvious spot for  
18 what we call the south crossing.

19 The north crossing goes and uses roughly  
20 Rampion Way, and the idea there is once you get west of Sun  
21 Valley Boulevard, you have got a utility corridor that runs  
22 through there that, again, leaves a little bit of an open  
23 footprint to try to minimize impacts to existing homes. So  
24 you have got the south crossing, a north crossing, for an  
25 interchange at Sun Valley Boulevard, or an interchange

22

1 located west of Sun Valley Boulevard.

2 This was identified for a couple reasons. One,  
3 there was some interest in reducing the activity on Sun  
4 Valley Boulevard itself, and by moving an interchange to the  
5 west you can do that. Secondly, without having the ramps in  
6 the heart of Sun Valley southern area down there, it does  
7 reduce relocations. And then third, I mentioned earlier  
8 that West Sun Valley arterial, it could potentially be a  
9 good termination point for a West Sun Valley arterial if  
10 that project moves forward.

11 So we have got the three choices of the Pyramid  
12 alignments and the four different options there in Sun  
13 Valley.

14 The other areas I mentioned once you get north  
15 of Sparks Boulevard, Disc Drive, Queen, and then once you  
16 get west of Sun Valley, it is the same for all the different  
17 alternatives we are talking about.

18 I want to describe those alternatives a little  
Page 18

19 bit because this gets a little confusing. If you take the  
20 three alignments, the two interchanges and the two crossings  
21 at Sun Valley Boulevard, that is 12 different options or  
22 combinations you come up with. That is a little bit much to  
23 handle in an environmental document. If you have seen that  
24 document over there, it is thick enough as it is.

25 So what we did as a group, as project team, was

23

1 identify four alternatives, that is four different  
2 combinations of those individual elements that gave you the  
3 best range of different footprints and different workings.  
4 Now each of these bits and pieces can be worked together,  
5 but if you look at the environmental document and moving  
6 forward when we talk about environmental impacts, we refer  
7 to them with respect to these four alternatives. I'll  
8 describe combinations real quick.

9 So alternative 1 would be using that Pyramid  
10 "Off" Alignment, the one below the ridge but behind the  
11 Wal-Mart, a northerly Sun Valley crossing, and an  
12 interchange at Sun Valley Boulevard.

13 Alternative 2 would use that Pyramid "On"  
14 Alignment, keep the alignment on Pyramid, have a southerly  
15 crossing at Sun Valley and an interchange at Sun Valley  
16 Boulevard.

17 Alternative 3 would use that "Ridge" Alignment,  
18 the one that swings a little further to the west, would use  
19 a southerly Sun Valley crossing, and has a West Sun Valley  
20 interchange.

21 Then alternative 4, "On" Alignment again, north  
22 crossing, West Sun Valley interchange.

23                   Then, of course, this being an environmental  
24                   project, we also have to analyze what is called the  
25                   No-Action Alternative. What happens if we don't do

24

1                   anything. And that is done for a couple reasons. One, it  
2                   is the viable alternative that needs to be considered, and  
3                   two, it gives you something to compare the alternatives  
4                   against, how well is everything going to perform if we did  
5                   nothing.

6                   So some of those aspects of alternatives 1  
7                   through 4 you may or may not like. I wanted to walk through  
8                   those so you get an idea of what was put into the  
9                   environmental document, or if we describe which alternative  
10                  has which impacts, you know which one I'm talking about.

11                  So now what I'll do is start summarizing some  
12                  of the information in the document. Again, one of the big  
13                  purposes for an EIS is to analyze what the impacts are,  
14                  summarize them so you can provide input and a decision can  
15                  be made.

16                  One of the most important ones particularly  
17                  with this project is right-of-way and relocations. If you  
18                  look at the different ranges here of the alternatives, you  
19                  could have anywhere from about 210 to 326 possible  
20                  residential relocations from the footprint of the entire  
21                  project.

22                  Alternative 1 would have the lowest, around  
23                  210. And then alternative 2 would have the highest around  
24                  326. And then similarly for businesses, it is going to be  
25                  anywhere from 7 to 28 businesses. Alternative 3 is the



1 lowest with 7, and then alternative 4 is the highest with  
2 28.

3 Now, as we mentioned, NDOT is here to provide  
4 information and answer any questions that you have about  
5 right-of-way. But one thing that is important to note is  
6 that there is the Uniform Relocation Act out there which  
7 protects the public and provides a methodic process that has  
8 to be followed for any right-of-way relocations, and they  
9 can describe that for you further.

10 Another thing to note about these numbers, it  
11 is based on the level of design that we have developed  
12 everything to, which is somewhere around 15 percent level of  
13 design. Whatever is identified as a preferred alternative,  
14 there is opportunities to refine the design and lower the  
15 impacts, and that is a focus moving forward at some point.

16 Another issue that is described in the  
17 environmental document is what is called environmental  
18 justice. It is a requirement any time you are looking at  
19 transportation projects, what it does it makes you look at  
20 impacts to minority, low income communities. Again, this  
21 has to be done on any transportation project.

22 The idea is you want to study if there is any  
23 disproportionately high or adverse impacts to those  
24 communities. So you can make a reasonable decision as to  
25 making sure that that is not guiding some of the decisions

1 that are going on. You look at the impacts, the benefits  
2 and what you can mitigate as part of the project.

3 I just want to note that is something that is  
4 discussed in the environmental document. If you have any  
5 questions about that, it is kind of a nebulous subject.  
6 Feel free to chat with us over at the environmental boards  
7 afterwards.

8 Historic resources play a big role in  
9 everything we do in terms of impacts. For this project our  
10 one historic resource is the Prosser Valley Ditch. I'm not  
11 sure if you guys are familiar with that. It was actually a  
12 short segment of a historic ditch just west of Sun Valley in  
13 the hills over there. It was actually never used, never  
14 completed, but it is considered historic because it is an  
15 example of early ingenuity in the area and early design in  
16 the Truckee Meadows. A couple of our alternatives do impact  
17 that. So we do want to disclose that.

18 Another thing that transportation projects have  
19 to look at is something that is called 4(f). How do these  
20 alternatives impact recreational resources, parks,  
21 designated open spaces, wildlife refuges, those type of  
22 locations. If they do, you have to do a separate study,  
23 what is called a 4(f) evaluation, and that is included in  
24 this environmental document.

25 We do have impacts to the Wedekind Park on the

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1 south end of Pyramid Highway. With the areas shown in red  
2 there, if you are not familiar with Wedekind Park, it is  
3 kind of southeast of Disc Drive and Pyramid Highway, kind of  
4 just an open passive area there with trails and a couple  
5 overlooks. So there would be a little bit of land required  
6 for that.

7 And another thing that is covered by 4(f) are  
8 historic architecture, which Prosser Valley Ditch, that  
9 qualifies. So we do have a couple of those impacts on this  
10 project.

11 Some resources you might be a little bit more  
12 interested in would be traffic noise. This gets analyzed in  
13 detail. We ran a complete traffic model, we take readings  
14 of what is out there today and project what it is going to  
15 be like in the future.

16 We have got some detailed maps over there as to  
17 what the results of that traffic noise study is. If you  
18 look at impacts to sensitive properties, the lowest  
19 alternative is alternative 3 impacting the fewest number of  
20 noise receptors. The highest would be alternative 2.

21 And what is interesting, this takes a second to  
22 kind of wrap your head around, I know it did me, if we  
23 didn't do anything, there would be over 200 receptors  
24 impacted. The reason why, if there is no project, there is  
25 no ability to put in any sort of noise mitigation. If you

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1 have a project, you have the ability to put in noise  
2 mitigation. So kind of an interesting little twist there.

3 We don't really have any air quality issues  
4 with this project.

5 A couple other resources that get considered:  
6 land use, floodplains, wetlands, water quality. These are  
7 things that have been looked at. This project doesn't have  
8 any major impacts in those areas for a project of this size.  
9 It is kind of unusual.

10 The project does include bicycle and pedestrian

11 amenities throughout most of the footprint. If you are  
12 interested in that, take a look at the boards, grab one of  
13 us, and we can show you exactly where those facilities are  
14 located.

15 Now, one issue that is important on this  
16 project is what is known as visual character, how is the  
17 visual environment going to change over time. We have got  
18 things like retaining walls, we have cut and fill areas, if  
19 we put up noise walls they help the noise but now they are a  
20 visual impediment. You have street lighting. That all gets  
21 analyzed.

22 A good example is if you have driven down  
23 through Pleasant Valley, you can see the new I-580 up there.  
24 It is visually obvious. And we would have a similar  
25 situation with this project as well.

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1 So that is it on the summary of some of the  
2 environmental impacts. Now I'll talk a little bit more  
3 about where we are and where we are going from a project  
4 schedule standpoint.

5 So we have got the arrow there pointing to the  
6 publication of the Draft Environmental Impact Statement, and  
7 a key part of that is the public hearing that we are having  
8 tonight. The next steps, the next major step that we have  
9 is identifying a preferred alternative. That is a key step.

10 Once a preferred alternative is identified, you  
11 complete what is called a Final Environmental Impact  
12 Statement which updates all the impacts of the preferred  
13 alternative, and that goes out for public review. So that  
14 will be another opportunity to get information. And then

15 based on that FHWA does a Record of Decision, which says  
16 essentially, hey, here is our preferred alternative and we  
17 agree with it and we are moving forward or we don't.

18 Before that Final EIS, though, is identifying  
19 the preferred alternative, and that is a big reason why we  
20 are here tonight, we need your input to help select that  
21 preferred alternative. It starts with you in the public  
22 hearing tonight. So your input, the input of stakeholder  
23 agencies and of other agencies gets rolled up, and we talk  
24 to each of the local agencies, get their input, as well get  
25 the input of the RTC Board, and all that gets summarized and

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1 a final preferred alternative decision ultimately made by  
2 the Federal Highway Administration. But your input, the  
3 local input is a huge factor on that, and it gets weighed  
4 very, very heavily.

5 So whether you have a preference for a north  
6 crossing of Sun Valley Boulevard, or an "Off" Alignment in  
7 the Pyramid corridor, or you want to say from an alternative  
8 standpoint the way we describe it in alternative 1, 2, 3,  
9 let us know, put it in writing and give us a comment. It is  
10 absolutely crucial.

11 But you might be curious beyond that what about  
12 construction and schedule moving forward. The soonest  
13 anybody would be knocking on anybody's door to talk about  
14 any sort of right-of-way acquisition would be somewhere  
15 around 2017. That would be the soonest, with construction  
16 of a first phase somewhere around 2018 to 2020. Again, that  
17 would be just the first phase and the soonest anything could  
18 happen.

19 I mentioned phases, and Doug did as well. A  
20 project of this size is very likely to be broken down into  
21 pieces and built over time. So everything you see before  
22 you would not come out all at once, and if you are  
23 interested in what that phasing may look like, come talk to  
24 us afterwards and we can describe what all those bits and  
25 pieces are likely to be.

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1 With that, Doug will close us out.

2 MR. MALOY: One thing I wanted to mention, past  
3 that red line, there is no finding that's been identified  
4 yet for design, property acquisition and construction. So I  
5 just wanted to mention that. It is something we will be  
6 looking into as we get closer to the Record of Decision.

7 So we mentioned the input, input comes by way  
8 of comments. You have got comment forms, as Michael  
9 mentioned, in the packet that you received. This gentleman  
10 here could record any comments that you have directly if you  
11 prefer not to write them down. And then there are other  
12 means here by way of submitting your comments up until the  
13 close of the comment period on November 12th.

14 If you want to see the document, it is  
15 obviously available publicly in locations that were included  
16 in the notice that you received. But it is also available  
17 on our website RTCWashoe.com. There is the project website  
18 as well, Pyramid/US395Connection.com, and then NDOT's  
19 website also has a link to the document if you care to look  
20 at it further online, which might be the easiest way to do.

21 So with that, I'm going to pass this back on to  
22 Michael, and we are going to get started with the question

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23 and answer. As Michael indicated earlier, property  
24 acquisition and relocation questions need to go to the folks  
25 here at NDOT who are here to answer those questions for the

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1 reasons that Michael mentioned earlier.

2 MR. MORENO: Thanks, Doug; thanks, Bryan.

3 As our card takers are making their way up to  
4 the podium to give me some questions, I just want to remind  
5 you that these public hearings being held tonight and  
6 tomorrow night are part of the public comment period, and as  
7 Doug has just indicated, there are a number of ways to make  
8 your public comments. Please keep in mind that the November  
9 12th, 2013, closing date, any public comment to be a part of  
10 the official project record needs to be submitted to NDOT by  
11 that date.

12 We have got Cindy and Lee Anne and Casey, they  
13 have cards. So if a question comes to mind while we are  
14 answering these questions up here, please flag them down,  
15 they will come to you, and then you can write your question  
16 and it will be submitted back up to me.

17 Just as a reminder, tomorrow's meeting is going  
18 to be held at Shaw Middle School in the library, same time,  
19 starts at 4:30, presentation at 5:30 and conclusion at 7:30.

20 QUESTIONS AND ANSWERS

21 MR. MORENO: Following our Q and A session here  
22 this evening we will return the public hearing back to open  
23 house format, and our project team members will be at the  
24 various stations to answer your questions more in-depth. So  
25 with that, the question is: If your property is paid for



1 and you will have to obtain housing, what percentage of  
2 interest will be paid? That is a right-of-way question. So  
3 whoever asked this question, please see Margaret over at the  
4 NDOT table.

5 The question here is on alternative 1. Our  
6 house would back up to the freeway. The length of our  
7 property is longer than the distance from the back of our  
8 property to the proposed freeway. How come there is no  
9 noise impact on our property, no one did any studies, it is  
10 useless than 500 feet. Someone needs to do a noise study.  
11 Alternative 3 is only marginally better. Please answer.

12 MR. GANT: That sounds pretty specific to a  
13 property location. Whoever asked that question, I would be  
14 more than happy to sit down and go over maps with you after  
15 the Q and A period.

16 FROM THE FLOOR: I would just like to know how  
17 you can make a study for six years and not come up with  
18 something that is 500 feet away from my property, according  
19 to that map over there. For a six-lane freeway 500 feet  
20 away from my property and there is no noise mitigation, no  
21 noise, nothing. How do I know my property is not going to  
22 be affected?

23 MR. GANT: We would have to look at the  
24 specifics of the property because there are certain  
25 criteria. There is federal criteria that dictates what does

1 or does not receive noise abatement. We would have to look  
2 at the specifics of that property and see how that fits into  
3 the federal criteria. I would be happy to chat with you

4 after the Q and A session.

5 MR. MORENO: Thanks, Bryan.

6 The next question, I believe Doug already  
7 answered this when he came back to the stage, is there money  
8 available. And at this time this project is not funded  
9 beyond the Draft EIS, and unless your question refers to  
10 something else, please let us know, we will clarify it, and  
11 perhaps you may need to go to the right-of-way NDOT table.

12 MR. MALOY: There is no funding for design  
13 construction beyond the document. We are going to complete  
14 the document, take it all the way through the Record of  
15 Decision on the preferred alternative. That would be the  
16 goal at this point in time. But beyond that, we are looking  
17 for funding, but we have not identified that yet.

18 MR. MORENO: Thanks, Doug.

19 The next question is: Why only four  
20 alternatives with 12 varied multiple scenarios?

21 MR. MALOY: That is a good question. I tried  
22 to touch on that in the presentation.

23 With the 12 different combinations, it becomes  
24 overwhelming to develop all the data, summarize all the data  
25 and put it all out there. So what we tried to do was

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1 identify four that gave us all the different parts and  
2 pieces, gave us the most broad range footprint from both an  
3 actual physical impact standpoint but also from a traffic  
4 and operational standpoint, and within those we have enough  
5 information, there is actually enough information in the  
6 document there that if you like nugget one, nugget two and  
7 nugget three, you can piece that information together to get

8 what you are looking for, for whatever combination you would  
9 be interested in.

10 FROM THE FLOOR: I would like to follow up on  
11 that.

12 MR. MORENO: What is it, Leo?

13 FROM THE FLOOR: I mean, I get what you are  
14 saying as far as presenting, but within, like you said,  
15 within those different variations you can have significant  
16 changes, and I'm not trying to be more difficult for you,  
17 but I think the reality is, when do those changes get made  
18 as it's being presented to us. Alternate 1 and alternate 2  
19 here could make huge differences to local businesses and to  
20 hundreds of homeowners. So they are kind of pretty  
21 significant.

22 I feel there is a hand me down to whatever  
23 reason of convenience that I think this is a complex  
24 project, and unfortunately (inaudible).

25 MR. GANT: A couple thoughts on that. When it

36

1 comes to input and comments that help us identify a  
2 preferred, it actually is even more advantageous if the  
3 comments refer to the specific parts, I do not like a south  
4 crossing or I do prefer a west of Sun Valley interchange.  
5 That feeds into us better so than the actual alternative, I  
6 like 1, 2, 3, or 4.

7 And then as Doug mentioned, under NEPA  
8 requirements you have to look at a reasonable range of  
9 alternatives. And a reasonable range also includes those  
10 that encompass the different opportunities, but it is not  
11 every single iteration that exists out there.

12 MR. MORENO: Thanks, Bryan.

13 The next question: In the summary of the  
14 mitigation document in the packet mentions a possible joint  
15 project with Washoe County School District regarding the  
16 fill dirt for a future potential middle school. This is  
17 news to Sun Valley. Where would this fill dirt be  
18 delivered, location, when was this proposed? I do not  
19 remember any meeting where this idea was publicly proposed.

20 MR. GANT: That was a concept that was  
21 identified for consideration. It is nothing that is  
22 actually being proposed as part of the project as a finite.  
23 It is something that could be considered.

24 With this project we are excavating a lot of  
25 dirt, in the millions of cubic yards when it is all said and

37

1 done. One of the things we heard from the community is that  
2 there is interest for additional school facilities in Sun  
3 Valley, and with that, if we have excess material that could  
4 be used for something like that, be more than happy to  
5 donate that or put a pad in place, if that is followed up by  
6 the ability for Washoe County to make improvements as well.  
7 So it just was an idea thrown out there for consideration.

8 MR. MORENO: Next question: Would this project  
9 be prevailing wage? Also, would it be done under a CMAR  
10 like the southeast connector?

11 MR. MALOY: This would be a publicly funded  
12 project, so therefore, it would be prevailing wage, or if it  
13 is federally funded. We would be looking at different ways  
14 to deliver this project. We always try to analyze what  
15 would be the best project delivery method. CMAR,

16 construction management at risk, is one of those that we are  
17 currently using on some projects, and it is an alternative  
18 that would be considered, I'm sure.

19 MR. MORENO: Thanks, Doug.

20 Next question: What will happen as far as  
21 safety and congestion on First Street for alternatives  
22 number 1 and 4? All people from Rampion will have to come  
23 back over to First Street. Many school children wait for  
24 bus on First Street.

25 Next question: Why not go through golf course,

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1 or does money speak?

2 MR. GANT: That is a good question about golf  
3 course. I think the previous question got skipped, so I'll  
4 come back and answer that, if that is okay.

5 Do you remember when I mentioned that item  
6 called 4(f), that transportation projects have to take very  
7 seriously. You have to look at all feasible alternatives to  
8 avoid what is called 4(f) property.

9 Because the golf course is actually publicly  
10 owned and the property associated with it is publicly owned  
11 and a recreation area, it is deemed a 4(f) property, and  
12 unless we have no other feasible alternatives, have to avoid  
13 it. So that is the golf course one. I think there was  
14 still the question about First Street.

15 I'd like to look at the specifics about that  
16 with you a little bit closer. I will say that any sort of  
17 connection with Sun Valley Boulevard would improve or would  
18 include improvements along Sun Valley Boulevard, such as  
19 signalized crosswalks, sidewalks and issues like that, up to

20 the latest standards. So it is not just coming down tying  
21 into the Sun Valley Boulevard and walk away. Sun Valley  
22 Boulevard has to be made to function properly from all mode  
23 standpoint.

24 MR. MORENO: I think we are going to go back to  
25 that previous question. I apologize. I thought I heard

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1 somebody pull it back.

2 MR. GANT: I answered that.

3 MR. MORENO: I'll wake up here. I think this  
4 is a statement. Worst scenario relocation, financial  
5 breakdown.

6 Next question: How seriously was the No-Action  
7 Alternative studied in relation to a northeast connector at  
8 Eagle Canyon to Lemmon Valley? Was EIS study area too  
9 small?

10 MR. GANT: If you recall the original slide  
11 that started off the presentation in terms of the study  
12 area, our study area was actually quite vast. It included  
13 almost the entire Northeast Truckee Meadows, and we did look  
14 at the alternatives outside of just the Pyramid corridor.

15 I believe the comment is referring to what is  
16 called the North Valley connector which heads over to  
17 Lemmon. That was included in the background modeling of  
18 what we did, but we did spend more time looking at the West  
19 Sun Valley arterial because it is actually a more attractive  
20 connection than the North Valley connector. So we spent  
21 more time looking at that one among the other 18 different  
22 concepts that were considered.

23 FROM THE FLOOR: Follow up question on that. A

24 follow-up question here. Was this limitation of the study  
25 area considered before or after the annexation of the areas

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1 of Winnemucca Ranch and the extra development that was  
2 approved in Sparks/Spanish Springs area?

3 MR. GANT: The models that we used to generate  
4 overall traffic volumes and conductivity and performance  
5 takes into account all the approved land uses. One of those  
6 that was specifically included in there was Winnemucca Ranch  
7 as well as any other identified land uses that have already  
8 been approved and developments like that. So I do know for  
9 a fact Winnemucca Ranch was in there.

10 MR. MORENO: Thanks, Bryan.

11 I have no more questions. Are there any other  
12 questions that anybody would like to have asked and  
13 answered?

14 I'll talk while you finish writing. Doug  
15 mentioned that the Draft Environmental Impact Statement is  
16 available for your review. Again, I'll remind you that that  
17 is available on RTCWashoe.com. It is also available on the  
18 Nevada Department of Transportation's website and also the  
19 project specific website, PyramidUS395connection.Com.

20 Additionally, there are hard copies available  
21 throughout the community, and those locations are: the  
22 Spanish Springs Library, the Sparks Library, the Sun Valley  
23 General Improvement District offices, our offices at RTC on  
24 Terminal Way, and the NDOT District 2 offices located on  
25 Galetti.

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1                   It is pretty small. I'll try to do the best I  
2 can, sir. Did anybody check fault lines? We saw NDOT, RTC  
3 create two left-turn lanes on to El Rancho, then close it  
4 down to one lane on the very next course -- left corner  
5 turning right, with a bus stop on the right.

6                   Also, at Clear Acre entrance to 395, two lanes  
7 merge into one at the entrance to 395, which is on a right  
8 turn of 395. One line does not allow enough room to move --  
9 to merge comfortably before entrance to 395. Why should we  
10 trust NDOT, RTC?

11                  MR. GANT: I'll touch on the first one  
12 regarding fault lines. We have looked for -- have studied  
13 maps of major known faults in the area and fault lines.  
14 There are some up in the hills along there that we are aware  
15 of.

16                  From a roadway standpoint, the most key part of  
17 that is keeping any structures built on top of a fault line,  
18 a roadway you can manage better. Because most of the fault  
19 lines up around there are pretty ancient, they are not as  
20 active.

21                  There is one of concern right south of Sparks  
22 Boulevard where we are looking to potentially put a  
23 structure that swings some of these alternatives to the  
24 west. As we advance design, the inclusion of that would be  
25 what is called fault trenching to identify the exact

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1 location of that, and it could affect the footprint of that  
2 structure. That is the only one we know of now that could  
3 potentially be a major impact.

4 MR. MALOY: I'm not sure really how to answer  
5 your question, but I will say that if you have some specific  
6 concerns about these two different projects, I think you are  
7 talking about the Clear Acre interchange and as well as some  
8 of the improvements we did recently on El Rancho which was  
9 changing it down to two lanes and a two-way left-turn lane,  
10 I know there's been comments and concerns about that project  
11 and those improvements. It would be best to talk to you  
12 about that after this period.

13 MR. MORENO: Thanks, Doug and Bryan.

14 We don't have any more questions, unless I see  
15 some hands come up before I sign off. Again, these public  
16 hearings are our way to involve the community. It is an  
17 open and transparent process. It is your opportunity to  
18 share your ideas, your suggestions, your concerns with us.  
19 When we do a project, we do extensive community outreach and  
20 we have opportunities for the public to talk with us.

21 We want to hear what you have to say, and I  
22 would encourage you, this is RTCWashoe.com, and if there is  
23 a project that is of interest to you, that you can sign up  
24 to receive updates for those projects directly for free via  
25 e-mail. At the same time, you can also sign up to be put on

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1 the project mailing list so that you are getting information  
2 from us.

3 At any time if you have questions or concerns  
4 or ideas, feel free to call RTC. Doug's phone number is on  
5 the screen here for this project. If you have other  
6 projects or programs you want information on, see me, I'll  
7 give you my card, you will have my phone number, you will

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8 have my e-mail, you can call and e-mail me as much as you  
9 want.

10 But again, this is an open and transparent  
11 process. We want to hear from you. That is why we are  
12 here. That is why we have the meetings. We don't do a  
13 project without public input. And so we want you to take  
14 advantage of those opportunities. Please share that  
15 information with your neighbors because that is how we can  
16 proceed to develop a project that will benefit the  
17 community.

18 With that, I'm going to sign off. We are going  
19 to return to the open house format. Our project team  
20 members will be at the various stations. Please talk to  
21 them, get more information, and thank you very much for  
22 spending your evening with us.

23 (Meeting recessed to open house format at 6:37 p.m.)

24 -oOo-

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1 PUBLIC COMMENT

2 STATEMENT BY KARON CAVE

3 MS. CAVE: Karon, K-a-r-o-n, C-a-v-e.

4 First of all, my home would be affected by  
5 number 2 and number 3 alternatives. And the address is 4714  
6 West Leoneseo Drive, L-e-o-n-e-s-i-o. My neighbor and I, we  
7 both would be affected by 2 and 3, Del Carpenter, and we  
8 both are disabled, and we are fine with them coming through  
9 that area.

10 We have been going to meetings and actually  
11 crunching the numbers looking at the environmental effects,

12 and the fact that like I was telling Michael, if the State  
13 doesn't do anything about the situation, the traffic is so  
14 horrible, there are so many accidents and deaths on Sun  
15 Valley Boulevard, that something needs to be done. I mean,  
16 it is just bringing the value of that whole area down, and I  
17 believe they need to do something, and no action on some  
18 kind of helping the transportation issue and the over the  
19 dangerous traffic through Sun Valley would be governmentally  
20 irresponsible.

21 And I think NDOT has been doing a great job.  
22 Even with their project on Sun Valley, there was an incident  
23 where there were two lanes that went from Clear Acre into  
24 Dandini, but they fixed that immediately. It just happened  
25 one day. But the rest of the project went fantastic and it

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1 Looks beautiful.

2 Like I said, we have discussed with my  
3 neighbor, we have discussed, I talked to other neighbors,  
4 and I have also talked to NDOT about how they would also not  
5 be giving us just market value, they would actually give an  
6 estimate on the home as a replacement value, what it would  
7 cost to get a home like we have, which would affect less  
8 homes if they went through alternative number 3.

9 And it would also be best for the park, the EPA  
10 park, 4(f) effects, and also the DEIS by disproportionate  
11 affecting people. There is a lot more houses on the other,  
12 like number 1 and number 4, a lot more people would be  
13 displaced.

14 STATEMENT BY LEO HORISHNY

15 MR. HORISHNY: Leo Hori shny, H-o-r-i-s-h-n-y.

16 I live at 5216 Valley Hi Drive, the corner of Stockade and  
17 Valley Hi. And my comment is that the alternative 1, the  
18 ridge line alternative ends up putting the freeway less than  
19 300 yards from my house and dozens of other homes there.

20 My other concern is with the overpasses, or the  
21 off-ramp on Dandini, the alternative that runs into First  
22 Avenue, the west side of First Avenue before coming down  
23 into Sun Valley Boulevard is a very steep hill, and it is  
24 adjacent to an elementary school, and in inclement weather,  
25 it is horrible now, and to have freeway traffic coming off

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1 on to that grade is not safe.

2 In addition, that section of Sun Valley  
3 Boulevard near the McDonald's and Chevron still has huge  
4 standing water problems on moderate storm and snow and rain  
5 storms now. With extra traffic, that is just going to be an  
6 increased danger, and running any of those off-ramps off  
7 First Avenue is not a safe thing to do.

8 (Meeting concluded at 7:30 p.m.)

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1 STATE OF NEVADA, )  
2 ) ss.  
3 COUNTY OF WASHOE. )  
4

5 I, ERIC V. NELSON, Certified Court Reporter and  
6 a notary public in and for the County of Washoe, State of  
7 Nevada, do hereby certify:

8 That I was present at the Public Meeting of the  
9 Regional Transportation Commission on Wednesday, October 9,  
10 2013, and thereafter took stenotype notes of the  
11 proceedings, and thereafter transcribed the same into  
12 typewriting as herein appears;

13 That the foregoing transcript is a full, true  
14 and correct transcription of my stenotype notes of said  
15 proceedings.

16 Dated at Reno, Nevada, this 18th day of October  
17 2013.

18  
19  
20  
21  
22  
23

ERIC V. NELSON, CCR #57

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25



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**PYRAMID  
HIGHWAY**

**US 395  
CONNECTION**

**DEIS Public Hearing**  
Truckee Meadows Community College  
7000 Dandini Blvd., Reno, NV  
**October 9, 2013, 4:30-7:30 PM**

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**PYRAMID  
HIGHWAY**



**US 395  
CONNECTION**

**DEIS Public Hearing**  
Truckee Meadows Community College  
7000 Dandini Blvd., Reno, NV  
**October 9, 2013, 4:30-7:30 PM**

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# US 395 CONNECTION

DEIS Public Hearing  
Truckee Meadows Community College  
7000 Dandini Blvd., Reno, NV  
October 9, 2013, 4:30-7:30 PM

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# US 395 CONNECTION

DEIS Public Hearing  
Truckee Meadows Community College  
7000 Dandini Blvd., Reno, NV  
October 9, 2013, 4:30-7:30 PM

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**PYRAMID  
HIGHWAY**



**US 395  
CONNECTION**

**Audiencia Pública DEIS**  
Truckee Meadows Community College  
7000 Dandini Blvd., Reno, NV  
**Octubre 9, 2013, 4:30-7:30 PM**

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**DEIS Public Hearing**  
 Truckee Meadows Community College  
 7000 Dandini Blvd., Reno, NV  
**October 9, 2013, 4:30-7:30 PM**

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2



**PYRAMID  
HIGHWAY**



**US 395  
CONNECTION**

**Audiencia Pública DEIS**  
Truckee Meadows Community College  
7000 Dandini Blvd., Reno, NV  
**October 9, 2013, 4:30-7:30 PM**

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TOTAL SIGN-LANS = 112

Electeds = 2

Project Team (RTC, NDOT, FHWA, CONSULTANTS, ETC) = 23





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1

BEFORE THE REGIONAL TRANSPORTATION COMMISSION

-oOo-

RTC PYRAMID HIGHWAY/US 395 CONNECTION PROJECT  
PUBLIC MEETING

THURSDAY, OCTOBER 10, 2013

Shaw Middle School  
600 Eagle Canyon Drive  
Sparks, Nevada

Reported by: ERIC V. NELSON, CCR #57, CRR

♀

2

A P P E A R A N C E S,

Page 1

APPEARANCES FOR RTC:

MICHAEL MORENO, Public Information Officer  
BONNIE WEBER, Washoe County Commissioner, RTC Board Chairman  
DOUG MALOY, Project Manager

APPEARANCES FOR JACOBS ENGINEERING:

BRYAN GANT, Project Manager

APPEARANCES FOR NDOT:

MARGARET ORCI

♀

I N D E X

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4

1 SPARKS, NEVADA, THURSDAY, OCTOBER 10, 2013, 5:36 P.M.

2 -oOo-

3

4 MR. MORENO: Good evening, Ladies and  
5 gentlemen. Thank you very much for being here tonight.

6 I'm Michael Moreno, I'm the RTC Public  
7 Information Officer. And we very much appreciate you taking  
8 time out of your evening to be here this evening. We don't  
9 have a microphone, but hopefully the space is small enough  
10 that my voice will project. If you cannot hear, please just  
11 raise your hand and say, speak up, and I will try to do  
12 that.

13 Before we get started with the business at  
14 hand, you received a packet when you signed in. There is a  
15 lot of information in this packet with regards to the  
16 Pyramid Highway/US 395 Connection Project.

17 Additionally, you received a flier which is  
18 announcing the Transit Connections 2013 Summit that we will  
19 be hosting on December 6 at the Reno-Sparks Convention  
20 Center. You may be aware that this past year the RTC Board  
21 of Commissioners adopted the Regional Transportation Plan,  
22 the 2035 RTP which involved an 18-plus-month process of  
23 community meetings to help us develop the transportation  
24 vision for our community.

25 Now the reason why we are hosting a transit

1 summit is because throughout that process we heard from the  
2 public that they want more transit. Now some of you may  
3 ride transit, some of you may not, but we all benefit from  
4 having public transportation in our community.

5 Additionally, there is linkages not just for  
6 transit but for our roads and our transportation network  
7 that is very important. So I want to encourage you to  
8 attend Transit Connections 2013. It will be free to the  
9 public, and we will also have free transit on that day  
10 throughout our fixed route network.

11 Now I have got some housekeeping items to take  
12 care of before we get started and we formally start the  
13 presentation for the project. First off, if you need to use  
14 restroom facilities, they are located outside the doors that  
15 you came in, and I believe you can go either left or right  
16 to use those.

17 With that, I'll go ahead and start with some  
18 introductions. We have a number of individuals that I want  
19 to introduce you to.

20 The Pyramid Highway/US 395 Connection Project  
21 has been under study for a long time, about five years. And  
22 it has involved extensive public participation throughout  
23 those five years. You are going to hear more about what  
24 that process entailed when Doug Maloy, the Project Manager,  
25 does his presentation.

♀

1 With that, I want to introduce a few people who  
2 are here this evening. And hopefully they are all around,

3 and I apologize because some of them are going to be behind  
4 you, but I'm going to start with the Director of  
5 Engineering, and that is Jeff Hale. He is over here in the  
6 purple shirt.

7 With that, I want to introduce Amy Cummings,  
8 who is my boss. She is the Director of Planning at the RTC.  
9 Other individuals are Doug Maloy, and Doug is over here, and  
10 you are going to hear more from him in just a moment.

11 Other individuals from the RTC that are present  
12 tonight, we have Senior Engineer Howard Riedl, we have  
13 another engineer, Scott Gibson, and Marchon Miller also from  
14 the engineering department. And from our planning  
15 department we have Christina Leach.

16 Other folks I would like to introduce, our  
17 Chairman, the RTC Chairman of the Board of Commissioners and  
18 a County Commissioner, Bonnie Weber, and she is in the back,  
19 and you are going to hear a little from her in just a  
20 moment. Also want to acknowledge Commissioner Vaughn  
21 Hartung, who is here this evening.

22 We also have the Chairman of the Sparks  
23 Planning Commission and also a member of the Truckee Meadows  
24 Planning Commission, that is Art Sperber, and he is in the  
25 back.

♀

7

1 We have a lot of partners with this project.  
2 This project is being facilitated in cooperation with the  
3 Nevada Department of Transportation and the Federal Highways  
4 Administration. With that, I would like to introduce some  
5 of those folks who are here with us tonight. Del Abdalla,  
6 he is with FHWA. He is in the back. Greg Novak. Is Greg

7 here tonight?

8 FROM THE FLOOR: No.

9 MR. MORENO: We have Sue Klekar. And then from  
10 NDOT, we have a great team working with us as well, we have  
11 Project Manager Nick Johnson, he is in the back over there.  
12 Julie Maxey, Chris Young, Steve Cooke. We also have our  
13 project -- by all means, that is not inclusive. We have  
14 other members here but trying to get through the program so  
15 that we can get you home to your families.

16 We have a consultant team that has been working  
17 with us as well, and Bryan Gant from Jacobs is a project  
18 manager. He will participate in the presentation this  
19 evening. Along with Misty Swan from Jacobs.

20 And then from CH2M Hill we have David Dodson,  
21 and he is way in the back over there.

22 I also have a couple of folks from NDOT who are  
23 here to tell you and talk about the right-of-way  
24 acquisition. Now I will tell you that right-of-way  
25 acquisition is a very sensitive and private matter, and

♀

8

1 during the question and answer period, which I'll talk a  
2 little bit about in just a moment, I'm going to ask that you  
3 save those questions and talk to both Margaret and Carrie,  
4 who will be in the corner over here.

5 Now we also have a couple of translators here  
6 with us tonight, and they are Natalia Cardillo, she is in  
7 the back, along with Patricia Bisbee, she is in the back.  
8 For any of our audience members here tonight who would like  
9 to have the information in Spanish, please go to the corner  
10 there and they will provide the translation of the

11 presentation that is being given tonight.

12 (Spoke in Spanish.)

13 MR. MORENO: Hopefully if there is anybody who  
14 speaks Spanish in this section, they can move to that  
15 section.

16 The way our program is going to work tonight is  
17 Doug and Bryan will go through the Draft Environmental  
18 Impact Statement information, and following that  
19 presentation you were all handed a question card. What we  
20 are asking is if you have a question, please fill this out,  
21 and we will have folks that I will introduce when that  
22 portion starts who will be around to pick these cards up,  
23 deliver them up here, and then we will ask the questions,  
24 and then they will be answered by either Doug or Bryan.

25 Additionally, there is a comment card inside

♀

9

1 your packet, and this is for you to write your comments, and  
2 you can submit those to us if you do not wish to have your  
3 question asked in the public forum.

4 Finally, we have Eric up here, Eric Nelson, he  
5 is our court reporter. He is taking minutes from this  
6 presentation this evening. Additionally, he is here for you  
7 to also sit down and share your comments about the project  
8 which he will include in the minutes of this presentation  
9 this evening.

10 The public hearings that we are hosting tonight  
11 are part of the public participation process. This is the  
12 second public hearing that we have held. We had the first  
13 one last night at Truckee Meadows Community College.

14 And so we welcome you, we appreciate you taking



15 time to be here. Again, we want to hear from you. It is  
16 very important that we get your input, and both Doug and  
17 Bryan will reiterate that throughout their presentation.

18 With that, we are going to go ahead and get  
19 started, but before we do that I would like to invite our  
20 Chairman and your County Commissioner Bonnie Weber to say a  
21 few words.

22 MS. WEBER: Thank you all for coming tonight.  
23 It really is great to have you all here. Appreciate your  
24 time in coming to find out what is really going on.

25 One of the things I said last night when I

10

1 attended was that this is really an issue that is very near  
2 and dear to each and every one of us for whatever reasons,  
3 whether you are being impacted, whether it is going to be  
4 helpful to you, and I just want you to know that the  
5 information that you hear tonight, as well as last night, is  
6 a lot of good information and a lot of factual information.

7 Sometimes in our neighborhoods we start talking  
8 to our neighbors and we start getting information from them  
9 which isn't always accurate. They say it in a way that they  
10 feel is necessary to say.

11 So I'm so glad you are here, and I am going to  
12 encourage you all, and I think you probably all have been  
13 back here, but I'm going to encourage you all to make sure  
14 that you do ask questions and take the time to go back and  
15 talk with each of the individuals and find out about any of  
16 the issues that you have questions about. Because you have  
17 everyone here, be sure and ask those questions.

18 I just appreciate your time and your effort in

19 coming out, and there is a lot of good information here  
20 tonight. But thank you. Thank you for being here taking  
21 the time out of your busy days and your evening time with  
22 your families to come out and hear what is going on. And  
23 make sure that you comment on it. That is going to be the  
24 important thing.

25 When we have an EIS study like this, we really

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11

1 want to hear and everyone wants to hear exactly what you  
2 think about certain areas of the project. So don't think  
3 that there is any question that is trivial because every  
4 question, you might ask the question, somebody else has the  
5 same question as well. So please be sure and do that, and  
6 thank you for coming out tonight.

7 MR. MORENO: Thank you, Commissioner.

8 So when you arrived this evening our format for  
9 this public hearing is an open house format. As I'm sure  
10 all of you saw, we have display boards right behind you, we  
11 open the public hearing with an open house format, an  
12 opportunity for you to view the boards, talk to our project  
13 team, ask some questions. This is the formal part of the  
14 hearing this evening with the presentation we are going to  
15 give you.

16 Following the presentation and the Q and A  
17 session we will return to open house format for you to  
18 review the maps, ask more questions if you like, leave your  
19 comments with Eric. And at the same time I cannot stress  
20 enough, Commissioner Weber's words, please give us your  
21 feedback. That is why we are here tonight. We will be here  
22 until 7:30, and without further ado, I would like to

23 introduce Doug Maloy, RTC Project Manager for the Pyramid  
24 Highway/US 395 Connection Project.

25 MR. MALOY: Thank you, Michael.

12

1 This is a great turnout. Before I get started  
2 I just want to say it is so important, we put a lot of  
3 effort into this for over six years. As I was over there  
4 just in the area where the maps are, great questions were  
5 being asked, and I hope that the answers were given that you  
6 want to hear, and we will continue to answer those questions  
7 as we go throughout. Hopefully everybody can hear me. I'll  
8 try to keep projecting my voice.

9 This is a federally funded project. As such,  
10 there is significant effects on the human environment, which  
11 the human environment is homes, is species, architecture.  
12 There are things that could be affected, and if they are  
13 affected, an Environmental Impact Statement is required by  
14 the federal government.

15 So that Draft Environmental Impact Statement  
16 that we have currently prepared and is now available for  
17 public review and comment, there are copies of it here,  
18 there are copies available on our website, it has to first  
19 fully describe the impacted environment that results from  
20 this project. It has to provide a reasonable range of  
21 alternatives, and we have alternatives as you see on the  
22 plans and in the document. In addition, it has to summarize  
23 what the impacts are as a result of those alternatives.

24 So that document contains that information, and  
25 that is what we are here to talk about tonight.

1                   So as Michael mentioned, there's been two  
2                   hearings, this is the second hearing. These hearings are  
3                   the same. They have the same content, same presentations,  
4                   the same displays at both of the hearings. We held two  
5                   because this covers a very large area. It is a 12-mile long  
6                   facility and it is over a large area. So for your  
7                   convenience, convenience of all the public, we have held the  
8                   two hearings, but they are the same. I just wanted to let  
9                   you know that.

10                   Basically we are talking about relieving  
11                   congestion on the Pyramid Highway from Queen Way north to  
12                   Calle de la Plata and providing connectivity between Pyramid  
13                   and 395. The study area shown here is basically the  
14                   footprint of all of the alternatives that were considered to  
15                   relieve that congestion.

16                   So the purpose and need is developed very early  
17                   in the process. Michael mentioned five years ago. So in  
18                   2008 we had our initial meeting for this project, made it  
19                   known that we were going to study this, and the purpose and  
20                   need is one of the first things that is developed in the  
21                   project. So everything we look at as far as alternatives  
22                   are concerned are evaluated against this purpose and need.  
23                   If they don't meet the purpose and need, they get screened  
24                   out.

25                   There are four elements for this particular

1                   project. They are not all the same, but for this project  
2                   there are four of them. serve existing and forecasted  
3                   population employment growth. As you know, undeveloped land

4 out here is going to be developed. It is just a matter of  
5 time. So we are looking at that. And our traffic modeling  
6 all reflects that.

7 Address traffic issues existing and future. We  
8 are looking at 20 years into the future. 2035 is the  
9 horizon for design on this. Connectivity, accessibility,  
10 congestion, all those have to be addressed.

11 Address safety needs in addition to that, and  
12 then be responsive to regional and local plans. The RTC has  
13 a regional transportation plan. It has many roads in the  
14 area. In that plan improvements planned for those, this is  
15 just one of those roads in that plan.

16 Pyramid, as you know, is really the primary in  
17 and out of the Northeast Truckee Meadows. Anyone that comes  
18 in, the majority of the traffic that comes in and out of  
19 Spanish Springs uses Pyramid. So much so that we are  
20 talking six-lane freeway facility. That is what these plans  
21 are showing. That is a tremendous volume of traffic.

22 395 currently, spots of it are six lanes. So  
23 we are talking very large volumes of traffic and a huge need  
24 that is projected.

25 In addition, McCarran is the only major

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15

1 east-west route north of I-80. So anything we do to provide  
2 connectivity between Pyramid and 395 is going to relieve  
3 congestion on McCarran and on I-80.

4 So the purpose of tonight's meeting, Michael  
5 touched on a lot of this, with the document out, we want to  
6 explain to you how this process has evolved over the five,  
7 six years. You are going to get more of that when we look

8 at the alternatives that were considered.

9 We need your input. Comments are what we  
10 really need. There is alternatives and decisions still to  
11 be made on this, and before we can do that, we need to get  
12 the input of the public and the agencies that are affected  
13 by this, and that is what we are looking for tonight and  
14 through the comment period, which closes on November 12th.

15 Michael mentioned the information, it is all  
16 here. We have got folks to answer questions, technical  
17 questions and everything else associated with this project.

18 So talking with the study team is very  
19 important. And then what are the environmental impacts.  
20 There is a line of 12 boards there or more and then the  
21 document, of course, is volumes of information on impacts,  
22 as I mentioned, to archaeological, homes, noise. All of the  
23 impacts that could result from a project that might move  
24 forward are in that document and along those boards.

25 So who is involved. The Regional

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16

1 Transportation Commission, for those of you that don't know,  
2 we are the metropolitan planning organization for Washoe  
3 County. That document that we have prepared has all of the  
4 regional roads in the area.

5 We don't own or operate any facilities, any  
6 roads, but we do administer projects, and that is what we  
7 are doing here. NDOT owns, the Nevada Department of  
8 Transportation owns the Pyramid Highway. They own and  
9 operate it. Any improvements that we do to it, they are  
10 improvements to own and operate and including a connector  
11 that could be built. These are freeway facilities. They

12 are owned and operated in this state by NDOT.

13 Jacobs was hired to prepare this document, and  
14 a lot of hours and effort go into preparing of this document  
15 on behalf of the Federal Highway Administration. The  
16 document is prepared for them. They have the ultimate  
17 approval authority on the EIS and any project that might go  
18 forward.

19 So some of the other agencies that participate  
20 are shown here. They are stakeholders, if you will, in the  
21 process, and very important stakeholders of that, including  
22 the Cities of Reno and Sparks and Washoe County. It spans  
23 really all of the region and all of these entities.

24 So just a little history and little look  
25 forward. We did a corridor management plan for Pyramid back

17

1 in 2001. That was completed and approved. Basically it  
2 outlined some of the improvements that should occur on  
3 Pyramid. This is a segment of that that was considered, and  
4 in our long-range transportation plan. So we went ahead,  
5 took that piece from that plan and decided to move forward  
6 with this study.

7 The Environmental Impact Statement process  
8 started in 2007. The first meeting, I mentioned, was 2008.

9 The analysis of alternatives was complete in  
10 2011, and since that time, since those alternatives that you  
11 see here were whittled down, then we looked at what are the  
12 impacts as a result of those alternatives. So that has all  
13 been compiled in the document, in the Draft EIS that was  
14 just recently approved to be able to be submitted to the  
15 public for review and comment. That is where we are at



16 right now. We are in that period.

17 So that period, as I mentioned, started  
18 September 13th. It closes on November 12th. We are looking  
19 to get comments during that period.

20 From that point on, and that is really where we  
21 are at right now, hopefully everybody can see that, we will  
22 accumulate those comments. They all have to be addressed,  
23 and they will be in the Final EIS that ultimately results  
24 from this process. We will be looking at those and coming  
25 up with a preferred alternative to take into that final

18

1 document.

2 As that occurs, if FHWA approves, the form of  
3 approval is a Record of Decision or ROD. And the size of  
4 this project is such that it is not going to happen in one  
5 project. It is extremely costly and it will take years and  
6 years to build. So it will likely be phased, and we will  
7 talk a little bit about phasing, but essentially you could  
8 break it up like this for now.

9 Preliminarily would be to build the connector  
10 maybe in the five- to ten-year time frame, build a piece  
11 from Disc Drive up to Sparks Boulevard in, say, the 10- to  
12 15-year time frame, and beyond Sparks Boulevard is likely 20  
13 years out before we would be constructing.

14 After a Record of Decision maybe on a phase is  
15 approved, then we would start doing more design. This is a  
16 very preliminary level of design. So we have got more  
17 design to do, property acquisition on that particular phase  
18 and eventually construction.

19 So just a little bit of the outreach history  
Page 15

20 which is important. This is the culmination of that is we  
21 have had many meetings throughout this five- to six-year  
22 time frame, both in Spanish Springs and Sun Valley, again,  
23 because of the two communities that are affected by this,  
24 potentially affected by this project.

25 Over the course of time we have had other

19

1 smaller group meetings like citizens advisory committees and  
2 boards, we have had up to 50 different meetings that we have  
3 held as we have gone through this process.

4 So with that, I'm going to reintroduce Bryan  
5 Gant. Bryan is going to talk through basically some of the  
6 alternatives that were considered earlier, the alternatives  
7 that remain in the document, and explain those to you, and  
8 then he is also going to summarize the environmental impacts  
9 that result from those alternatives.

10 MR. GANT: Thanks, Doug.

11 So as Doug mentioned, there is a lot of  
12 different things that have been considered over time, and we  
13 have been working on this thing for about six years. What  
14 is shown out in the boards out there is multiple  
15 alternatives of one concept.

16 Through our process we have considered multiple  
17 concepts, not just the idea of a freeway down Pyramid  
18 connecting over to 395. What we have instituted was what we  
19 call multilevel screening process.

20 We started with a long list of different ideas,  
21 and I'll actually walk through a couple of them in a minute  
22 that were considered, and as we sharpened our pencil, took a  
23 closer look at it, that got whittled down to about eight and

24 one concept that rose to the top for addressing future  
25 congestions. Within that one concept we have the

20

1 alternatives that are shown on the boards back there.

2 So let me touch on a couple of the concepts  
3 that were considered early on and dismissed that are a  
4 little bit more popular, you hear a little bit more interest  
5 about these. This is really simplistic map. This is I-80  
6 here, on the left going north-south is 395. You have  
7 Pyramid Highway right here and McCarran Boulevard.

8 Everything shown in blue is not congested in  
9 the year 2035, and everything shown in red is congested in  
10 the year 2035. So one of the alternatives or one of the  
11 concepts we considered was what happens if you just widen  
12 Pyramid Highway, widen it to six lanes, is that going to  
13 address future congestion. As you can see with all the red  
14 showing congestion in this area, that concept would not  
15 address it. So it was eliminated early on.

16 Another concept that was considered and a lot  
17 of people have an interest in is what is called the West Sun  
18 Valley alteral. Again, we are using this same map here, but  
19 if you are familiar, there is actually a concept of tying in  
20 a roadway with Eagle Canyon/La Posada, running it down to  
21 the southwest and tying in somewhere around Dandini  
22 Boulevard. The idea would be you get a bunch of traffic to  
23 come off Pyramid before it even hits there from the Eagle  
24 Canyon/La Posada area.

25 We took a close look at that because, again, it

21

1 is kind of a popular idea, and with that you can see with  
2 all the red, Pyramid maintains congestion in 2035, McCarran  
3 Boulevard stays congested, so does Sparks and some other  
4 roadways in the area.

5 Now with that said, I want to acknowledge that  
6 the West Sun Valley concept is still in RTC's long-range  
7 transportation plan but is a separate project that doesn't  
8 address the needs of this one. So that is something we  
9 looked at and dismissed early on.

10 Another concept that we took a look at that we  
11 hear a lot about is can't you just put a freeway straight  
12 down to I-80 or increase capacity all the way down to I-80.  
13 If you look at the different north-south roads in the area,  
14 Sparks is actually the best candidate. It has the widest  
15 footprint there before you would start hitting homes. We  
16 took a look at what would happen if you converted Sparks  
17 into an expressway all the way down to I-80.

18 With that, you still have congestion on Pyramid  
19 because most of the people's destinations is further to the  
20 west, so not everybody gets attracted -- or further to the  
21 east, and it doesn't do anything about east-west  
22 conductivity, so McCarran stays congested. So that was  
23 another idea that we looked at that got dismissed early on.

24 Then last but not least what you see here is  
25 actually the Pyramid/395 connector concept. The connector

♀

22

1 is shown in dashed because it doesn't exist today. With  
2 that you notice if you put in a freeway along Pyramid and  
3 connected to 395, most of the area in the Northeast Truckee

4 Meadows, the congestion gets relieved in 2035. There is a  
5 little segment in Sun Valley that does not, and that is due  
6 to a local preference not to widen that section of Sun  
7 Valley.

8 FROM THE FLOOR: Could you orient me where the  
9 dotted line is to where the other roads are right now?  
10 Because I can't make it out.

11 MR. GANT: So this blue line right here is  
12 McCarran Boulevard, here is Pyramid north-south, and just  
13 west of Disc Drive you have east-west connector tying over  
14 395. It is a simplistic diagram.

15 FROM THE FLOOR: Would you show me where the  
16 Lazy 5 is? Spanish Springs Library.

17 MR. GANT: We would be up at the top.  
18 Hopefully that helped.

19 So now you can see after doing this analysis  
20 why the Pyramid freeway/395 connector concept rose up to the  
21 top.

22 Now as I mentioned, within that we have  
23 multiple different choices, but let me give you a brief  
24 rundown of what that overall concept looks like a little bit  
25 more down to earth. This is a very high level overview.

♀

23

1 Don't expect you to be able to read this map, although it is  
2 available over there if you want to see it. This has all  
3 the different components superimposed on top of each other.

4 It would consist of a six-lane freeway all the  
5 way from Eagle Canyon to 395. Several sections would be  
6 widened including north of Eagle Canyon all the way up to La  
7 Posada because you have to transition down from a freeway

8 into a widened facility further down, Disc Drive would, as  
9 would Pyramid down to Queen Way. If you are familiar with  
10 the Pyramid-McCarran intersection project, it widens up to  
11 Queen Way, this would go down to meet that down to Queen  
12 Way.

13 And then you have a large interchange at US  
14 395, proposed interchanges at Sun Valley area, Disc Drive,  
15 Sparks Boulevard, as well as Lazy 5, Dolores and Eagle  
16 Canyon. So that is kind of the rough footprint of what this  
17 looks like. We will zoom in on a couple of these different  
18 areas where we have choices to make.

19 The first would be and probably most important  
20 to you guys is the Pyramid corridor. Between Sparks and  
21 Disc Drive there are actually three different alternatives,  
22 and this is where I'm starting to use the word "alternative"  
23 instead of "concept." There are three different  
24 alternatives that we have to choose from.

25 We have what we call the "On" Alignment that is

24

1 essentially converting Pyramid where it is today into a  
2 six-lane freeway from Sparks all the way down to Disc Drive  
3 before the 395 connector moves on to the west. That is what  
4 is shown here. That would be Pyramid freeway, and then that  
5 would be the connector moving on to the west.

6 Another option is what we call the "Off"  
7 Alignment. So this takes the idea of once you get south of  
8 Sparks Boulevard, why not take the six-lane freeway and pull  
9 it off of existing Pyramid and start that transition further  
10 to the west. And the idea is it would actually hover below  
11 the ridge line on the west side of the valley but kind of

12 behind the Wal-Mart, if you are familiar with that area.  
13 Once it gets south of there, it would then turn to the west.  
14 We call that the "Off" Alignment.

15 The third alternative is what we call the  
16 "Ridge" Alignment. It takes the "Off" Alignment idea and  
17 takes it one step further, if you will. Once you get south  
18 of Sparks Boulevard, Pyramid freeway would swing further to  
19 the west, and it would kind of hide in the ridge area in  
20 between Sparks and Sun Valley. It is kind of a plateau,  
21 knobby area back there, if you are familiar with it. So it  
22 actually hides back there fairly easily, before it then  
23 swings further west and crosses Sun Valley.

24 Yes.

25 FROM THE FLOOR: Could I ask a question about

25

1 what is up there right now?

2 MR. GANT: Sure.

3 FROM THE FLOOR: Do you see where it says  
4 Sparks Boulevard, the S and the P of the word "Sparks"? I'm  
5 looking to know what that little sort of half circle line is  
6 where the big orange line goes through it.

7 MR. GANT: Right there?

8 FROM THE FLOOR: Yes.

9 MR. GANT: Okay. Good question. And if you  
10 look at the maps back there, a lot of this is easier to see,  
11 don't expect you to be able to read this on the screen, but  
12 just want to give you the 30,000-foot view of what that is.  
13 That would be the connection if you did not want to stay on  
14 Pyramid freeway and connect all the way out to 395, you  
15 wanted to stay local on Pyramid, if you wanted to go down to



16 the Costco, you would actually exit out and then get on to  
17 Pyramid where it is today to get down to the Costco and the  
18 Best Buy.

19 FROM THE FLOOR: The beginning of that line and  
20 the end of that line of that little half circle line there,  
21 what are the streets that are there? I mean, I don't know  
22 where I am on that map. Or do I need to wait until later?

23 MR. GANT: It would be easier to see back  
24 there, they are all labeled.

25 We just looked at the different options that we

26

1 have here in the Pyramid corridor. Once we get over to Sun  
2 Valley is another area where we have some alternatives. We  
3 have two alignment alternatives there, and then we have two  
4 interchange alternatives in that location for a total of  
5 four. I'll see if I can describe these really quick.

6 What you are looking here are snippets of Sun  
7 Valley Boulevard, and this is El Rancho, Dandini, same thing  
8 on all these. We can either have an interchange at Sun  
9 Valley Boulevard, and that is what is shown in both of these  
10 pictures, with an alignment that crosses just north of  
11 Dandini, El Rancho, or an alignment that crosses up around  
12 Rampion Way, which is further north, if you are familiar  
13 with that area. Those are two options.

14 You could then take that same north and south  
15 crossing of Sun Valley Boulevard and connect it with an  
16 interchange that lies west of Sun Valley Boulevard. So it  
17 would kind of hug in there in between TMCC and the Sun  
18 Valley area. The idea being if you push the interchange  
19 further to the west, you will have less impact. Kind of

20 intuitive. So two crossing options in Sun Valley and two  
21 interchange options for a total of four.

22 I described earlier that outside of those  
23 locations we have improvements that are shown that are  
24 consistent among all the alternatives. So when it comes to  
25 input on what we are looking for in terms of a preferred

27

1 alternative to rise to the top, the locations we are  
2 interested in are Pyramid and Sun Valley. Everything else  
3 is consistent among all of them.

4 So I described the different pieces there, the  
5 different options that we have, and if you have the three  
6 alignments and then the four different options over in Sun  
7 Valley, that is 12 different combinations you can put  
8 together. It becomes a little unwieldy to talk about 12  
9 different distinct alternatives.

10 So what we did and if you look in the Draft  
11 Environmental Impact Statement and some of the boards back  
12 there and some of the descriptions I'm going to make on the  
13 environmental impacts, we took those different pieces and we  
14 made four alternatives out of them that gave you a good,  
15 broad range feel for what the different options are. I'll  
16 run through these real quick.

17 Alternative 1 consists of the Pyramid "Off"  
18 Alignment. That is the "Off" Alignment that goes right  
19 behind Wal-Mart, a northerly Sun Valley crossing and an  
20 interchange at Sun Valley Boulevard. So that is Alternative  
21 1 as it is described in the Draft Environmental document.

22 Alternative 2 keeps Pyramid "On" Alignment and  
23 stays on the existing alignment and then crosses Sun Valley

24 at a southerly crossing just north of Dandini -El Rancho, as  
25 we talked about, and interchanges with Sun Valley Boulevard.

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1 Alternative 3 uses that "Ridge" Alignment, the  
2 "Ridge" Alignment being the one that swings furthest to the  
3 west, a southerly crossing at Sun Valley and interchange  
4 west of Sun Valley Boulevard.

5 And then Alternative 4, once again, uses the  
6 Pyramid "On" Alignment, a northerly Sun Valley crossing and  
7 a west of Sun Valley interchange.

8 We package these four just for convenience and  
9 to give us a broad footprint of what the impacts could be.  
10 All the individual pieces I described to you still can be  
11 mixed and matched. The way the information is broken out  
12 with these four alternatives, you can pull the information  
13 out to put together any combination you are interested in.

14 I want to mention the No-Action Alternative.  
15 As part of this federal process we have to consider the  
16 No-Action Alternative, really for two reasons. One, not  
17 building a project is an alternative. You don't have to  
18 build a project. And secondly, to give you something to  
19 measure against. So you can measure how your alternatives  
20 compare to if you didn't put anything in place. So I just  
21 wanted to put that out there.

22 So now we are going to get into a quick  
23 summary, as quick of a summary as you can do on a document  
24 that is this thick, but a quick summary of the different  
25 environmental impacts that these alternatives do induce.

29

1                   The first and foremost one and probably the one  
2                   that most people care about are relocations, which impacts  
3                   your property. Those relocations on the residential side,  
4                   they range anywhere from 210 to 326 potential relocations.  
5                   So as Doug said, this is a big project, it has a big  
6                   footprint, and the numbers bear that out.

7                   Alternative 1 would result in the lowest at  
8                   210. Then Alternative 2 would result in the highest at 326.  
9                   Then when you look at businesses, they are anywhere from 7  
10                  to 28, Alternative 3 being the lowest, Alternative 4 being  
11                  the highest.

12                  As Doug or as Michael mentioned, NDOT  
13                  right-of-way is here to discuss any right-of-way questions  
14                  you may have. The one thing we do want to get across to you  
15                  is any sort of right-of-way acquisition that occurs has to  
16                  conform to what is called the Uniform Relocation Act.  
17                  Basically it means it is a federal act that means you are  
18                  protected and your interests are protected. So I just want  
19                  to make sure that everybody understands that.

20                  Another thing that gets analyzed as part of a  
21                  federal project like this is what is called environmental  
22                  justice. What that means is you spend some time looking at  
23                  how you impact and affect low income and minority  
24                  communities. You look at your impacts to those communities,  
25                  the potential benefits to those communities, and any

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1                   mitigations you can do.

2                   To boil it down into a nutshell for you, you  
3                   spend some time looking at it to make sure that the project  
4                   impacts to those communities aren't completely

5 disproportionate, so you are not making decisions based on  
6 issues such as minority and low income interests. So that  
7 is something that does get looked at in the environmental  
8 document.

9 Historic resources is important one, too. We  
10 have to spend a lot of time looking at what the impacts are  
11 potentially to any sort of important architectural,  
12 cultural, historic resources. This project has one what is  
13 called adverse effect on a historic resource and it is the  
14 Prosser Valley Ditch. Most of you have probably not heard  
15 of the Prosser Valley Ditch, but it is a ditch on the west  
16 side of Sun Valley, west of the development, that was  
17 actually never finished and never used. But it is  
18 considered historic because it is an example of early  
19 engineering and ingenuity in the Truckee Meadows. All the  
20 alternatives have an impact to that which would need to be  
21 mitigated.

22 Another item that we have to look at as part of  
23 any federal transportation project is what is called 4(f).  
24 Again, to boil this down into a nutshell, you have to  
25 analyze what are the impacts to parks, designated open

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1 space, wildlife areas and historic architecture, among other  
2 things. The idea is, again, to boil it down, projects, if  
3 you are going to look at the footprint of least destruction,  
4 often would end up in a place like a park. So you have to  
5 take a close look at that and make sure that you don't have  
6 any other options at hand.

7 For this one, we do have technically two  
8 impacts from a forest standpoint. One is Wedekind Park. If

9 you guys are familiar with Wedekind Park, on the southeast  
10 quadrant of Disc Drive and Pyramid Highway, there is that  
11 open space out there that got fenced off. The project would  
12 affect a couple little snippets of it, a little bit up by  
13 Disc Drive for widening of Disc and a little bit down off  
14 Pyramid for some water retention. We have to disclose that  
15 and analyze that closely, and then in the document prove  
16 that we didn't have other prudent feasible alternatives.

17 Another one we have already talked about is the  
18 Prosser Valley Ditch is historic architectural. So that is  
19 technically a forest resource.

20 Yes.

21 FROM THE FLOOR: With regards to the area from  
22 Sparks Boulevard to Lazy 5, is it your intent to ignore  
23 that? There is a 45-mile and 55-mile-an-hour zone that is  
24 dangerous as hell and people get killed.

25 MR. GANT: I understand that. Could we touch

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1 on that in the Q and A session?

2 FROM THE FLOOR: Whenever you like.

3 MR. GANT: Thank you. Some other resources you  
4 might be interested in are traffic noise. That is always a  
5 big one. We actually spend a bunch of time going out there  
6 taking readings of existing noise and then project what the  
7 noise would be for sensitive receptors in the future.

8 The alternative with the fewest number of  
9 impacts is Alternative 3 with 189 potential noise impacted  
10 locations. And the highest alternative is number 2 at 285.

11 Now to tweak your brain here a little bit, if  
12 we didn't do a project, you would actually have 205

13 properties impacted by noise. You are probably wondering  
14 how that is.

15 Well, if you have a project, you have the  
16 opportunity to build into that noise abatement, mostly noise  
17 walls. If you don't have a project, there is no venue for  
18 building that type of noise abatement. So that is how that  
19 comparison comes about.

20 Then from an air quality standpoint, we are  
21 actually doing pretty good on this one.

22 A couple other things I'll touch on. Some of  
23 the other things we have to look at, land use, floodplains,  
24 wetlands, water quality. I won't get into the minute  
25 details about that mostly because they are not big issues

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1 for this project, which is unusual for a project of this  
2 size.

3 One of the things you do have to look at are  
4 modes other than just cars, and we have taken a long look at  
5 bike and pedestrian improvements as well. All the  
6 alternatives, if you look back on the maps, do include  
7 improvements for bicycles and pedestrians. So that has been  
8 accommodated.

9 One that is pretty key for the Sparks area is  
10 visual character, how are things going to change visually if  
11 you build this project. If you can imagine if you live to  
12 the east of Pyramid, you look out to the west and you have a  
13 freeway that elevates at cross streets, that is going to  
14 change the visual view of things.

15 Probably one of the most impactful would be the  
16 "Off" Alignment we talked about that swings to the west,



17 stays below the ridge line but up above the Wal-Mart. Now  
18 you have got a freeway facility along the mountains there  
19 probably not too different from what you would see on I-580  
20 from Pleasant Valley with the new freeway there. So there  
21 is a visual character if the project is built.

22 So that is the brief summary on the  
23 environmental impacts that are described in the document.  
24 Obviously, they go into quite a bit more detail, but I tried  
25 to give you the Cliff Notes version.

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1 If we look at the overall project schedule, a  
2 project like this takes a long time and has a lot of  
3 different steps. The area we are in right now is what is  
4 called the NEPA phase where we go through this federal  
5 environmental analysis. We are at the Draft Environmental  
6 Impact Statement phase of that.

7 Following this what we will do is identify the  
8 preferred alternative, update our analysis and publish what  
9 is called a Final EIS that gives you that specific  
10 information on the preferred alternative. I want to touch  
11 on that for a moment.

12 We are at that key juncture of identifying a  
13 preferred alternative. The first step of that starts with  
14 the hearings that we are having and your input and your  
15 comments. Your comments when given to the court reporter or  
16 written or mailed in go a long way in helping identify what  
17 that preferred alternative is. So if you have a preference  
18 or if you have a dislike of any of the alternatives, please  
19 put it in writing. It is extremely important.

20 Moving forward, early next year we will be  
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21 identifying a preferred alternative, rolling it out to the  
22 local agencies and through the RTC Board and ultimately up  
23 for FHWA endorsement of the preferred, we will finish the  
24 Final Environmental Impact Statement on that preferred  
25 alternative and issue what is called a Record of Decision

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1 that is the final decision of what the project is.

2 Then when you move forward, basically the  
3 soonest anybody would knock on anybody's door on any part of  
4 this project for right-of-way would be somewhere around  
5 2017, 2018. As Doug mentioned, this project is so large it  
6 is likely to be phased. This section once we get up into  
7 Sparks would be quite a bit further out from that. So we'd  
8 actually start at 395 and work up.

9 And then pass it over to Doug to talk about how  
10 to make a comment.

11 MR. MALOY: So we talked about comments.  
12 Obviously, it is very important. You got the comment form  
13 in the packet. This gentleman here is able to take comments  
14 directly. If you'd like to just speak to him, he will  
15 record those comments.

16 There is information for e-mailing and mailing  
17 addresses for NDOT. They are taking the comments. They end  
18 up with those comments. We will be giving copies of those  
19 to them this evening and to the team as well.

20 I mentioned the comment period closes on  
21 November 12th. I have to say, how is it we have -- I always  
22 scratch my head -- a ditch that was never used historic.  
23 You mentioned ingenuity, and I thought maybe if they tried  
24 to make water flow uphill. I would think you'd want to

25 widen that thing out, but that is a little side part.

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1 Sorry, I digress.

2 So again, very important to provide your  
3 comments. This is my information. You can always talk to  
4 me, call me by phone, e-mail address is there.

5 Also as far as the document is concerned, it is  
6 on three different websites or links together, if you will,  
7 the RTCWashoe.com website, you can find it there, the NDOT's  
8 website, there is a link to it from their website as well,  
9 as well as the name of the project which is  
10 Pyramidus395connection.com. So three ways in which you can  
11 see that document, and it may be a nice way for you to see  
12 it.

13 It is also available at different locations.  
14 The notice that you probably received in the mail, and there  
15 is a copy of the notice at the sign-in table, also has the  
16 locations in the public where you can look at the document  
17 through the comment period.

18 So with that, I believe that ends the  
19 presentation. It does end the presentation portion and we  
20 are going to go into the question and answer.

21 So, Michael, if you want to instruct folks how  
22 to get their questions answered. I'll do the best I can.  
23 Bryan and I will try to field your questions.

24 I will reiterate again, the property  
25 acquisition and relocation questions should be held until

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1 after the question and answer period and ask the folks at  
2 the NDOT table, please.

3 MR. MORENO: I know some of you arrived after  
4 the program started. There is a question card that was  
5 handed to you when you walked in. If you have a question  
6 that would like to be asked or a comment that should be  
7 read, fill this out, and we have got Julie and Lee Anne in  
8 the back here who will pick up cards but will also  
9 distribute cards to you as well.

10 Also Doug mentioned that there are various  
11 locations where hard copies of the Draft Environmental  
12 Impact Statement is available, and I just want to read those  
13 so that you folks know where they are at. Copies are  
14 available at NDOT headquarters in Carson City. You can  
15 request a copy either by mail or by calling. That  
16 information is available at the reception. So you can get  
17 that directly from them. Or if you go to the website, that  
18 information is also on there as well.

19 Hard copies are also available at the Spanish  
20 Springs Library, the Sparks Library, the Sun Valley General  
21 Improvement District Offices, RTC offices located on  
22 Terminal Way and in our engineering department, and the  
23 Nevada Department of Transportation District 2 offices which  
24 are located on Galetti Way in Sparks.

25 Additionally, if you would like to be added to

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1 the project mailing list, go ahead, you can fill out one of  
2 these cards or talk to one of the project team members  
3 tonight, give us your e-mail, and we can send you  
4 information updates about the project as they become

5 available.

6 Last but not least, there was a pair of car  
7 keys found in the parking lot. So it's for a white Toyota  
8 Tundra, and the keys are at reception. So just you won't be  
9 able to get home tonight without those.

10 QUESTIONS AND ANSWERS

11 QUESTION BY DONA SALVO

12 MR. MORENO: The first question is from Dona  
13 Salvo, and I apologize if I mispronounce names tonight but  
14 just that little disclaimer. Desert Springs development  
15 common area provides for compliance with Washoe city septic  
16 tanks. I believe, Donna, you met with Margaret.

17 MS. SALVO: I met with several individuals.

18 MR. MORENO: I believe your situation is pretty  
19 unique. So talk with the ladies over at the NDOT table, and  
20 they will be able to provide you some information.

21 MS. SALVO: I just have an additional question  
22 I would like to ask.

23 MR. MORENO: Is that the one on the back?

24 MS. SALVO: Having to do with the acreage that  
25 will be taken by --

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1 MR. MORENO: I'll read your question. I  
2 believe it is what you wrote on the back.

3 So advise how this development will be  
4 impacted, how many homes and acres of land will be taken.

5 MR. MALOY: First of all, we did a 30-percent  
6 design on this project. We tried to get the largest  
7 footprint that could result from these alternatives. More  
8 design has to occur before we would even know the amount of

9 property that would need to be taken, whether it is a total  
10 take where we would need the entire property or just a  
11 portion of it.

12 Ordinances have to be followed, planning  
13 documents have to be followed. The decision on whether or  
14 not your property could remain and still be in compliance  
15 would be determined later on after design is complete.

16 You have a septic tank that is in that  
17 location, that is another detail that would have to be  
18 worked out. You have to have a septic tank or connection to  
19 a sewer system. So it would have to be moved, and if it  
20 can't be moved, then we are looking at another situation  
21 where we might have to acquire the entire property.

22 There is just not enough information right now  
23 to know what would actually happen with your particular  
24 property. We can talk about it more afterwards if you want  
25 to show me where it is at on the map. Those lines are

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1 preliminary.

2 QUESTION BY KATHY SCHWAB

3 MR. MORENO: Thanks, Doug.

4 The next question is from Kathy Schwab. What  
5 is the process involved in property acquisition?

6 To give us a general understanding of that  
7 process, Margaret Orci from NDOT will answer this question.

8 MS. ORCI: Good evening, everyone. I'm just  
9 going to give you a quick overview in regards to that  
10 question.

11 The acquisition process is all detailed out in  
12 the brochure that is provided by the Federal Highway

13 Administration. The one thing that you have to remember is  
14 that the Uniform Act is here to protect the property owner  
15 and any displacement. So that acquisition process is all  
16 followed under the Uniform Act.

17 It would generally start with once the final  
18 design is chosen and the impacts to the particular  
19 properties are defined, there has to be a right-of-way  
20 setting. That now defines exactly what properties are being  
21 impacted. Once the right-of-way setting is approved, then  
22 we would start the acquisition process.

23 The first step would be the appraisal process.  
24 So an independent licensed appraiser would have to go out  
25 and meet with the property owner. They would send out a

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1 letter insuring that an appointment can be scheduled with  
2 that property owner to be on site during the inspection. So  
3 the appraiser will meet with you.

4 What they want to do is they want to make sure  
5 that all the elements of that property that you are aware  
6 of, that you make that information available to that  
7 appraiser. So they make sure that they have not missed  
8 anything that is critical and important to you as a property  
9 owner.

10 Once that is completed, the appraisal process  
11 is then provided by the appraiser, they write up an entire  
12 report, and within that report a dollar figure is created  
13 which is based on fair market value. So if the appraisal is  
14 done today, it would be calculated based on the market  
15 today. If it is calculated five years from now, then it  
16 will be based on that fair market value.



17                   Once that is completed, then it goes to an  
18 independent review appraiser. The review appraiser has to  
19 then follow his process, his or her process to ensure that  
20 everything that has been defined in that appraisal report is  
21 accurate, it has met the requirements under USPAP, which is  
22 something that every licensed appraiser has to work under.  
23 They insure that maybe something hasn't been missed, a  
24 calculation was done incorrectly, whatever might be  
25 appropriate.

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1                   So their job is to ensure that everything has  
2 been covered. They come back with either a concurrence to  
3 the value or they might change the value. They might  
4 increase it because they found that something was missed.

5                   Once that review is completed, the appraisal  
6 along with the review are submitted to the Department of  
7 Transportation. They are either going to come to myself as  
8 the Assistant Chief, and I will set just compensation. The  
9 RTC cannot go out and make the offer presentation to the  
10 property owner until that just compensation memo has been  
11 written and provided to RTC or their representatives.

12                   So once they have that figure with the report,  
13 with the review, an acquisition agent will be assigned to  
14 work with each property owner. They are the ones that will  
15 be contacting you personally to set up an appointment to  
16 meet with you to present the offer package.

17                   In that offer package there will be several  
18 different types of documentation, but one of them that is  
19 available to you is an actual copy of the appraisal report.  
20 That is a requirement, it has to be shared with the property

21 owner.

22 So you have the appraisal report and the  
23 review. They present that package to the property owner,  
24 they become your representative. They also represent the  
25 RTC, in my case it would be they would represent the

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1 department, but they are also there to represent the  
2 property owner and look out for your best interests. They  
3 would speak to you in regards to all the elements of the  
4 acquisition process. You would have time, you can't -- you  
5 have to at least be given a 30-day period of time to review  
6 the offer that has been presented to you, and you will have  
7 a lot of communication with that acquisition agent. You  
8 share your concerns, whether you agree with the offer,  
9 whatever it takes. That is what we call the negotiation  
10 process. So you have a period of time that you are  
11 negotiating with that acquisition agent.

12 If everything comes to a mutual understanding,  
13 there will be an agreement that is put together, what we  
14 call a public highway agreement that both parties would  
15 sign, the property owner and the representative, whether it  
16 is RTC or NDOT, has to get processed, and that document  
17 stipulates all the conditions of the agreement between the  
18 property owner and the agency, the public agency. And that  
19 would conclude the acquisition process.

20 Once the agreement is executed, then, of  
21 course, the payment is made through escrow, if necessary, or  
22 in some cases depending on the situation if the property is  
23 paid for, then the payment would go directly to the property  
24 owner. But generally if there is situations where there is

25 encumbrances, liens, you have a lender involved, then we

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1 open escrow, and that is all explained to you by the  
2 acquisition agent.

3 So once that is completed, what the agency has  
4 to do is deposit the agreed amount between the property  
5 owner and the agency into escrow, and it would go through  
6 that normal escrow closing process, and once it is closed,  
7 the disbursement of the funds would come to the property  
8 owner.

9 That is just an overview. But there is more  
10 detail in the brochure. So anybody that needs to know more,  
11 we can discuss it privately and I can help you with any  
12 other questions.

13 QUESTION BY DEBBIE WALKER

14 MS. WALKER: I just have a question. The  
15 property value, if you have seen a devaluation -- if it is  
16 five years in the future, I hope that not be the case -- but  
17 if the current appraisal is substantially below what the  
18 property was purchased for, what do you do to make that  
19 adjustment?

20 MS. ORCI: What I'm hearing is you might  
21 possibly have a situation where you have a negative equity  
22 situation. There is a program in place that the Federal  
23 Highway Administration has granted an extension on, and we  
24 call that the programmatic waiver, and what that would do is  
25 it allows for that difference in the appraised value and

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1 what is owed on the mortgage to also be paid, the

2 difference.

3 So an example would be if the appraisal came in  
4 at 150,000 and the mortgage was 200,000, then the \$50,000  
5 would also be paid under an administrative settlement  
6 situation, and you would also be -- also would have the  
7 benefit under the relocation program to obtain the  
8 relocation replacement housing payment. That is a separate  
9 program under the relocation program. But the mortgage  
10 itself would have to be paid in full.

11 MS. WALKER: But if there is no mortgage on the  
12 property, you just take a loss from what you paid to what  
13 the current value is. If there was no mortgage balance on  
14 the residence --

15 MS. ORCI: So the property was paid for.

16 MS. WALKER: Right. And you paid 400,000 for  
17 the home, it is now worth 300,000, the appraisal comes in at  
18 300,000, you lose a hundred thousand dollars?

19 MS. ORCI: That could be. But you have the  
20 opportunity to discuss that with your acquisition agent.  
21 You have the opportunity to provide a written counteroffer  
22 when the offer is presented to you, because everybody's  
23 situation is going to be different. So you would be able to  
24 at least address that concern and that issue. And then it  
25 would go through a process of possibly administrative

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1 settlement depending on how it could be justified.

2 MR. MORENO: Thank you, Margaret.

3 Ma'am, for the record, could I have your name,  
4 please?

5 MS. WALKER: My name is Debbie Walker.

6 FROM THE FLOOR: Excuse me. She wanted to ask  
7 a question.

8 MR. MORENO: Can I get you to fill out a  
9 comment card? Because we have a lot here and we want to  
10 keep the meeting going.

11 MR. MALOY: I only want to reiterate on what  
12 Margaret said, and that is very important. I talked about  
13 phasement. I don't want to diminish the situation that some  
14 of you might be in seeing a line on your property. But the  
15 fact is, that right-of-way setting is going to occur in any  
16 particular phase that gets approved.

17 This is still a planning document. It is not  
18 designed and it is not headed towards construction, at least  
19 particularly for phases out here in this area. The only  
20 thing that is funded right now is to complete this study.  
21 We still have got to find funding for future and pieces that  
22 might be built throughout the course of this project.

23 QUESTION BY BILL STREMMEL

24 MR. MORENO: Thanks, Doug.

25 The next question comes from Bill Stremmel. Is

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1 decision to place freeway above grade or cost constraints  
2 taking into account degradation of adjacent property values  
3 from noise, esthetic impact versus enhanced values that  
4 could result from placing three lanes below grade just  
5 yielding more for revenue from higher assessed value?

6 MR. MALOY: I'm not an appraiser but appraisals  
7 certainly take into account if access is changed on a  
8 property. The fact that it could be raised, does it affect  
9 the value of the property, again, I'm not an appraiser, I

10 wouldn't be able to tell you, give you an answer to that.  
11 So every situation is unique, of course.

12 As far as sound, noise, we mitigate where the  
13 noise levels dictate mitigation, and they are set by the  
14 federal government as well. So increases from existing as  
15 well as a threshold of noise levels are mitigated. So that  
16 would bring that back into compliance or at least back to  
17 closer to what the existing condition is.

18 I doubt that answered the question completely,  
19 but I can't say on appraised values resulting from  
20 improvements to a road.

21 QUESTION BY MANSELA FERNANDEZ

22 MR. MORENO: Thanks, Doug.

23 The next question is from Mansela Fernandez.  
24 Is it true that the houses along Pyramid Highway next to the  
25 Wal-Mart will be torn down to make Pyramid a six-lane

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1 highway?

2 MR. MALOY: What alternative is that?

3 MR. GANT: I think it is 1 and --

4 MR. MALOY: The freeway alignments where we are  
5 using the existing corridor turning that into a six-lane  
6 freeway with frontage roads would require a majority of the  
7 homes along the frontage on both sides, east and west of  
8 Pyramid, to be acquired, as well as some of the businesses.  
9 So the detail, of course, is in the document. It shows  
10 which homes potentially at this time would need to be  
11 acquired. So the answer is yes to that.

12 The other phases, there also could be  
13 acquisitions of homes that frontage the other alternatives,

14 I should say, because we are actually still projecting,  
15 should there be an "Off" Alignment or the "Ridge" Alignment,  
16 we still are showing a need for an additional lane in each  
17 direction on Pyramid. That is how much traffic we are  
18 talking about.

19 So I'm confident that if one of those  
20 alternatives are selected, that the final design would  
21 eliminate the need to acquire those homes, but it is shown  
22 as an impact currently in the document.

23 QUESTION BY KATHY SCHWAB

24 MR. MORENO: Thanks, Doug.

25 The next question comes from Kathy Schwab. How

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1 soon after the Record of Decision do they start property  
2 acquisition?

3 MR. MALOY: We have to complete design. So we  
4 have to take it to close to final design so we know exactly.  
5 She mentioned the right-of-way setting.

6 So if a Record of Decision was reached on, say,  
7 the connector, it would be probably two to four years to  
8 design it, get to a level where we are confident we know  
9 what property would need to be acquired. That is when that  
10 right-of-way setting would occur. Following the setting,  
11 then we start talking to people about property acquisition.

12 So again, after Record of Decision, two to four  
13 years.

14 QUESTION BY TAMMY KING

15 MR. MORENO: Thanks, Doug.

16 The next question comes from Tammy King. It is  
17 a two-part. Bottom line, what will be the expected deadline



18 date for which people will have to be out of the eminent  
19 domain property?

20 MR. MALOY: Again, there is no time frame for  
21 any phase right now. I gave some general time frames on the  
22 connector, but again, nothing is approved. So five years  
23 for everything on the connector. We might be talking to  
24 folks in Sun Valley in the five-year time frame.

25 I think north of Disc to Sparks Boulevard, I

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1 believe I said in the 10- to 15-year time frame. And north  
2 of Sparks Boulevard, 15 years and beyond. So that is the  
3 best information that we have and the best range of  
4 alternatives that we can provide right now.

5 MR. MORENO: Thanks, Doug.

6 Tammy, I think question number two was  
7 previously answered, but I'll read it for the record, and if  
8 you have more questions, please talk to the ladies over at  
9 the right-of-way table for NDOT.

10 MR. MALOY: Let me say one more thing about  
11 eminent domain, when she talks about eminent domain.  
12 Eminent domain is usually the last resort. That is where a  
13 public agency can acquire the property for a public use.  
14 But the negotiations that she talked about, generally what  
15 is the result in the property acquisition. Eminent domain  
16 is just a term where we use the courts to actually acquire  
17 the property.

18 MR. MORENO: Tammy's second question is:  
19 People that are losing their property will be paid for all  
20 expenses incurred in relocating; correct? Such as realtor  
21 fees, closing costs, moving costs, et cetera. I believe

22 Margaret did answer that question.

23 QUESTION BY ELLIE HAYS

24 MR. MORENO: Next question comes from Ellie  
25 Hays. Her question is: On Alternative 3, why can't that

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1 continue to be high all the way to Highland Ranch?

2 MR. GANT: I believe the question is with  
3 Alternative 3, that is the "Ridge" Alignment that goes  
4 further to the west, why couldn't that stay further north  
5 all the way to Highland Ranch instead of dipping down to tie  
6 into Pyramid a couple thousand feet south of Sparks  
7 Boulevard.

8 The reason is when you put the geometry of  
9 Pyramid Highway and Sparks Boulevard together and then  
10 create enough space so you can have proper movements between  
11 the Sparks Boulevard interchange and what is essentially the  
12 interchange of existing and new -- well, I should say  
13 existing Pyramid and the 395 connector because there is an  
14 interchange there, you need a few thousand feet to get all  
15 these movements to work. If you guys have been on, say, 395  
16 south of I-80, particularly before the previous  
17 improvements, you know what it is like to try to move in and  
18 out with a bunch of cars trying to jig and jog. That is  
19 what sets that distance before that alignment turns to the  
20 west.

21 QUESTION BY DONNA MILLER

22 MR. MORENO: Thank you, Bryan.

23 The next comment or question or suggestion  
24 comes from Donna Miller. Moving the freeway behind the  
25 foothills clear to Lazy 5 Parkway.

1 MR. GANT: So if I understand that question  
2 correctly, it is why could you not have an "Off" Alignment  
3 all the way up to Lazy 5 versus an interchange with Sparks  
4 Boulevard. Sparks Boulevard is a major traffic connection  
5 point with a lot of activity there. As we had talked about,  
6 there is not a whole lot of north-south corridors in the  
7 valley. So Sparks carries quite a bit of traffic.

8 With that you have to have a good quality  
9 interchange there. So one, you have the interchange at  
10 Sparks Boulevard.

11 Two, if you look at the specifics of the  
12 design, Sparks Boulevard interchange and the Lazy 5  
13 interchange are actually connected, they work together. It  
14 is what we call a split diamond. So they actually need each  
15 other to function. So that is why that comes down there  
16 versus up at Lazy 5.

17 QUESTION BY YIMMEI CHEN

18 MR. MORENO: Thanks, Bryan.

19 The next question comes from Yimmei Chen.  
20 Thank you for the invite. Thank you for coming. I really  
21 hope Reno/Tahoe especially brand new highway. Could RTC put  
22 better street signs? We have seniors and visitors, it is so  
23 important. What I want is very important. We will take  
24 that comment as a suggestion.

25

1 QUESTIONS BY VERNIE & DENNIS McCROHAN

2 MR. MORENO: The next set of questions is a  
3 four-parter from Vernie and Dennis McCrohan. I'm going to  
4 read their comments first and then we will go to their  
5 questions.

6 We support the Pyramid Highway improvements and  
7 believe these improvements are urgently needed. We strongly  
8 oppose the four freeway alternatives and the no-built  
9 freeway connection with US 395. We believe the current and  
10 future need for and environmental impacts have not been  
11 addressed adequately and a separate and independent EIS is  
12 necessary for this element.

13 Their first question: What is the specific  
14 need for any freeway connection between the Pyramid Highway  
15 and US 395?

16 MR. MALOY: Specific need, relieves congestion  
17 on McCarran. We looked at providing a freeway all the way  
18 through the heart of Sparks that would divide that  
19 community. It would also take tremendous amounts of  
20 impacts.

21 The traffic getting to 395, and it is right now  
22 using McCarran, we looked at turning McCarran into a  
23 freeway. It is too close to the Spaghetti Bowl.  
24 Operationally it didn't work. So that connection further  
25 north is the one that solved the traffic problem in the best

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1 manner.

2 MR. MORENO: Question No. 2 from the McCrohans:  
3 What are the environmental and visual impacts of the  
4 connection freeway?

5 MR. GANT: Well, we tried to summarize some of

6 those in the presentation. The boards back here give you a  
7 summary on several of them. If you are interested in  
8 anything specific, the document outlines all that, and Misty  
9 in the back, she knows the document better than anybody and  
10 can point to any particular environmental resource you are  
11 curious about.

12 From a visual standpoint, there are a couple  
13 renderings in the document that were developed to give you  
14 an idea of what it could look like from a few key vantage  
15 points. We don't have renderings from each and every  
16 vantage point out there. We tried to hit a couple of the  
17 key ones. If you are curious, I encourage you to talk with  
18 Misty afterwards.

19 MR. MORENO: Thank you, Bryan.

20 Question No. 3, if this Draft Environmental  
21 Impact Statement is issued final, what additional studies  
22 and regulations will apply to the freeway?

23 MR. GANT: So we talked about the Record of  
24 Decision is closed, essentially what the overall alternative  
25 is to move forward. From that point, as Doug said, we are

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1 at about 15 to 30 percent level of design. Design would  
2 need to be advanced all the way up to final. That would  
3 take a couple years to do. And we also talked about the  
4 whole thing isn't going to move forward at once. You  
5 essentially start downstream at 395 and slowly work your way  
6 up with both design and construction.

7 In terms of other studies that would need to be  
8 done, you would actually have to do some finite noise  
9 studies. We have done initial to identify locations that

10 qualify for noise abatement. But you have to do further  
11 studies to identify exactly what that noise abatement will  
12 look like. Basically, if you are going to put in a sound  
13 wall, how high. You have to get other permits, multiple  
14 other permits from several other agencies throughout the  
15 design process.

16 So it is a pretty arduous piece. The Record of  
17 Decision pretty much just puts the stamp on this is the  
18 alternative to move forward.

19 MR. MORENO: Thank you, Bryan.

20 Question No. 4: What are the expected  
21 implementation time frames for the Pyramid improvements and  
22 the freeway connection?

23 MR. MALOY: I think I talked about that. I'll  
24 say it again.

25 Probably five years before we'd see

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1 construction on the connector. Five to ten years for  
2 potentially the connector north to Sparks Boulevard.  
3 Probably 15 years and beyond for anything north of Sparks  
4 Boulevard.

5 If that question pertains to the  
6 Pyramid-McCarran intersection, and if it doesn't, I'll just  
7 say that we are looking at it, that is in design right now,  
8 and we are shooting for construction to begin in two years.

9 MR. GANT: If I can add on that. Howard is  
10 holding up a copy of the recently completed regional  
11 transportation plan. The bits and pieces of this project  
12 are roughly outlined with some time frames in there with a  
13 little bit more information.

14 MR. RIEDL: This regional transportation plan  
15 has a planning horizon in which certain parts of this  
16 project will be needed based on current land use plans and  
17 expected economic development.

18 MR. MALOY: It is also available online.

19 MR. MORENO: With respect to the  
20 Pyramid-McCarran intersection improvement project, we do  
21 have the project manager here this evening, Scott Gibson.  
22 If you would like to learn more about that project, please  
23 feel free to talk to him when we return to the open house  
24 format.

25 I said there were four questions, but we have a

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1 bonus question. Question No. 5: What are the access  
2 provisions for residents on the west side of the Pyramid  
3 Highway to the shared MPAT?

4 MR. GANT: If you look at the different  
5 interchange locations, they do provide for bicycle and  
6 pedestrian conductivity including use of some shared use  
7 paths. It is different in different locations for different  
8 alternatives.

9 I can't give you a carte blanche answer except  
10 to say that they are provided for each of the alternatives.  
11 If you are curious about a specific location, you can see it  
12 on the maps. Just ask one of us to help you and we can  
13 point you exactly where those features are.

14 QUESTION BY BILL STREMMEL

15 MR. MORENO: Next question comes from Bill  
16 Stremmel. If no service road access will be available to  
17 Kiley Parkway and Spanish Springs Library, will additional



18 dollars be allocated to upgrade Kiley Ranch streets and  
19 intersections and signal at Sparks Boulevard and Kiley  
20 Parkway as the back way will become the only way?

21 MR. MALOY: I'll take a stab at it. The  
22 library would need a new access point. There are planned  
23 roads in some of the master planning in the Spanish Springs  
24 area that would ultimately result in connection to not only  
25 the library but the subdivision to the north.

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1 So the accesses would no longer be directly on  
2 to the Pyramid freeway in this case. But they would be  
3 directed by other roads back to the interchange locations  
4 through Dolores or Sparks Boulevard.

5 QUESTION BY BOB BUSHINGER

6 MR. MORENO: Thanks, Doug.

7 I think this name is Bob Bushinger. I  
8 apologize. He has statements rather than comments or  
9 question.

10 No. 1, I like the "Ridge" line alternative and  
11 to 395.

12 No. 2, I like alternative number 3, "Ridge"  
13 Alignment south Sun Valley interchange.

14 Comment No. 3: Number 3 equals lowest number  
15 to be displaced.

16 And No. 4 is number 3 has highest impact on  
17 canal.

18 No. 5, good for highway widening by Wild Creek  
19 Golf Course.

20 No. 6, number 3 goes 128 impacts.

21 No. 7, Pyramid Highway-McCarran intersection

22 suggestion. There is a drawing that we will provide our  
23 consultant team. Looks like elevated Pyramid bridge span  
24 goes 100 yards or more. Turnoff to right on to McCarran  
25 only to west.

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1 So I'm going to give this to Doug and he can  
2 look at it and if he needs to respond to it. Otherwise,  
3 Bob, see us afterward.

4 QUESTION BY JOHN BRADBURY

5 MR. MORENO: Next question comes from John  
6 Bradbury. Where will the Sun Valley arterial connect to  
7 Pyramid/395 Connection and when planned to start?

8 MR. GANT: Actually, I'm not exactly sure of  
9 the horizon of the RTP for the West Sun Valley arterial.  
10 The rough concept behind that -- this isn't something that  
11 was identified by this project, but we have had to take it  
12 into consideration. The rough outline of that is Eagle  
13 Canyon/La Posada to the west, west of where we are, and it  
14 will go down west of Sun Valley and tie in somewhere around  
15 Parr and Dandini.

16 We have taken into consideration, if you  
17 recall, we had the two different interchange locations in  
18 Sun Valley, one at Sun Valley Boulevard and one to the west.  
19 If a west of Sun Valley boulevard interchange were selected,  
20 it actually provides a pretty good terminus for that West  
21 Sun Valley arterial going to the north.

22 But my understanding is there is no finite  
23 alignment set for the West Sun Valley arterial, and the  
24 horizon would be identified in the RTP.

25 MR. MALOY: Fifteen to twenty years. That

1 answers the question. I believe it answers the question.

2 QUESTION BY RYAN GILMORE

3 MR. MORENO: Next question comes from Ryan  
4 Gilmore. Who is responsible for sound abatement and  
5 deciding where it goes? We have a two-story house and all  
6 alternatives ignore this fact.

7 MR. MALOY: So the noise study that was done to  
8 this point looked at based on federal criteria the potential  
9 noises.

10 FROM THE FLOOR: Would you mind speaking up?

11 MR. MALOY: I'm trying to speak over the air  
12 here. We don't have a microphone.

13 FROM THE FLOOR: Why don't we have a sound  
14 system?

15 MR. MALOY: I apologize.

16 FROM THE FLOOR: How come we don't have some  
17 kind of a sound system?

18 MR. MORENO: Sir, we can talk about that after  
19 the meeting. We want to proceed with the hearing.

20 MR. MALOY: So noise study done for this  
21 project, federal criteria, there is thresholds for increases  
22 in noise above the existing noise condition. There is also  
23 a threshold for a maximum noise level. Second stories,  
24 attenuated walls that would need to be used are basically  
25 not feasible in situations like this. The walls would be

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1 20, 30 feet depending upon topography and location, et  
2 cetera.

3 So noise studies are done updating the homes in  
4 all situations.

5 QUESTION BY JOHN BAILEY

6 MR. MORENO: Thanks, Doug.

7 The next question comes from John Bailey.

8 Mr. Bailey is unable to write. So he will --

9 MR. BAILEY: May I speak?

10 MR. MORENO: Yes, sir.

11 MR. BAILEY: My question is about Pyramid from  
12 Sparks Boulevard up to Lazy 5. If you have a map that is  
13 handy, it would probably help. Okay. You just had it, I  
14 think. You had it at one time.

15 MR. MALOY: Here is Sparks Boulevard right  
16 there.

17 MR. BAILEY: Okay. From Sparks connection to  
18 Pyramid out to Lazy 5.

19 MR. MALOY: There is Lazy 5.

20 MR. BAILEY: That might be a little hard for  
21 the people to see. The point is this. Speed limit right  
22 now from the intersection traffic light is 55 to until you  
23 get past the library where it drops to 45.

24 Nobody walks that, and wisely so, except one  
25 guy I see almost every day walking Pyramid picking up the

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1 trash. I guess we have to thank that guy because he is out  
2 there all the time.

3 But the point being is that people get killed,  
4 people riding bikes from that intersection to the  
5 intersection above Lazy Ranch. The library is reduced in  
6 its patronage because the kids can't get there. There is no

7 place for them to walk to get to the library unless they  
8 live right next door.

9 People who try to use the park basically have  
10 to drive there or have their parents drive them there in  
11 order to use it. There is a baseball park, there is a water  
12 facility for children. Really underutilized because they  
13 can't get there.

14 Now, there is a distance between the library  
15 and the intersection that connection to the stoplight that  
16 is on the highway. It is not paved at the moment but it is  
17 about 150 yards long. It has been laid out, and from that  
18 point further south all the way to Sparks Boulevard there  
19 are various spots that have been paved that are for future  
20 connections to Pyramid Highway. I think there are about  
21 three or four of them.

22 I have walked that road, but nobody walks that  
23 road because, hey, nobody knows it is there even to get to  
24 the library and the park. So for probably less than half a  
25 million dollars you can solve that problem and make it so

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1 that you can safely go out from the library, don't have to  
2 turn right, you can actually go behind the library 150 yards  
3 south, go back over to the traffic light on Pyramid Highway.

4 MR. MORENO: Mr. Bailey, thank you for your  
5 comment. We need to continue the hearing.

6 MR. BAILEY: The lady says that is already in  
7 the plans. My information, that is not. Private property  
8 at the moment and nothing is planned.

9 MR. MORENO: I would encourage you to talk to  
10 one of the RTC team members that is here this evening, or if

11 you'd like to provide additional comment, please talk to  
12 Eric and he can write down your comments.

13 MR. BAILEY: Who is your RTC man who is here?

14 MR. MORENO: I'll talk to you after the  
15 questi oning.

16 QUESTION BY HARRY BARNETT

17 MR. MORENO: The next question comes from Harry  
18 Barnett. How will traffic be redirected during construction  
19 along Pyramid if an "On" Alignment Alternative is selected?

20 MR. MALOY: That is a great question,  
21 especially how do you maintain traffic. We have to maintain  
22 traffic.

23 Clearly -- I know this isn't the answer you  
24 want to hear -- but it is far too early to determine. We  
25 have to have, obviously, the design complete and

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1 construction in place and a contractor onboard to determine  
2 how we are going to actually maintain traffic while building  
3 a freeway, which is a tremendous challenge. There is no  
4 question. I don't want to diminish that, how do you  
5 maintain traffic.

6 But we do. There is ways to do it, and it is  
7 generally in cooperation with the agency that is going to be  
8 administering the project and the contractor that we end up  
9 having on the project. And it is specified how that is  
10 going to occur.

11 Would there be impacts? Absolutely, it would  
12 affect the travel in and out until that construction is  
13 complete.

14 MR. GANT: Can I build on that for a second,  
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15 Doug?

16 That is one of the differences when we talk  
17 about differences of the three different alignments in the  
18 Pyramid area. That was part of the thinking in coming up  
19 with the "Off" and the "Ridge" Alignment. It gets rid of  
20 that problem for a good portion at least from Sparks  
21 Boulevard south. That was one of the impetuses for coming  
22 up with those other ideas. North of Sparks Boulevard is the  
23 same and still a challenge in that way.

24 QUESTION BY PARIS ARCHIE

25 MR. MORENO: Thank you, gentlemen.

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1 Next question comes from Paris Archie. Is  
2 Alternative 1 RTC's first choice, and how will the  
3 alternatives be chosen? Freeway being 500 feet from my  
4 backyard, EIS noise study be no impact.

5 MR. GANT: There is no preferred alternative  
6 right now. Sometimes at this point in an environmental  
7 process when you publish a Draft Environmental Impact  
8 Statement, sometimes you have a preferred alternative in  
9 there and sometimes you don't.

10 Given the range that we have and the potential  
11 impacts we are talking about, there is no preferred  
12 alternative right now. That is the point of this hearing  
13 and this process. We are looking for your input to help  
14 identify that. Based upon your input and the input of  
15 various agencies, a preferred alternative won't be selected  
16 until around early to mid next year.

17 QUESTION BY CHARLES McCUBBINS

18 MR. MORENO: Next question comes from Charles  
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19 McCubbins, I believe. Who is the designer?

20 MR. MALOY: The design contract for this has  
21 not been determined. So we still need to come up with  
22 funding, and then we will select a design firm to begin  
23 design on whatever phase we go through. Right now Jacobs is  
24 completing the Draft Environmental Impact Statement up to a  
25 Record of Decision on any particular phase.

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1 MR. McCUBBINS: Will it go before a planning  
2 commission before it is approved?

3 MR. MALOY: Absolutely, it will go before our  
4 Board, Regional Transportation. The RTC Board would make  
5 the selection.

6 MR. McCUBBINS: I fight the airport. I have  
7 been here a long time. And it really hurt me to know when  
8 they tied up the road for almost two years in construction  
9 that they failed to put a north-south egress-ingress on an  
10 international airport. That is very poor planning and there  
11 was no reason for it.

12 And I don't know who was in charge of that, but  
13 I would like to see when you are doing this project out  
14 here, that somebody uses some common sense and asks the  
15 right questions so that we don't have those problems.

16 MR. MORENO: This is your opportunity to make  
17 those suggestions, sir. So thank you for being here  
18 tonight. And for the record, can I have your name, please?

19 MR. McCUBBINS: Charles McCubbins. I'm sorry,  
20 I got here late.

21 MR. MORENO: That is okay.

22 MR. McCUBBINS: But I couldn't hear very good



23 back here.

24 MR. MORENO: Charles, if we can see you  
25 afterwards, I can't quite read your e-mail address.

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1 MR. McCUBBINS: Absolutely.

2 MR. MALOY: There are seats available up here,  
3 too, which might help. It would be nice if everybody moved  
4 forward.

5 QUESTION BY CLARENCE BLAKLEY

6 MR. MORENO: The next question comes from  
7 Clarence Blakley. What is your intention to either relocate  
8 the already increased --

9 MR. BLAKLEY: Wildlife lives in that valley.  
10 It is what is going to happen to them.

11 MR. MORENO: His question is about the  
12 wildlife.

13 MR. BLAKLEY: Ten years ago we didn't have any  
14 houses, we didn't have schools, it was all prairie land.  
15 And the past seven years, it's all concrete now. What  
16 happens to the animals, where do they go?

17 MR. MORENO: Let's let one of the guys answer  
18 your question.

19 MR. GANT: I assume you are talking about up in  
20 the ridge line areas, kind of to the west if we went with a  
21 "Ridge" Alignment.

22 MR. BLAKLEY: Near my backyard.

23 MR. GANT: Right. Well, a couple points to  
24 that. One of the things that we have to spend a lot of time  
25 doing as part of the Environmental Impact Statement is

1 looking at impact to native species, both plants and  
2 animals, and all kinds of stuff. We did do that. We didn't  
3 find any specific sensitive species in that location. There  
4 are some further west. There are some plant species we have  
5 to worry about.

6 The other issue that we have come across is  
7 that area being migratory from time to time for deer.

8 MR. BLAKLEY: I'm a photographer of wildlife,  
9 and there is a lot of life out there that you don't readily  
10 see. I would hope that you guys would look into that and  
11 not just jump into your project and say screw it.

12 MR. GANT: For example, well, I was mentioning  
13 deer. You may be talking about some other animal life like  
14 birds.

15 We do what we can. If we do know there are  
16 deer in the area, we would do some more special fencing  
17 along the right-of-way to try to keep them off the road,  
18 both for the animals and protection of the motorists.

19 MR. BLAKLEY: Can I ask another question? How  
20 difficult would it be to build the freeway on the other side  
21 of those mountains?

22 I live right next to Wal-Mart, and they got the  
23 hills in the back, and I live right there, and his as well.  
24 You have to level everything and it would go straight  
25 through our backyard.

1 Our problem is, that is the only way I can get  
2 in my backyard. You are taking my access to my own

3 property.

4 MR. GANT: That is one issue out there is there  
5 is a lot of what we call passive recreation out there, all  
6 kinds of different reasons, pretty much open BLM land for  
7 the most part. And there is an impact there. The majority  
8 out there is BLM land, but you are right, there is private  
9 land there.

10 MR. HUBER: Your Environmental Impact Study  
11 didn't even note that a property 500 feet or less from a  
12 six-lane freeway is not going to be impacted by noise, how  
13 can you say that you did something for the animals? I don't  
14 understand that.

15 MR. GANT: You are the gentleman that was there  
16 last night that asked about the noise? Did you get your  
17 question answered?

18 Because we did look into that. We did look  
19 into that and we have an answer for you on the noise.

20 MR. BLAKLEY: Just one more thing.

21 MR. HUBER: Again, you are saying that the  
22 Environmental Impact Study says, and my home would not be  
23 impacted with all the noise, yet I don't think a lot of care  
24 was put into that.

25 MR. GANT: What the location identifies is your

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1 home would be affected by noise but it doesn't cross a  
2 particular threshold. That is the difference. And we have  
3 got some numbers specific to that area.

4 MR. HUBER: A six-lane freeway?

5 MR. GANT: We would be happy to get into the  
6 specifics afterwards.

7 MR. MORENO: Sir, I need to move the hearing  
8 along. If you have other questions.

9 MR. BLAKLEY: My questions are on the card.

10 MR. MORENO: I read your question. Sir, for  
11 the record, can I have your name?

12 MR. HUBER: Doug Huber, H-u-b-e-r.

13 MR. MORENO: Thank you, Mr. Huber. Thank you,  
14 Mr. Blakley.

15 I have the last comment or question here. If  
16 there are any others, please let us know. We want to return  
17 to the open house format, but we do want to answer any  
18 questions that you may have.

19 QUESTION BY DONNA MILLER

20 MR. MORENO: This is from Donna Miller. I  
21 would like the level of services for the four alternatives.

22 MR. MALOY: The level of service covers all of  
23 the facilities that are proposed, including the  
24 interchanges. That is technical information that is in the  
25 document. I'm going to have to talk to you about the

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1 specific location. You said the four alternatives, but  
2 there is level of service throughout that varies and changes  
3 depending upon where you are at on any particular piece of  
4 that alignment.

5 MS. MILLER: By the Wal-Mart section.

6 MR. MALOY: You are saying the level of service  
7 as designed? We have to meet level of service D or better.  
8 Does that help you?

9 MS. MILLER: Yes. I already have the charts on  
10 what it is now for 2007 and then for 2035 and the ranges for

11 the A to S, and it doesn't look good for out to 2035 the  
12 conditions of the road for the amount of traffic in 2035. I  
13 was wondering if I can get something. Because it was 2007  
14 the last time you did it. But could we get something up to  
15 this point for those corridors so we know the impact of the  
16 cars in our intersections, what they are going to be like  
17 now. Because '7 was a long time ago compared to now.

18 MR. MALOY: So the study --

19 MS. MILLER: Yes, the study on that.

20 MR. MALOY: The study has information on  
21 existing level of service for the road at 2008, and we  
22 modeled it for traffic counts and level of service. And  
23 then the study itself has technical information in it, and I  
24 would be happy to try and answer that with you. We'd have  
25 to probably talk about that separately because there is a

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1 lot of information.

2 MS. MILLER: Okay, thank you.

3 MR. MORENO: Thank you. Commissioner Hartung.

4 QUESTION BY VAUGHN HARTUNG

5 MR. HARTUNG: Thank you, Michael.

6 Just when you planned this study, Bryan, are  
7 you also planning improvements to 395? Because as the  
8 traffic sits right now with all of its misgivings, it still  
9 meters the process of getting to 395. If we improve Pyramid  
10 and the connector, all we are going to do is get to the  
11 traffic jam faster.

12 So the question really is, in this whole  
13 process, will you improve 395 prior to doing this? Because  
14 otherwise it's really going to be for not, and especially

15 because this is dealing with I'm assuming peak flows.

16 MR. MALOY: Yes, it is, absolutely. So very  
17 good point, and the question is answered best by saying in  
18 our long-range transportation plan we do show a need for  
19 improvements on 395 not only south of Parr, Dandini, but  
20 even to the north, and they are in there in different time  
21 frames. They are identified as a need, and clearly, it  
22 would need to be, some of those improvements would need to  
23 be advanced, and that is a project that right now I believe  
24 are just currently studying.

25 So I think there is a study for 395, the

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1 corridor, that is either underway or completed showing and  
2 identifying some of those improvements. Have they advanced  
3 right now? They have not been advanced.

4 MR. MORENO: Is Tony Midmore still in the  
5 audience? He had a question about I-580. This hearing is  
6 about Pyramid Highway/395. So we will refer him to NDOT.

7 Before I close, Mr. McCubbins, Dona Salvo,  
8 Mansela Fernandez, Donna Miller, the McCrohans and John  
9 Bradbury, I'm unable to decipher your e-mail address, and so  
10 if you could see me afterwards so I can confirm that, I  
11 would appreciate it.

12 That was the last question we had. Ladies and  
13 gentlemen, again, thank you very much for your time, for  
14 your thoughtful questions and comments this evening. We  
15 will return to the open house format, and we will be here  
16 until 7:30. Please take the opportunity to talk further  
17 with our project team members.

18 Have a good evening. Thank you for coming.

189494.txt  
19 (Meeting recessed to open house format at 7:14 p.m.)  
20 (Meeting adjourned at 7:30 p.m.)  
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1 STATE OF NEVADA, )  
2 ) ss.  
3 COUNTY OF WASHOE. )  
4

5 I, ERIC V. NELSON, Certified Court Reporter and  
6 a notary public in and for the County of Washoe, State of  
7 Nevada, do hereby certify:

8 That I was present at the meeting of the Public  
9 Meeting of Regional Transportation Commission on Thursday,  
10 October 10, 2013, and thereafter took stenotype notes of the  
11 proceedings, and thereafter transcribed the same into  
12 typewriting as herein appears;

13 That the foregoing transcript is a full, true  
14 and correct transcription of my stenotype notes of said  
15 proceedings.

16 Dated at Reno, Nevada, this 21st day of October  
17 2013.

18  
19  
20  
21  
22

ERIC V. NELSON, CCR #57

189494. txt

23

24

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**PYRAMID  
HIGHWAY**



**US 395  
CONNECTION**

**DEIS Public Hearing**  
Shaw Middle School  
600 Eagle Canyon Drive, Sparks, NV  
**October 10, 2013, 4:30-7:30 PM**

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**NEVADA  
DOT**





**PYRAMID HIGHWAY**

**US 395 CONNECTION**

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**PYRAMID  
HIGHWAY**



**US 395  
CONNECTION**

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Shaw Middle School  
600 Eagle Canyon Drive, Sparks, NV  
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**PYRAMID  
HIGHWAY**

**US 395  
CONNECTION**

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Shaw Middle School  
600 Eagle Canyon Drive, Sparks, NV  
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US 395 CONNECTION

DEIS Public Hearing  
Shaw Middle School  
600 Eagle Canyon Drive, Sparks, NV  
October 10, 2013, 4:30-7:30 PM

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**PYRAMID  
HIGHWAY**



**US 395  
CONNECTION**

**Audiencia Pública DEIS**  
Escuela Shaw Middle School  
600 Eagle Canyon Drive, Sparks, NV  
**Octubre 10, 2013, 4:30-7:30 PM**

Nombre del Participante

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*N/A*





**PYRAMID  
HIGHWAY**



**US 395  
CONNECTION**

**DEIS Public Hearing**  
Shaw Middle School  
600 Eagle Canyon Drive, Sparks, NV  
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# US 395 CONNECTION

DEIS Public Hearing  
Shaw Middle School  
600 Eagle Canyon Drive, Sparks, NV  
October 10, 2013, 4:30-7:30 PM

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Amy Cummings	RTC		
Michael moreno	RTC		
Susanklekar	FHWA		
Lee Gibson	RTC		
Jeff Hale	RTC		
Carrie Byron	NDOT		
Steve Oxoby	NDOT Jacobs		
Del	FHWA		
Thor	NDOT		





**PYRAMID  
HIGHWAY**

**US 395  
CONNECTION**

**DEIS Public Hearing**  
Shaw Middle School  
600 Eagle Canyon Drive, Sparks, NV  
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<u>Participant Name</u>	<u>Address</u>	<u>Phone</u>	<u>Email Address</u>
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## Appendix B: Public Involvement

### Small Group Meetings

### Meeting Brief

<b>Date / Time:</b>	October 19, 2009 / 2:30pm
<b>Location:</b>	RTC Engineering Conference Room
<b>Participants:</b>	Doug Maloy, RTC Bryan Gant, Jacobs David Reese, rep. Iractabal Family Kraig Knudsen, rep. Tanamera LLC

**Summary Details:**

- A brief project overview was provided; however, the focus of the discussion was on Disc Drive and what it may convert to: a six-lane arterial with minimal signals and right-in/right-out accesses.
- Mr. Knudsen questioned the status of a new connection to Vista via the Wedekind Park property. He indicated that during the development of the properties he represents and the Disc Drive extension from Sparks Blvd. to Pyramid that the connector would be along the power line corridor and the traffic volumes and access on Disc Drive wouldn't have to accommodate a connection to US 395. It was explained that an alignment through Wedekind Park along the power line corridor was not being considered at this time since the property had been designated a Section 4(f) resource per FHWA. Therefore, if it could be proven that Disc Drive was a prudent and feasible alternative then a new connection could not be approved.
- Mr. Reese expressed great concern over the impacts the proposed project would have on the family's business. He too was informed that the connector would follow the power line corridor and was very disappointed that preserving that property which is unkept and attracts nuisances is being considered. He felt that the family worked diligently to come to an agreement on developing existing Disc Drive and that having to work with an expanded facility with more traffic was too much.
- Mr. Knudsen expressed concern on the impacts to access to both the residential and commercial properties along Disc Drive that were developed by Tanamera. The need to limit access points to major intersections and right-in/right-outs would have a major impact on Tanamara's interests.
- Both Mr. Knudsen and Mr. Reese expressed disapproval for the proposed plan and vowed to fight the project however possible.
- Right-of-entry for field investigations was denied by both property owners.

**Action Items:**

- Mr. Reese received a copy of the conceptual Disc Drive widening. Both asked to receive other plan information. Doug indicated that we are in the process of determining how to provide that type of information to stakeholders and the public.

### Meeting Brief

<b>Date / Time:</b>	November 12, 2009 / 10:00am
<b>Location:</b>	Redhawk Administration Offices, Wingfield Springs, NV
<b>Participants:</b>	Doug Maloy, RTC Bryan Gant, Jacobs David Dodson, CH2MHill Harvey Whittemore, Wingfield Nevada Group Scott Whittemore, Wingfield Nevada Group Andrew Durling, Wood Rodgers Garrett Gordon, Lewis & Roca LLP

#### Summary Details:

- A brief project overview was provided describing the project concept and the various alternatives.
- Wingfield Nevada Group (WNG) shared a plan of the proposed Lazy 8 Casino land plan. The latest plan is very similar to that shown in the approved handbook with some small refinements. They are currently moving toward initiating entitlement / approval process with the City of Sparks and NDOT.
- A copy of the conceptual Pyramid Freeway alternative which included an interchange at Delores was shown to the group. The primary area of concern for WNG is the potential impact any alternatives may have on Lazy 8 parking and the circulation to their main entrance. Of particular concern would be an alternative with an interchange at Delores given the potential footprint that ramps and frontage roads would create. WNG would like to be able to disclose the potential impacts during the entitlement process on parking counts moving forward, although this would require further refinement of the project alternatives. Harvey Whittemore directed the other WNG representatives to address this potential issue in the development handbook. He also asked about possible right of way acquisition through dedication and receipt of credits from the RTC. Doug indicated that this stage of the EIS is conceptual and no right of way acquisition would occur prior to a record of decision from FHWA.
- The latest timing on development and completion of Lazy 8 is 2-3 years. There is outstanding litigation to be completed that may affect that timeframe. Bryan explained that the EIS process eventually leading up to construction of a preferred alternative would likely result in construction no sooner than 2018 depending on phasing.
- WNG also owns the parcel to the north of the planned Steamboat Parkway (easterly extension of Dolores), although there are no finite plans for developing that parcel yet.
- Mr. Gordon acknowledged that he also represents Stonebrooke and the park property on the southeast quadrant of the Pyramid Highway/La Posada intersection that the County currently owns but is in the process relinquishing and reverting ownership back to the previous owner, David Frear.
- Although Right-of-entry permits were sent to contact information for these parcels it was unclear as to who may have received them. Doug said that initial contact was from Carlos



Vasquez who has represented WNG in the past. ROE permits will be reissued to Scott Whittemore.

- Scott Whittemore is the primary contact for WNG.
- **Action Items:** WNG to send electronic files and a copy of the latest handbook to RTC.
- Doug to forward ROE permits to Scott Whittemore for approval.
- Following RTC approval process conceptual plan information may be made available to WNG.

## Meeting Minutes

**Project:** Pyramid Highway/US 395 Connection

**Purpose:** DRI Master Plan / U.S. 395 Connector Project Coordination

**Date Held:** January 12, 2010

**Location:** RTC Washoe  
1105 Terminal Way, Reno, NV

**Attendees:** **RTC:** Doug Maloy  
**Jacobs:** Bryan Gant, Chris Martinovich  
**DRI:** Peter Ross, Jeff Picket  
**Fehr & Peers:** Loren Chilson, Katy Cole  
**Wood Rodgers:** Melissa Lindell

**Copies:** Project File # 241922 / 550

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## Summary of Discussion:

### 1. Project Coordination

- The Desert Research Institute (DRI) is currently developing a master plan for a future research park. As part of this plan, the consulting firms of Wood Rodgers, Fehr & Peers and Sasaki have been contracted. The planned research park lies mainly south and along Raggio Pkwy with other parcels spread around to both the east and north of TMCC.
- As part of this future facility, DRI has coordinated several agencies and groups to facilitate master plan development. Some of these include:
  - The Federal Government.
  - Community groups and organizations.
  - Various private companies.
  - University of Nevada system.
- DRI detailed the process by which the research park has been developing and the process by which land was obtained. Generally, the Federal Government with help from Nevada's congressional delegation was able to secure the land by a Federal Conveyance Act, and by other various means, for the goal of bringing research as well as economic diversity to the region. Prior to the Federal Conveyance Act, the land was obtained from the BLM through a R&PP agreement.
  - Should the land be sold, the transaction amount would revert to the treasury department because any other use of park land would violate the terms of the Federal Conveyance Act.
- Wood Rodgers is putting the master plan together. They plan to have it finalized by June per requirements of their grant.



- Doug Maloy of RTC described the history of the connector project and proceeded to update the group on current project status and where it is heading.
- Bryan Gant of Jacobs updated the status on alignment alternatives and the NEPA screening process.

## 2. Concerns, Questions & General Discussion

- The major concern for DRI is the loss of park land associated with a South of Parr alignment. It was discussed that should this alignment be selected, the research park is basically non-existent.
  - Other concerns with a South of Parr alignment could potentially include:
    - Loss of land for development.
    - Economic Impact: DRI has projected figures of potential revenue benefits to the region and what it could mean if the research park is lost.
    - Could impact NOAA and their weather balloon program.
  - The question DRI had was what could be done to eliminate the South of Parr alignment. It was discussed that a letter formalizing these discussions as well as documenting the loss of research development land and economic benefits should be included.
  - The At-Parr Interchange and northern alignment is preferred by the DRI. The biggest concern with this potential alignment is the use of Dandini Drive and Raggio Parkway. DRI prefers, and would request that Raggio Pkwy become the main access to not only the research park but also to TMCC on both the west and east sides of the site.
  - The location of a future W. Sun Valley Arterial alignment was discussed. DRI would prefer to have this alignment utilize existing Raggio Pkwy along the eastern side of TMCC. Then, the alignment would break from this location and continue straight to a connection with Sutro. This would provide access to the southern parcels of the research park. It was requested that this be evaluated as a possible alternative for the W. Sun Valley Arterial Alignment.
    - It should be noted that the actual location of any W. Sun Valley alignment east and south of TMCC is still being evaluated by Wood Rodgers and their team.
    - Three options were discussed and distributed at the meeting.
    - W. Sun Valley alignment could be impacted by NOAA and the proximity to the weather station.
  - From the discussion, the Jacobs team will continue to evaluate the potential alternatives for connections between the connector and a Raggio / W. Sun Valley alignment.
  - A question was raised on impact of an active NEPA draft document occurring near or at the same location as the master plan development. From DRI's prospective, they have to assume the northern alignment will be carried forward. The southern Parr interchange seriously impacts the park thus negating the need for a master plan.
  - Current Design options for all the firms involved were viewed, discussed, and exchanged.
-

## Meeting Minutes

**Project:** Pyramid Freeway / US 395 Connector EIS

**Purpose:** Truckee Meadows Community College / Washoe County Sheriff Information

**Date Held:** February 12, 2010

**Location:** NDOT 3<sup>rd</sup> Floor Conference Room  
1263 S. Stewart Street  
Carson City, NV 89712

**Attendees:** **NDOT:** Phil Slagel  
**WCSO:** Frank Schumann, Kevin Eikleberry  
**TMCC:** Christopher Rossi, Dave Roberts  
**Jacobs:** Bryan Gant

**Copies:** Project File # 241922 / 550

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## Summary of Discussion:

### 1. Project Overview

- The project is being led by the Washoe RTC with the participation of NDOT and FHWA as the lead agency under NEPA. The project is approximately 2 years into an overall 5 year process.
- The project was identified as part of the 2001 Pyramid Corridor Master Plan and included in RTC's Regional Transportation Plan. Beginning in 2008, federal funds were encumbered and the NEPA process initiated for the Pyramid Freeway and US 395 Connector portions of the original master plan. The third component of the master plan, the West Sun Valley arterial, is also in the Regional Transportation Plan but not being advanced as part of this effort.
- An overview of the process to date was described with the original master plan concepts having been reconsidered and the Pyramid Freeway and US 395 Connector concept advancing as a result of this screening process.
- An overview of the alternatives within the Pyramid Freeway / US 395 Connector concept from north to south was given as follows:
  - The north end alternatives focus on where to transition from the existing principle arterial to the higher order freeway. Initial indications are that the Eagle Canyon / La Posada interchange would be the appropriate location. Also at the north end, interchange combination for Dolores Drive and Eagle Canyon / La Posada are being considered. There are approximately 6-8 concepts being analyzed.
  - The section between Lazy 5 Parkway and Sparks Boulevard consists of a split diamond configuration. This configuration was identified and analyzed under a previous assignment to a more detailed level than the rest of the project. Therefore, the recommendations of that assignment are being carried forward.

- For the section south of Sparks Boulevard, we are considering both an on-alignment and off-alignment alternatives. The on-alignment uses the existing Pyramid Highway corridor with frontage roads and interchanges at Golden View, Los Altos, and Disc Drive. The off-alignment would create a new facility to the west, behind the existing Wal-Mart and below the ridge-line with an interchange at an extension of Disc Drive.
- Disc Drive is currently believed to be the beginning of the east-west connector. Disc Drive would be improved to a 6-lane arterial section from the freeway to Vista Boulevard.
- There are two crossing locations being considered for Sun Valley. The first is just north of the Dandini / El Rancho intersection and the other is along the existing east-west power corridor. Interchange options are being considered at Sun Valley Boulevard and west of the Sun Valley community.
- Two system interchange options exist at US 395. The first is south of Parr Boulevard and TMCC. The second is north of TMCC at the existing Parr Boulevard interchange. Both options would require improvements to the Parr Boulevard interchange and US 395.

## 2. Concerns, Questions & General Discussion

- There is some concern on behalf of the WCSO with respect to direct connection to Pyramid between Dolores Drive and Eagle Canyon. Any impacts that require major out-of-direction and circuitous travel would be problematic. Frontage roads with direct access connections are preferred.
- The comment was made to ensure that future developments are considered when planning access, impacts, traffic demand, etc. Examples include Stonebrooke, Kiley Ranch, and Lazy 8 Casino.
- In the hills between the Pyramid corridor and Sun Valley community, ATV use has been a concern. These hills are used for ATV recreation, dumping, and shooting. A side benefit of a new facility through the hills could be discouragement of these activities.
- The primary concern of both WCSO and TMCC is the impacts to US 395 and the Parr Interchange. Capacity is a problem at the existing Parr exit ramps, particularly the northbound exit. Back-ups occur during class shifts. Capacity on US 395 in the southbound direction is a problem with queues extending from the Spaghetti Bowl to the Parr interchange. Any additional traffic from the proposed US 395 Connector will need to consider capacity on US 395. In addition, WCSO and TMCC feel strongly that the Parr Interchange should be a first phase of work or a sooner, standalone project.
- NDOT has completed a signal warrant analysis for the Parr interchange. Some movements do meet warrants; however, the roundabout at Dandini and Spectrum does not allow for proper transition into a signalized intersection. As an indication of the congestion, traffic heading northbound to westbound is turning east, going 360 degrees through the roundabout, and heading westbound. Both TMCC and WCSO would like to see something done to alleviate the recurring congestion at the ramp terminals.
- TMCC inquired about whether noise and vibration impacts would be analyzed. Noise will be analyzed as part of the study; however, only some commercial uses qualify for noise analysis. It was unknown whether an academic facility would qualify. **Action Item:** review noise criteria regarding academic facilities.
- The group agreed that a meeting prior to publishing the draft environmental document is warranted to discuss the updated analysis and recommendations.
- WCSO and TMCC also noted a sight-distance concern with the guardrail assembly on the southeast quadrant of the Parr interchange.
- The WCSO, TMCC, and reportedly DRI prefer the At-Parr Interchange options at US 395.

2/12 PYRAMID HWY / US 395 CONNECTOR EIS

<u>NAME</u>	<u>AGENCY</u>	<u>EMAIL</u>
Bryan Gant	JACOBS	bryan.gant@jacobs.com
CHRISTOPHER RUSSI	TMCCPD	CRUSST@TMCC.EDU
Phil Slagel	NDOT	pslagel@dot.state.nv.us
FRANK SCHUMANN	WCSO	FSCHUMANN@WASHOECOUNTY.NV.US
Kevin J. Eikleberry	WCSO	Keikleberry@washoecounty.us
DAVE ROBERTS	TMCC	DROBERTS@TMCC.EDU

**REGULAR CITY COUNCIL MEETING AGENDA**

**2:00 P.M., Monday, April 11, 2011**

**City Council Chambers, Legislative Building, 745 Fourth Street, Sparks, Nevada**

**1. \*Call to Order** (Time: 2:02:21 p.m.)

The regular meeting of the Sparks City Council was called to order by Mayor Geno Martini at 2:02 p.m.

**2. \*Roll Call** (Time: 2:02:27 p.m.)

Mayor Geno Martini, City Clerk Linda Patterson, Council Members Julia Ratti (2:10) Ed Lawson, Ron Smith, Mike Carrigan, Ron Schmitt, City Manager Shaun Carey, City Attorney Chet Adams, PRESENT.

Staff Present: Bob King, Neil Krutz, Andy Flock, Andre Stigall, Jim Herman, Michelle Peltier, Rick Darby, Steve Keefer, Chris Syverson, Shauna Nelson, Steve Driscoll, Jeff Cronk, Nancy Owens, Adam Mayberry, Joe Grogan.

**Invocation Speaker:** (Time: 2:02:46 p.m.)

Dr. Tom Butler was unable to give the invocation.

**Pledge of Allegiance** (Time: 2:02:52 p.m.)

The Pledge of Allegiance was led by Council Member Ed Lawson.

**\*Comments from the Public** (Time: 2:03:39 p.m.)

None.

**Approval of the Agenda** (Time: 2:03:47 p.m.)

Consideration of taking items out of sequence, deleting items and adding items which require action upon a finding that an emergency exists.

A motion was made by Council Member Smith, seconded by Council Member Lawson, to approve the agenda as posted. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

**3. Recommendation to Approve Minutes of:**

**Regular Meeting of March 28, 2011** (Time: 2:04:25 p.m.)

A motion was made by Council Member Smith, seconded by Council Member Lawson, to approve the minutes of the Regular Meeting of March 28, 2011. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

**4. Announcements, Presentations, Recognition Items and Items of Special Interest:**

**4.1 Proclamation – Public Safety Telecommunications Week** (Time: 2:05:07p.m.)

Mayor Martini read a proclamation naming April 10-16, 2011, as Public Safety Telecommunications Week in recognition of our Public Safety Dispatchers. The proclamation was accepted by Nancy Owens, Communications Supervisor.

## Regular City Council Meeting Minutes for April 11, 2011

**Proclamation – National Crime Victims Rights Week** (Not on the Agenda) (Time: 2:08:08 p.m.)

Mayor Martini read a proclamation naming April 10-16, 2011, as National Crime Victims Rights Week in recognition of those who are committed to helping victims of crime to rebuild their lives. The proclamation was accepted by Pamela Brooks.

**4.2 Presentation of the Pyramid Way/US 395 Connector Project and the Pyramid Way/McCarran Blvd. Intersection Improvements Project** (Time: 2:11:02 p.m.)

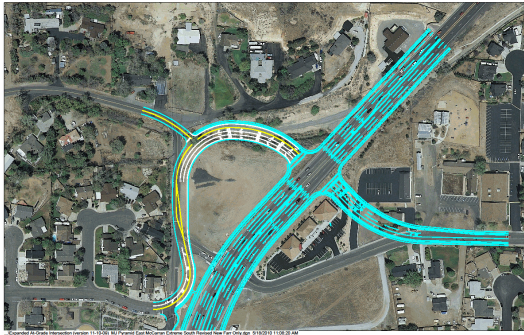
Mr. Lee Gibson of the Regional Transportation Commission (RTC) provided an update on all the Pyramid Corridor projects that they have underway and specifically the Pyramid/McCarran Intersection project, as outlined below:

Pyramid Corridor Projects Update to Sparks City Council--April 11, 2011

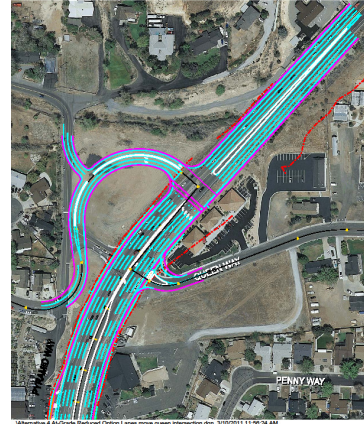
- Regional Initiatives
  - Address regional mobility, safety and accessibility needs
  - Major transportation improvements:
    - Pyramid/McCarran Intersection
    - Pyramid Highway/US 395 Connection
    - Southeast Connector
    - 4<sup>th</sup> Street/Prater Way Corridor Study
    - Oddie Boulevard Corridor Study
- Pyramid/McCarran EIS Community Outreach
- Stakeholder meetings
  - Residents & business owners
  - Neighborhoods
  - Community Open Houses
  - Local jurisdictions and elected leaders
- We are here to “LISTEN”
- What did we learn?
  - Citizens thankful we’re listening/using their input
  - Building a better project
  - Promoting consensus
- Pyramid/McCarran New Intersection Configuration
  - Dedicated right turn lane for peak A.M. traffic
  - Six through-lanes on Pyramid Way
  - Triple left turn lanes for peak P.M. traffic
  - Dedicated westbound right turn lane
  - Complete Pedestrian and Bicycle Facilities through-out
  - New lane additions

## Regular City Council Meeting Minutes for April 11, 2011

- Queen/Farr/Wedekind Concept 1



- Queen/Farr/Wedekind Concept 2



- Pyramid/McCarran EIS Next Steps
  - Environmental Studies now underway
  - Complete Draft Environmental Report (Fall 2011)
  - Obtain FHWA Record of Decision (Winter 2012)
  - Final Design & ROW Acquisition (Winter 2014)
  - Begin Construction (Spring 2015)
- Pyramid Hwy/US 395 Connection EIS
- Project History
  - 1998 – RTC/Washoe Co. Commissioners and Sparks City Council request study of Pyramid Hwy/Sun Valley Corridors
  - 1999 – RTC conducts Pyramid Hwy Corridor Management Plan (PHCMP)
  - 2001 – RTC incorporates findings of PHCMP in 2030 RTP
  - 2004 – 2030 RTP updated/reaffirms PHCMP
  - 2005 – Washoe Co. Planning Commission and BOC update and approve Sun Valley Area Plan and WC LUTE
  - 2005 – Project EIS Kickoff
  - 2007/2008 – RTC completes update to 2030 RTP; reaffirms long-range plan and reclassifies Westside Sun Valley Freeway as an arterial
  - 2010 – All 3 roadways from original 2001 PHCMP remain in the RTP
- Alternatives Moving Forward
  - Potential Pyramid Corridor Alignments
  - Potential Pyramid Corridor North End Interchanges
  - Potential Sun Valley Northerly Crossings and Interchange Configurations
  - Potential Sun Valley Southerly Crossings and Interchange Configurations
  - Potential US 395 at Parr Interchange
- Pyramid Hwy/US 395 Connection EIS
  - Community Outreach
  - Stakeholder meetings
    - Residents & business owners
    - Church & community organizations
    - Community Open House
    - Local jurisdictions and elected leaders
  - We are here to “LISTEN”
    - What did we learn?



## Regular City Council Meeting Minutes for April 11, 2011

- Citizens thankful we're
  - asking for input and
  - documenting their concerns
  - Not as much opposition
  - Good & positive feedback
- Pyramid Hwy/US 395 EIS Next Steps
  - Complete Alternative Screening (2011)
  - Complete Draft Environmental Report (2012)
  - Final EIS (2013)
  - Obtain FHWA Record of Decision (2014)
  - Begin Final Design & ROW Acquisition (2015/2017)
  - Begin Construction of Initial Segments (2018-2020)
  - Questions & Comments
    - Scott Gibson, RTC Project Manager Pyramid/McCarran Intersection EIS
    - sgibson@rtcwashoe.com / 335-1874
    - Doug Maloy, RTC Project Manager
    - Pyramid Hwy/US 395 Connection EIS
    - dmaloy@rtcwashoe.com / 335-1865

### **4.3 Presentation on the Flashing Yellow Arrow Signal (Time: 2:25:57 p.m.)**

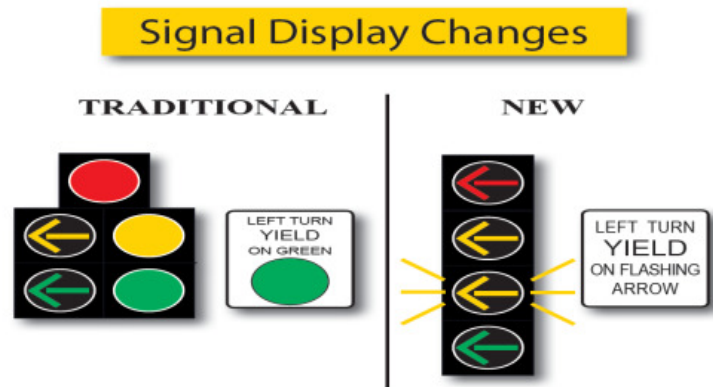
Transportation Services Manager Jim Herman gave a presentation on the Flashing Yellow Arrow Signal program as outlined below:

#### **Flashing Yellow Arrow--Left Turn Traffic Signals**

- Background
  - Created in Reno – 1989
  - Extensive nationwide evaluation and expert review by Transportation Research Board
    - Version tested in Sparks in 2002
  - Approved by FHWA and included in 2009 MUTCD
  - NDOT safety funds used for current project
    - Partners: Sparks, NDOT, RTC, Reno, Carson City, Washoe County, Douglas County
- Reasons for Flashing Yellow Arrow (FYA)
  - Safety
    - Drivers less likely to “cut in front” of other cars or pedestrians
  - Efficiency
    - If few left turners, green arrow sometimes not needed
    - Green arrow can “flush” left turn lane if needed
    - Green arrow can go first or last for more efficiency in signal coordination
    - FYA can be used by time of day

## Regular City Council Meeting Minutes for April 11, 2011

- How It Works



- What's Next
  - NDOT Phase 1 project completed by summer 2011
  - RTC reviewing protected-only left turns (red arrow), change to FYA
    - 25 intersections under consideration
    - Expected construction Fall 2011
  - NDOT Phase 2 project – in design, construction not yet scheduled
    - Intersections that require more work – new poles, arms, etc.

#### 4.4 Presentation on the Sparks Fire Department Project SAFE Residential Smoke Alarm Program (Time: 2:36:24 p.m.)

Fire Marshall Bob King and Fire Prevention Inspector Michelle Peltier provided an update on the Project SAFE program as outlined below:

#### RESIDENTIAL SMOKE ALARM PROGRAM--March 05, 2010 – Present--Impact and Future Services

- Initial Goal
  - to reduce injury and loss of life from fire by providing 1,000 smoke alarms & educating residents about fire safety in 250 homes
- RESULTS
  - Provided:
    - 921 smoke alarms with ten-year batteries
    - 120 batteries
    - 12 kits for the hearing impaired
    - Fire-safety education for 298 homes
      - Over 1,000 people
    - Media, including Spotlight on Sparks, reaches indeterminate number of people
  - Does Project SAFE Make a Difference?
    - Only 6 of every 10 homes visited had at least one working alarm
      - 8 out of 10 had an alarm
    - 62% of the homes with at least one working alarm needed replacements because theirs were over 10 years old
      - 10-year old alarms do not detect smoke more than half the time
    - Over 83% of the homes with working smoke alarms needed more alarms
      - Needed in all sleeping rooms, hallways, and on each level of the home
    - Safety education has reached many more

## Regular City Council Meeting Minutes for April 11, 2011

- Other citizens, surrounding communities, and volunteers are:
  - Testing their own alarms
  - Practicing escape plans
  - Implementing other fire-safety measures at home
- Residents just as appreciative of the safety education as they are of the alarms
- THANK YOU'S
  - Community Volunteers
    - George Graham: Sparks Housing Rehabilitation Program
    - Reel Construction
    - Gloria Palma
    - Jessica Moore
    - Ed Harney
    - Fire Tech Students (Through TMCC)
    - BBQ House & Gather at Home Catering
- COMMUNITY ACCOLADES
  - “They knocked on my door. Thank God. What a wonderful program. Now I feel safe and protected. Thank you.”
  - “This is absolutely the best program the fire department has done for members of this community.”
  - “This project will save many lives. It will help low-income seniors live safe.”
  - “Very professional people. Would highly recommend...Friendly and thoughtful throughout.”
- FUTURE PLANS
  - Ongoing Public Service Announcements
    - Media, Websites, Community Partners
  - Grant Application
    - Smoke & CO alarms with Education
    - Sign Boards with seasonal safety tips
  - Golf Tournament:
    - 2<sup>nd</sup> Annual Project SAFE—July 30, 2011
- JOIN US
  - 2<sup>ND</sup> Annual Golf Tournament
    - D’Andrea Golf Course—Sparks--July 30<sup>th</sup>, 2011, 2:00 PM
    - Early registrations receive 5% discount
  - Sponsorship Opportunities
    - Platinum: \$600 Hole sponsorship; 4 golfers; Name on banner, web site, newspaper
    - Gold: \$450 Hole sponsorship; 2 golfers; Name on banner, web site, newspaper
    - Silver: \$150 Hole Sponsorship
    - Raffle/Silent Auction Prize Donations Needed
  - Scramble Shotgun Start: 4-Person Teams
  - Team Photo, Dinner, Hole Prizes, Raffle, Silent Auction, Awards

## Regular City Council Meeting Minutes for April 11, 2011

### **5. Consent Items:** (Time: 2:50:34 p.m.)

A motion was made by Council Member Smith, seconded by Council Member Ratti, to approve Consent Item 5.1. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

#### **5.1 Report of Claims and Bills approved for payment and appropriation transfers for the period March 10, 2011 through March 23, 2011**

An agenda item from Finance Director Jeff Cronk recommending approval of the Report of Claims and Bills as outlined.

### **6. General Business:**

#### **6.1 Consideration and possible acceptance of a grant from The Nell J. Redfield Foundation in the amount of \$30,000 for the Sparks Parks and Recreation Department to continue various programming in 2011** (Time: 2:51:36 p.m.)

Recreation Supervisor Shauna Nelson noted that the Nell J. Redfield Foundation has once again provided a grant so that the Sparks Parks and Recreation Department can continue to run the Nell J. Redfield Neighborhood Playground and Leisure without Limits Programs.

A motion was made by Council Member Ratti, seconded by Council Member Carrigan, to accept a \$30,000.00 donation from the Nell J. Redfield Foundation. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

#### **6.2 Consideration and possible acceptance of the Recreational Trails Program Project Agreement between the City of Sparks and the State of Nevada, Division of State Parks** (Time: 2:53:57 p.m.)

Parks Development and Operations Manager Rick Darby noted staff applied for this grant in September of 2010 for the Wedekind Regional Park Trailhead and Trail System, Phase I Project. He noted that this is a matching grant and the City's share will be \$17,925.00. He stated this grant will provide rehabilitation of trails and create two shaded seating areas at two hilltop viewpoints. It will also provide revegetation of 3 acres of previously disturbed open space; the purchase and installation of split rail fencing; installation of maps at trailheads; development of trailhead parking; and purchase and installation of directional, educational, and trail signage.

A motion was made by Council Member Ratti, seconded by Council Member Smith, to accept the Recreational Trails Program Project Agreement with the State of Nevada, Division of State Parks. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

#### **6.3 Consideration and possible approval of naming of one park** (Time: 2:55:37 p.m.)

Parks Development and Operations Manager Rick Darby stated the City of Sparks Park Naming Committee is recommending the name Wedekind Regional Park for the new park located north of Queen Way and east of the Pyramid Highway.

A motion was made by Council Member Schmitt, seconded by Council Member Carrigan, to approve the name Wedekind Regional Park for the new park located north of Queen Way and

## Regular City Council Meeting Minutes for April 11, 2011

east of the Pyramid Highway. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

### **6.4 Consideration and possible approval of an Interlocal Agreement with the Nevada Department of Transportation for the proposed improvements along the Nugget Avenue off-ramp between Rock Boulevard and 14<sup>th</sup> Street (Time: 2:57:09 p.m.)**

Transportation Manager Jon Ericson stated the Nevada Department of Transportation (NDOT) has developed improvement plans for the addition of a round-a-bout located adjacent to the existing driveway entering the parking area on the north side of the Nugget Avenue ramp. The improvements will provide improved access to the parking area from 14<sup>th</sup> Street. Two-way traffic will be permitted between 14<sup>th</sup> Street and the proposed round-a-bout, along Nugget Avenue. This will provide better ingress and egress for downtown special events. NDOT has agreed to fund 100% of the proposed project costs.

Mr. Ericson noted that the City of Sparks requested decorative lighting to enhance the attractiveness of the proposed project. The lights will be identical to the LED fixtures along E. Victorian Avenue. NDOT is reluctant to maintain these types of lights, but would be agreeable to the request if the City agrees to maintain the fixtures. To expedite the construction schedule, NDOT has requested that the City purchase the light fixtures and NDOT will reimburse the City for the cost of the four decorative lights and supplying the City with two additional poles and fixtures for future maintenance purposes.

A motion was made by Council Member Ratti, seconded by Council Member Lawson, to approve an interlocal agreement with the Nevada Department of Transportation for the proposed improvements along the Nugget Avenue off-ramp between Rock Boulevard and 14<sup>th</sup> Street. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

### **6.5 Consideration and possible direction to City Staff regarding an appeal by Galleria Station, LLC, of staff's decision to require performance bonds for infrastructure required to support the Galleria Station project (Time: 3:01:58 p.m.)**

Community Services Director Neil Krutz noted that Galleria Station, LLC is the developer of the Casoleil condominium project. This is a 270 unit project that was first entitled in 2005 and is partially constructed. When the City grants entitlements it requires that bonds be posted for the public infrastructure for the project. This provides some surety that the infrastructure will be in place when the project is finished. Per our City code that work is required to be done within a 24 month period. Given the state of the economy, we have not looked into requiring that everything be done within this 24 month period, but we have asked the development community, when they are in a situation where they have received the entitlement in terms of final map lots and the infrastructure is in some state of completion, to keep the bonds in place so the City does have a surety that the infrastructure will: a) be completed, or b) that the City would have the opportunity to complete the work ourselves.

Mr. Krutz stated the developer is now looking for a way to remove the bonding requirements because it places a cash-flow burden upon them. He stated he can certainly understand their

## Regular City Council Meeting Minutes for April 11, 2011

position and they have asked us to consider placing a deed restriction to be placed on the property that would indicate that no additional permits or entitlements would be granted until such a time as the bonds were restored. The City Attorney's office reviewed this request and it has been determined that this is not an allowable alternative, per our City codes. Also, staff has reached the conclusion that this would potentially place the City at risk because if something happened and the deed restriction was missed when issuing an entitlement, the requirement to have the public infrastructure built would still be there, but the City would not have the ability, via a bond, to have that infrastructure completed.

He said staff looked a ways to meet the needs of the developer and satisfy the City codes. The Developer could revert the lots to acreage and follow this up immediately with a new tentative map. He stated that tentative maps can cost up to \$24,000 and reversion to acreage can cost \$14,000. Staff has offered to revert the lots to acreage and follow up with a new tentative map by taking the old tentative map and change the date and carry it forward through the process (Planning Commission and City Council approval) on a time and materials basis estimated to cost only \$2,000 to \$3,000. A Tentative Map would give them the same level of entitlement and carry it forward for four years and does not carry a bonding requirement with it. He said he believes this process would protect the City and relieve the bonding requirement.

Mr. Randy Walther, representing the applicant, stated performance bonds are established to ensure that the work is carried out within a 24 month period, but their situation now is totally different from when the bonds were procured and now they are just trying to find a solution.

Another representative of the developer stated they have made strong commitments to being part of Casoleil in the future and they understand there are limitations on what the City can and cannot do, but they are trying to find an alternative to going back through the process again, because there is the risk of having the entitlements changed. He said they felt that that the deed restriction was a reasonable alternative, because the required bonds cost their company \$15,000 or more per year and it limits the company's total bonding capacity. They are simply looking for a solution that will protect the interest of both parties without throwing money away for something that is likely not going to happen in the near future.

Council Member Smith said what the City is offering sounds like a good deal to him and he asked the developer why they did not feel it was a good solution. The response was that it was a matter of having to go back through the approval process again and the City is not the only entity which would have to approve the project again and there is a large fear factor that something might have to be changed to meet current laws (health codes, etc).

Council Member Carrigan stated this was a trust issue—the developer doesn't trust the City and the City doesn't trust that the developer will complete the project. Unfortunately the solution they are proposing is not something that the City is allowed to do.

Mayor Martini asked where the City would stand if the developer let the bonds lapse and walked away from the project. The response was that the City is the third party beneficiary of the bonds and if they let them lapse, the bond company would notify the City and hopefully allow us time to get our money from the bonds before they lapse. Mayor Martini said his main concern was

## Regular City Council Meeting Minutes for April 11, 2011

that whatever solution was chosen, he did not want to put the City at any more risk that we are now for this project.

Council Member Smith suggested that this issue be continued to allow the developer to do some research on any requirements that may have changed since the project was approved and that might require changes to the entitlement if it went back through the approval process.

Council Member Schmitt asked if a letter or credit would be an appropriate alternative to the bond? Mr. Krutz responded yes, a letter of credit would be acceptable.

Council Member Schmitt said was in favor of continuing this item to allow the applicant time to come up with a solution.

A motion was made by Council Member Schmitt, seconded by Council Member Carrigan, to continue this appeal to the May 9, 2011 City Council meeting. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

7. **Public Hearings and Action Items Unrelated to Planning and Zoning:** (Time: 3:23:45 p.m.)

None.

8. **Planning and Zoning Public Hearings and Action Items:** (Time: 3:23:45 p.m.)

None.

9. **Comments:**

9.1 **\*From the Council and City Manager**(Time: 3:23:45 p.m.)

Councilman Mike Carrigan asked about the legislative process. Mr. Carey advised that the City Council is provided with weekly reports.

Mr. Carey announced openings on the following boards and commissions: Two appointments to the Civil Service Commission for a 3-year term; Four appointments to the Advisory Committee for the Disabled for a 2-year term; Three appointments to the Park & Recreation Commission for a 3-year term; and One appointment to the Reno Tahoe Airport Authority Board of Trustees for a 4-year term. Applications will be accepted through the City Clerk's Office or on-line until April 22, 2011.

10. **\*Adjournment** (Time: 3:26:56 p.m.)

There being no further business, the meeting was adjourned at 3:26 p.m.

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Mayor

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City Clerk


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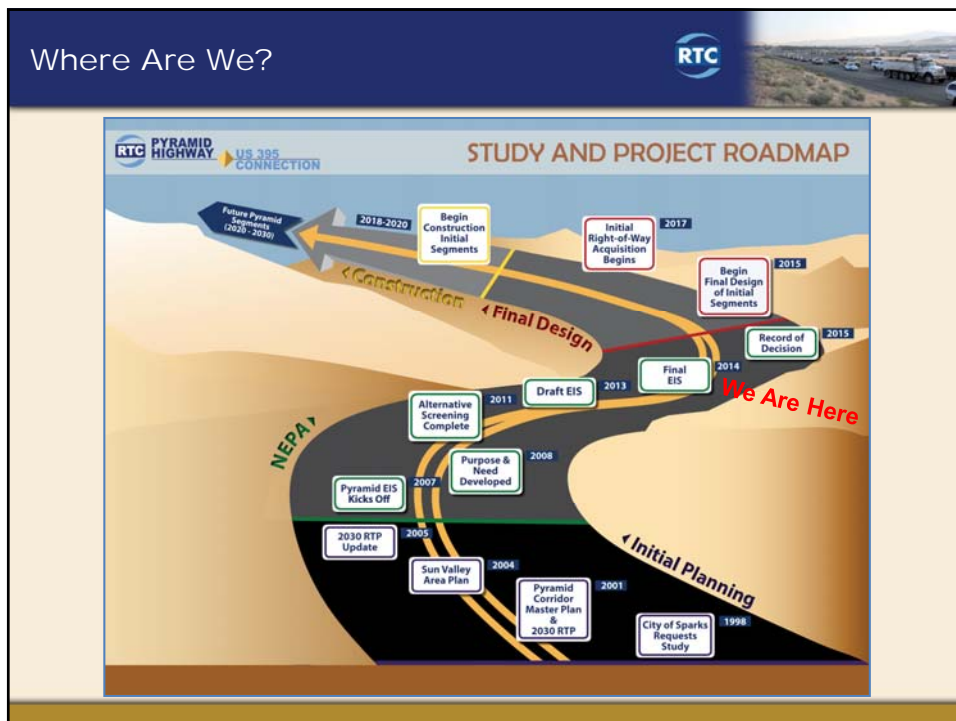
**RTC PYRAMID HIGHWAY** **US 395 CONNECTION**

## Sparks City Council Presentation



April 2014




**NEVADA DOT** **RTC** **Department of Transportation Federal Highway Administration**





## Pyramid/US 395 Connector Overview and DEIS Alternatives

- Six-Lane Freeway from Disc Drive to Calle de la Plata and Six-Lane Freeway from Pyramid to US 395
- Arterial widening:
  - Disc Drive from Pyramid to Vista Blvd.
  - Pyramid from the Connector to Queen Way
- Interchanges at the following:
  - US 395, Sun Valley, Disc Drive, Sparks Blvd., Lazy 5 Pkwy., Dolores Drive, and Eagle Canyon Drive

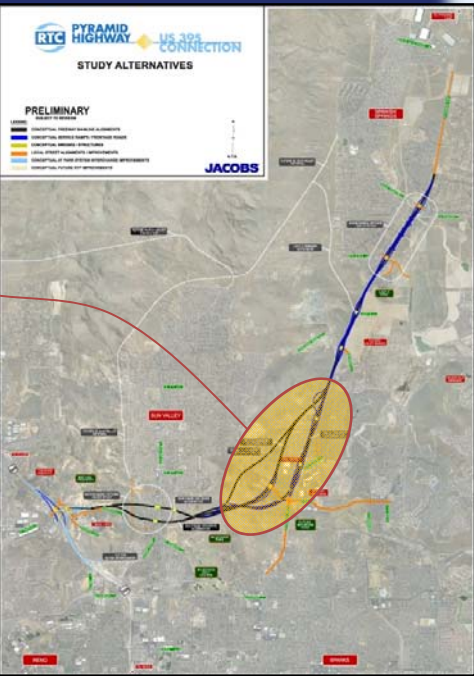


## Alternatives Moving Forward

**Pyramid Corridor:**  
 Three Alignment Alternatives between Disc Drive and Sparks Blvd

- “On”
- “Off”
- “Ridge”



### Alternatives Moving Forward

**Sun Valley Area:**

Two Alignment Alternatives

- "North"
- "South"

Two Interchange Alternatives

- "at SVB"
- "west of SVB"

### Elements Common To All

6 lane freeway from Sparks Blvd. to Calle de la Plata:

Widen Disc Dr. and Pyramid Hwy. to Queen Way:

US 395 and Parr Blvd. Interchange improvements:

## DEIS Public Hearing Summary



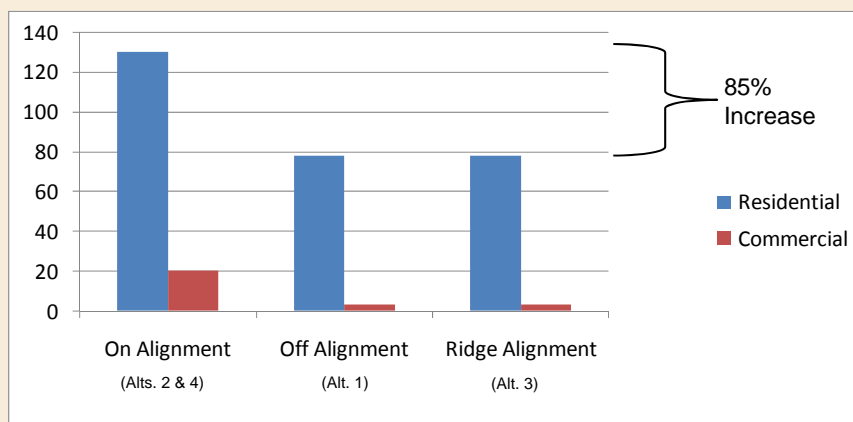
- Hearings and Public Comment period occurred in Fall 2013
- Two public hearings had approximately 230 attendees
- A total of 63 comments were received
- General comment themes:
  - Concerns over property acquisition
  - Traffic (congestion, changes, noise, etc.)
  - Changes to residences adjacent to alignments

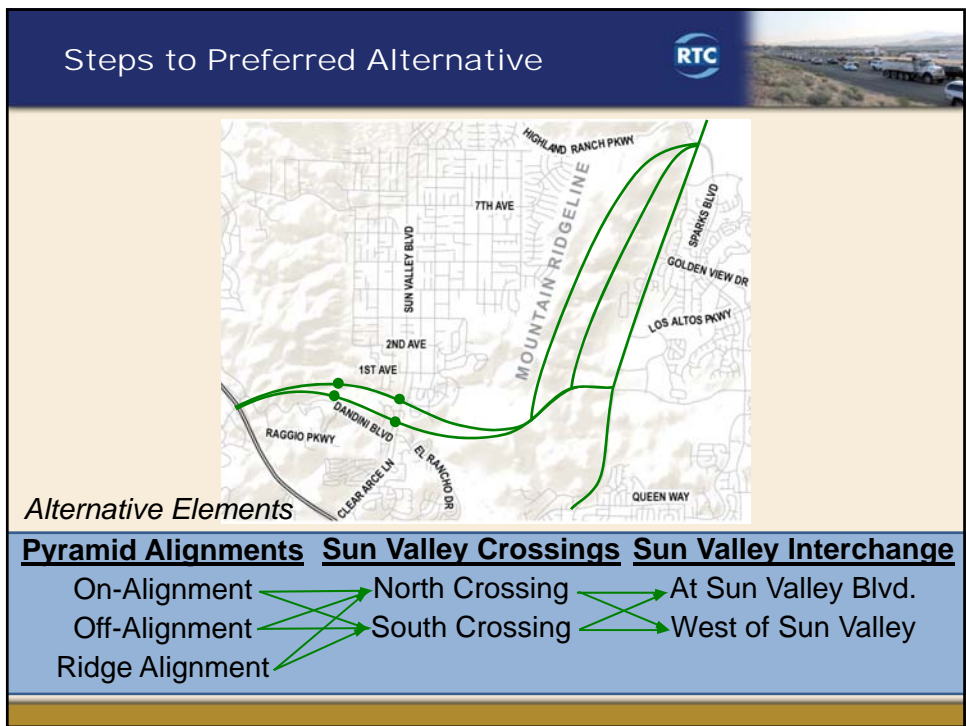
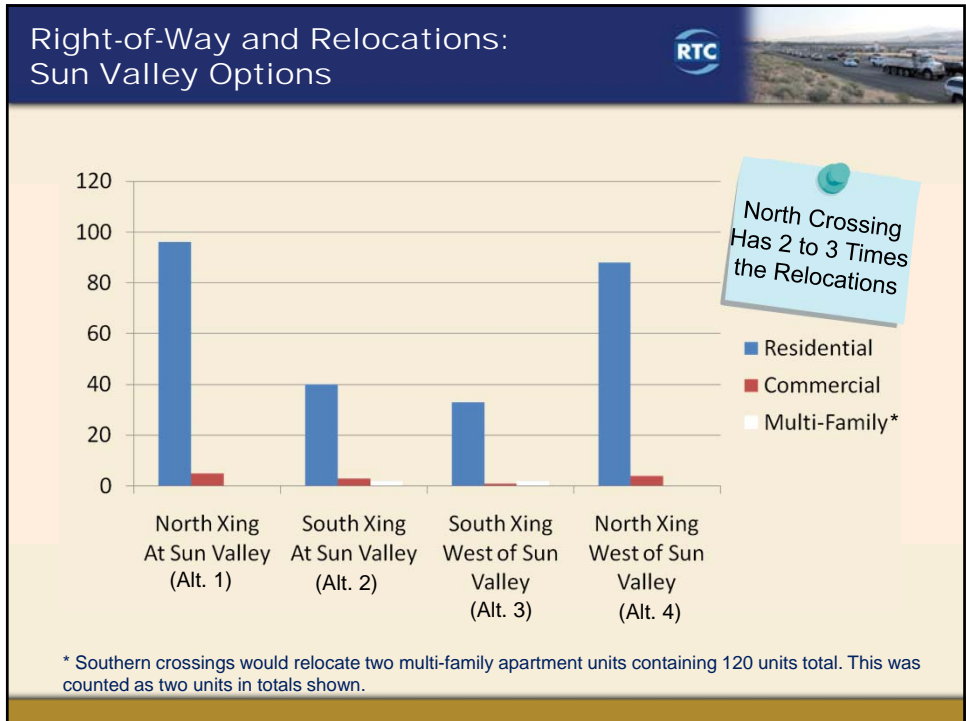
*Findings – There is no clear preference for or against any particular alternative or alternative segment.*

## Right-of-Way and Relocations: Pyramid Alignments




- Total relocations range from 81-150 depending on alignment



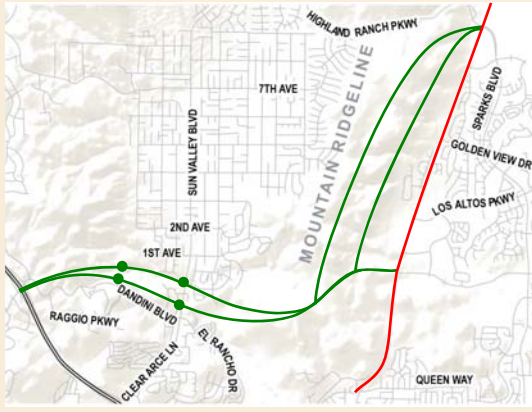




**Steps to Preferred Alternative** 


**Step 1**

With 85% more relocations and no major performance benefits, the “On Alignment” is not preferred compared to other Pyramid Alignments



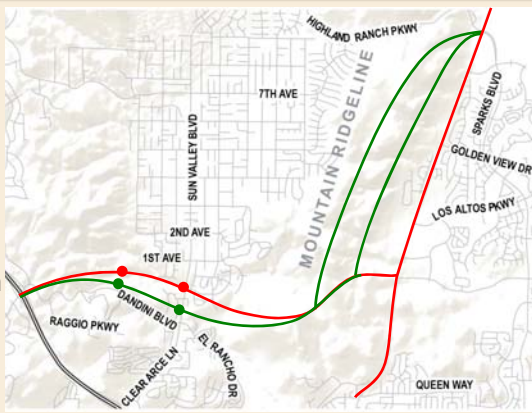
*Alternative Elements*

<u>Pyramid Alignments</u>	<u>Sun Valley Crossings</u>	<u>Sun Valley Interchange</u>
<input checked="" type="checkbox"/> On-Alignment	North Crossing	At Sun Valley Blvd.
<input type="checkbox"/> Off-Alignment	South Crossing	West of Sun Valley
<input type="checkbox"/> Ridge Alignment		

**Steps to Preferred Alternative** 


**Step 2**

With greater potential relocations and impacts to established neighborhoods and no major performance benefits, the “North” crossing is less desirable than the “South” crossing through Sun Valley



*Alternative Elements*

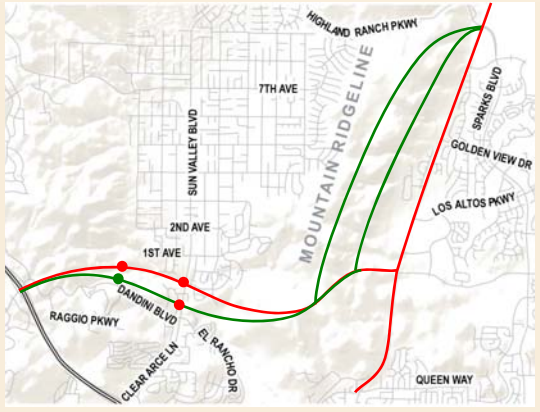
<u>Pyramid Alignments</u>	<u>Sun Valley Crossings</u>	<u>Sun Valley Interchange</u>
<input checked="" type="checkbox"/> On-Alignment	<input checked="" type="checkbox"/> North Crossing	At Sun Valley Blvd.
<input type="checkbox"/> Off-Alignment	South Crossing	West of Sun Valley
<input type="checkbox"/> Ridge Alignment		

Steps to Preferred Alternative 


**Step 3**

The interchange “at Sun Valley Blvd.” has 9 additional relocations, is in close proximity to the existing Dandini/El Rancho Intersection and results in approx. ½ million CY excess earthwork compared to the interchange “west of Sun Valley Blvd.”

*Alternative Elements*



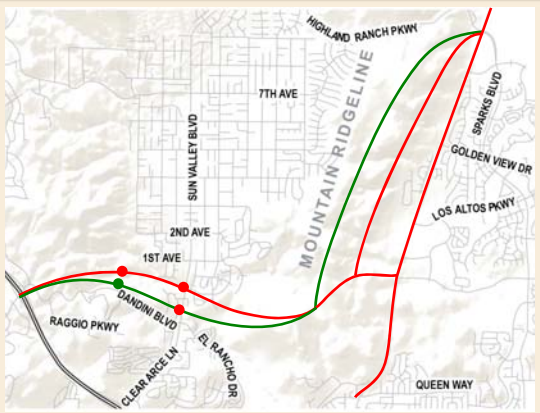
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<input checked="" type="checkbox"/> On-Alignment	<input checked="" type="checkbox"/> North Crossing	<input checked="" type="checkbox"/> At Sun Valley Blvd.
<input type="checkbox"/> Off-Alignment	<input type="checkbox"/> South Crossing	<input type="checkbox"/> West of Sun Valley
<input type="checkbox"/> Ridge Alignment		

Steps to Preferred Alternative 

**Step 4**

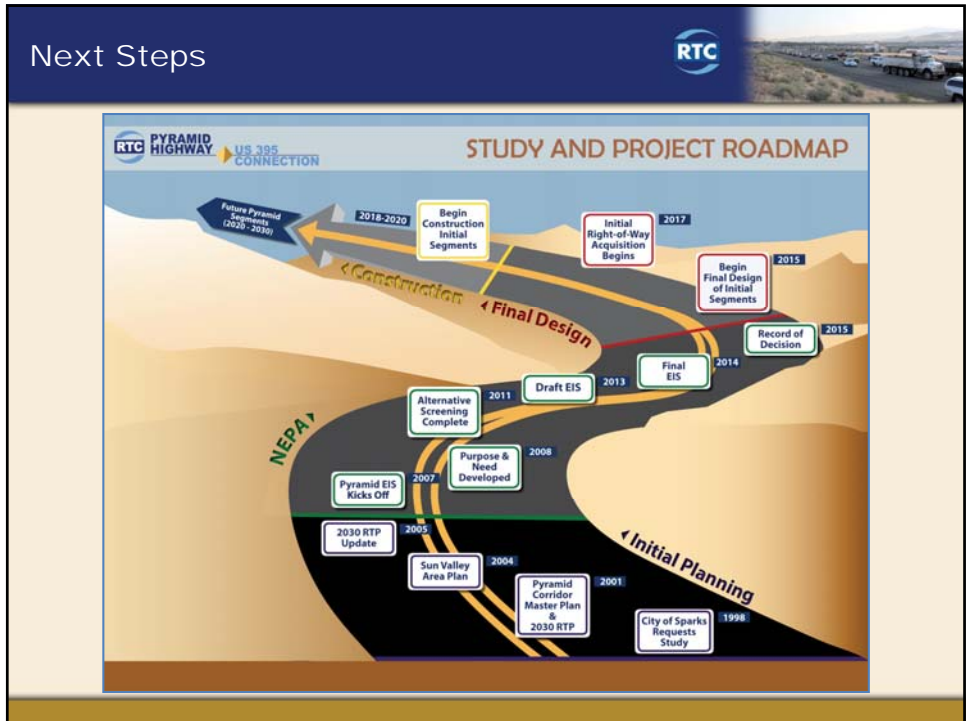
The “Off Alignment” has greater visual impacts than the Ridge Alignment and in combination with the Sun Valley options results in approx. 1 million CY more of excess earthwork

*Alternative Elements*



<u>Pyramid Alignments</u>	<u>Sun Valley Crossings</u>	<u>Sun Valley Interchange</u>
<input checked="" type="checkbox"/> On-Alignment	<input checked="" type="checkbox"/> North Crossing	<input checked="" type="checkbox"/> At Sun Valley Blvd.
<input checked="" type="checkbox"/> Off-Alignment	<input type="checkbox"/> South Crossing	<input type="checkbox"/> West of Sun Valley
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### Thank you!


**Doug Maloy, P.E., Project Manager**  
Regional Transportation Commission of Washoe County  
1105 Terminal Way, Suite 108, Reno, NV 89502  
(775) 335-1865 Fax: (775) 348-0170  
E-mail: [dmaloy@rtcwashoe.com](mailto:dmaloy@rtcwashoe.com)


**RTC PYRAMID HIGHWAY** **US 395 CONNECTION**

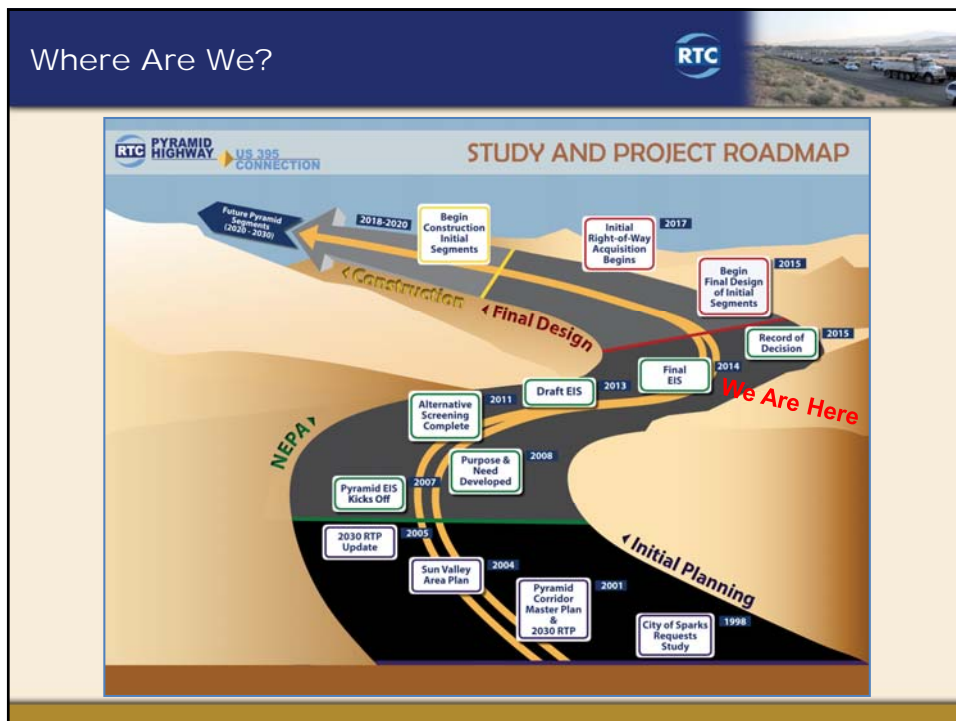
## Washoe County Commission Presentation

April 2014














## Pyramid/US 395 Connector Overview and DEIS Alternatives

- Six-Lane Freeway from Disc Drive to Calle de la Plata and Six-Lane Freeway from Pyramid to US 395
- Arterial widening:
  - Disc Drive from Pyramid to Vista Blvd.
  - Pyramid from the Connector to Queen Way
- Interchanges at the following:
  - US 395, Sun Valley, Disc Drive, Sparks Blvd., Lazy 5 Pkwy., Dolores Drive, and Eagle Canyon Drive

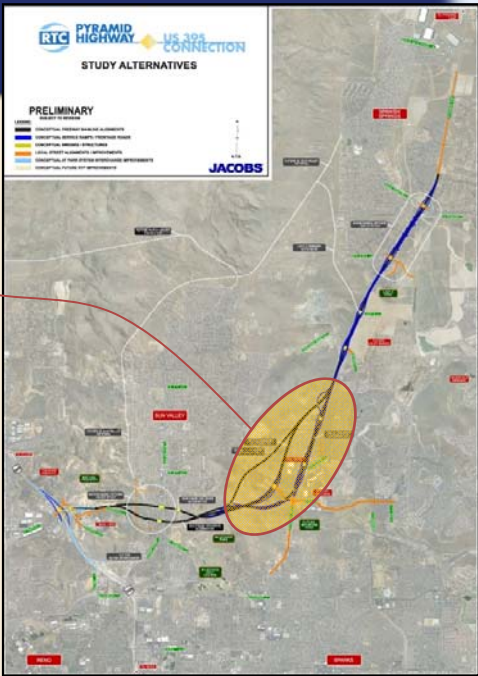


## Alternatives Moving Forward

**Pyramid Corridor:**  
 Three Alignment Alternatives between Disc Drive and Sparks Blvd

- “On”
- “Off”
- “Ridge”



### Alternatives Moving Forward

**Sun Valley Area:**

Two Alignment Alternatives

- "North"
- "South"

Two Interchange Alternatives

- "at SVB"
- "west of SVB"

The map displays several study alternatives for the Pyramid Highway and US 395 Connection project in the Sun Valley area. A legend titled 'PRELIMINARY' lists the following categories: 'CONCEPTUAL ALIGNMENT BASED ON A STUDY AREA', 'CONCEPTUAL ALIGNMENT BASED ON A STUDY AREA', 'CONCEPTUAL ALIGNMENT BASED ON A STUDY AREA', 'CONCEPTUAL ALIGNMENT BASED ON A STUDY AREA', and 'CONCEPTUAL ALIGNMENT BASED ON A STUDY AREA'. The map shows two main alignment alternatives, 'North' and 'South', and two interchange alternatives, 'at SVB' and 'west of SVB'. A red circle highlights the interchange area. A photo of a highway interchange is shown in the top right corner.

### Elements Common To All

6 lane freeway from Sparks Blvd. to Calle de la Plata:

Widen Disc Dr. and Pyramid Hwy. to Queen Way:

US 395 and Parr Blvd. Interchange improvements:

The map displays several study alternatives for the Pyramid Highway and US 395 Connection project in the Sun Valley area. A legend titled 'PRELIMINARY' lists the following categories: 'CONCEPTUAL ALIGNMENT BASED ON A STUDY AREA', 'CONCEPTUAL ALIGNMENT BASED ON A STUDY AREA', 'CONCEPTUAL ALIGNMENT BASED ON A STUDY AREA', 'CONCEPTUAL ALIGNMENT BASED ON A STUDY AREA', and 'CONCEPTUAL ALIGNMENT BASED ON A STUDY AREA'. The map shows three common elements: a 6 lane freeway from Sparks Blvd. to Calle de la Plata, widening of Disc Dr. and Pyramid Hwy. to Queen Way, and US 395 and Parr Blvd. Interchange improvements. Red ovals highlight these elements. A photo of a highway interchange is shown in the top right corner.

## DEIS Public Hearing Summary



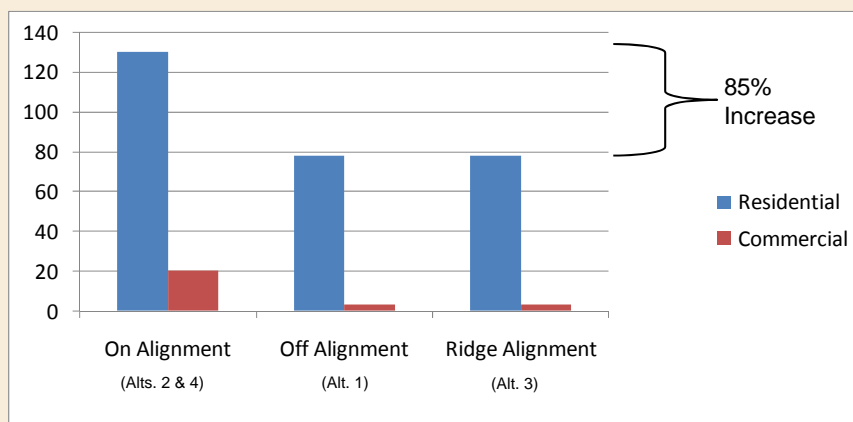
- Hearings and Public Comment period occurred in Fall 2013
- Two public hearings had approximately 230 attendees
- A total of 63 comments were received
- General comment themes:
  - Concerns over property acquisition
  - Traffic (congestion, changes, noise, etc.)
  - Changes to residences adjacent to alignments

*Findings – There is no clear preference for or against any particular alternative or alternative segment.*

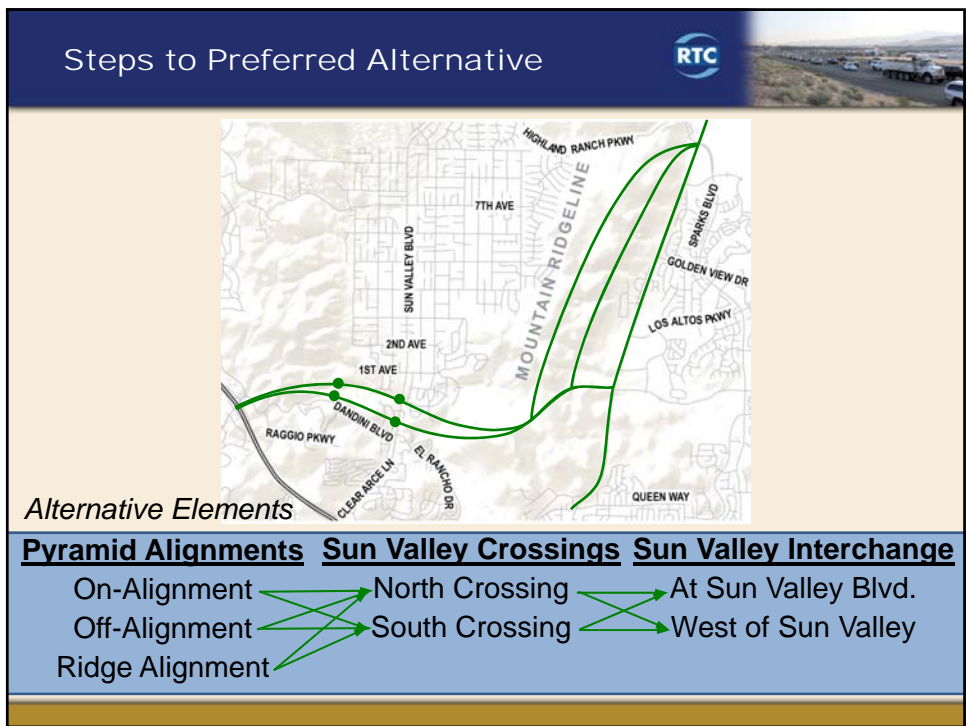
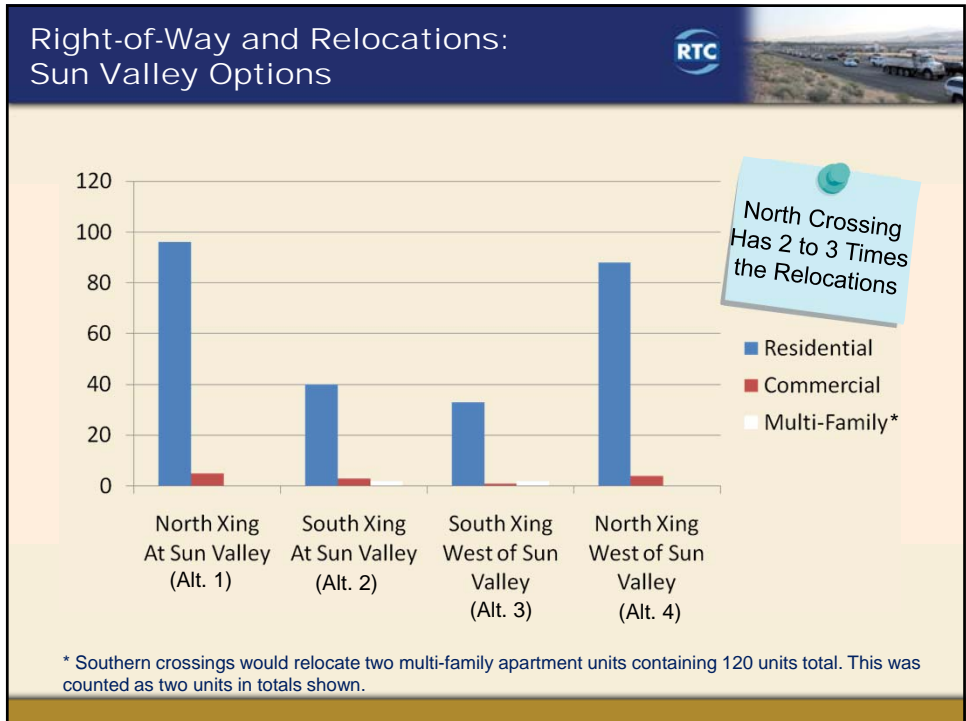
## Right-of-Way and Relocations: Pyramid Alignments




- Total relocations range from 81-150 depending on alignment



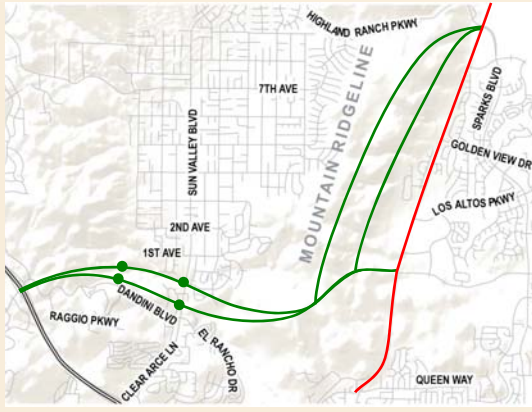




**Steps to Preferred Alternative** 


**Step 1**

With 85% more relocations and no major performance benefits, the “On Alignment” is not preferred compared to other Pyramid Alignments



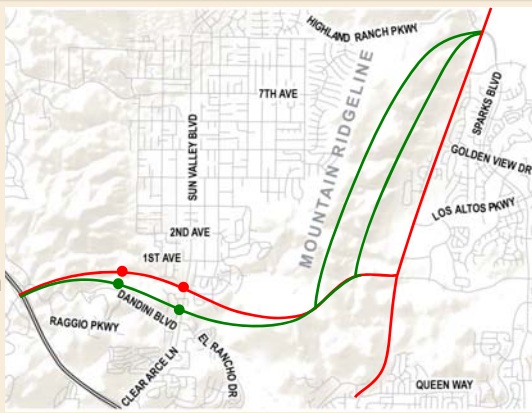
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<input checked="" type="checkbox"/> On-Alignment	North Crossing	At Sun Valley Blvd.
<input type="checkbox"/> Off-Alignment	South Crossing	West of Sun Valley
<input type="checkbox"/> Ridge Alignment		

**Steps to Preferred Alternative** 

**Step 2**


With greater potential relocations and impacts to established neighborhoods and no major performance benefits, the “North” crossing is less desirable than the “South” crossing through Sun Valley



*Alternative Elements*

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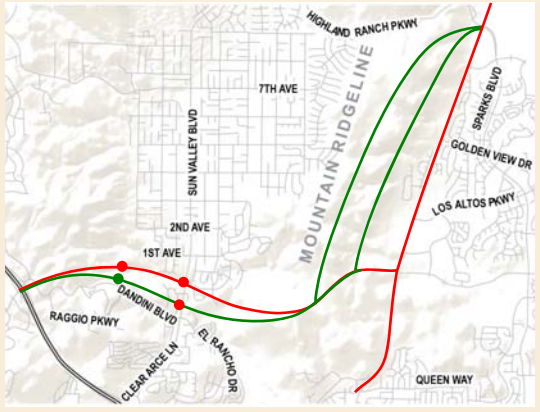


Steps to Preferred Alternative 


**Step 3**

The interchange “at Sun Valley Blvd.” has 9 additional relocations, is in close proximity to the existing Dandini/El Rancho Intersection and results in approx. ½ million CY excess earthwork compared to the interchange “west of Sun Valley Blvd.”

*Alternative Elements*



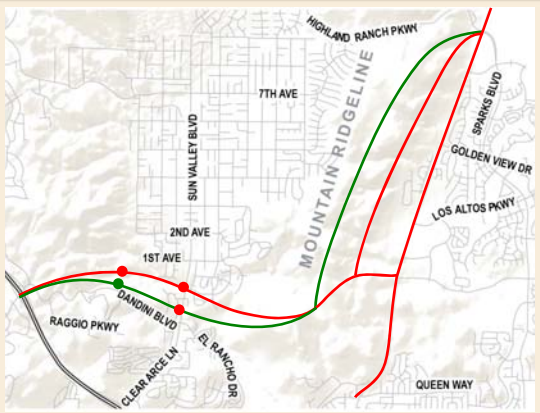
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Steps to Preferred Alternative 

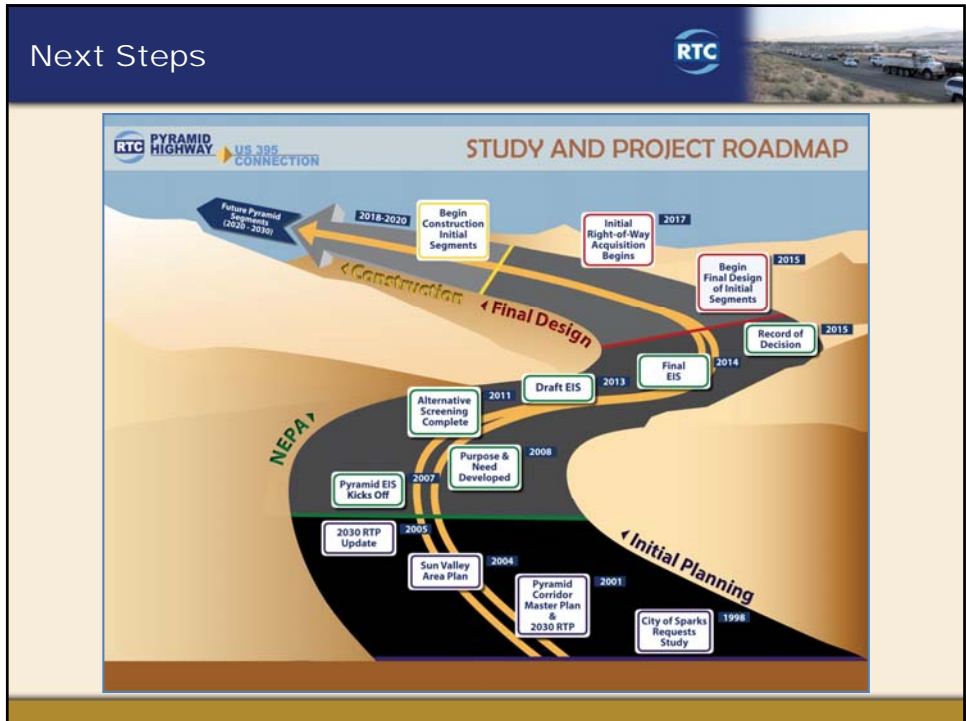
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### Thank you!

**Doug Maloy, P.E., Project Manager**  
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**BOARD OF COUNTY COMMISSIONERS  
WASHOE COUNTY, NEVADA**

TUESDAY

10:00 A.M.

AUGUST 26, 2014

PRESENT:

**David Humke, Chairman**  
**Bonnie Weber, Vice Chairperson\***  
**Marsha Berkbigler, Commissioner**  
**Kitty Jung, Commissioner**  
**Vaughn Hartung, Commissioner**

**Nancy Parent, County Clerk**  
**John Slaughter, County Manager**  
**Paul Lipparelli, Legal Counsel**

The Washoe County Board of Commissioners convened at 10:03 a.m. in regular session in the Commission Chambers of the Washoe County Administration Complex, 1001 East Ninth Street, Reno, Nevada. Following the Pledge of Allegiance to the flag of our Country, the Clerk called the roll and the Board conducted the following business:

**14-0740      AGENDA ITEM 3 – PUBLIC COMMENT**

**Agenda Subject:** “Public Comment. Comment heard under this item will be limited to three minutes per person and may pertain to matters both on and off the Commission agenda. The Commission will also hear public comment during individual action items, with comment limited to three minutes per person. Comments are to be made to the Commission as a whole.”

Sam Dehne spoke about Burning Man, the National Guard, and the possibility of Tesla Motors coming to town.

**\*10:05 a.m.** Commissioner Weber arrived.

**14-0741      AGENDA ITEM 4 – ANNOUNCEMENTS**

**Agenda Subject:** “Commissioners’/Manager’s Announcements, Requests for Information, Topics for Future Agendas, Statements Relating to Items Not on the Agenda and any ideas and suggestions for greater efficiency, cost effectiveness and innovation in County government. (No discussion among Commissioners will take place on this item.)”

John Slaughter, County Manager, advised that Consent Agenda Item 7C, Washoe County Regional Resiliency Study, and Agenda Item 15, designation of the Division Director of Engineering and Capital Projects as the County Engineer, were being pulled due to additional work needing to be done.

Mr. Slaughter read a letter he received from Bill Griffin commending Grace Sannazzaro, Planner, on providing superior customer service. He also read a letter from David Coke, Alpine Custom Interiors President, commending Stephanie Racy-McIntyre, Building Permit Technician, Don Ensminger, Plans Examiner, and Bob Flores, Building Inspection Supervisor, for their hard work and the excellent customer service they provided in helping his firm through the permitting process.

Mr. Slaughter noted October 1, 2014 was the deadline to apply for the new Regional Animal Services Director position, and there was a link to the recruitment materials on Washoe County's web site. He stated the plan was to have the public participate in the recruitment process before bringing the Manager's recommendation before the Board to make the appointment. He noted that process would go well into November.

Mr. Slaughter said staff sent the Board an update on their requests to staff on the last Monday of month. He noted since November 2013, 87 requests were tracked, 25 were completed, and there were nine requests on today's agenda that were being worked on or would be completed.

Commissioner Hartung said he attended the first day of a two day road-safety audit regarding State Route 341/342. He stated the purpose of the audit was to try and make that route safer. He stated there were suggestions about changing the signage and the road striping, which would come before the Board at some point as an agenda item. He said he attended the Wild West Motorsports Park Races on Saturday and it was a great event and was packed. He noted the Nugget's Rib Cook-Off and Burning Man were almost here.

Commissioner Hartung stated there had been feedback from the Wadsworth community meeting regarding some issues, which included the community's lack of ambulance service. He said there was an agreement reached with the Regional Medical Services Authority (REMSA) regarding providing that service in 1994, and REMSA received additional money to provide that service. He stated the Sheriff attended the Wadsworth community meeting along with Code Enforcement staff. He stated Bob Webb, Planning Manager, and Al Rogers, Management Services Director, were also present to answer questions about the possibility of getting a Citizen Advisory Board (CAB) back; and Dwayne Smith, Engineering & Capital Projects Director, answered a number of questions.

Commissioner Hartung said he recently toured Regional Animal Services, and he was impressed with how the employees handled things. He stated it was explained that the veterinarian from the Truckee Meadows Community College (TMCC) used the facility to teach students. He said he would like an agenda item to consider directing staff to research the possibility of creating a high school intern program to get high school students involved in veterinary care.

Commissioner Hartung said he, Kevin Schiller, County Manager; Dave Solaro, Community Services Director; and, Al Rogers, Management Services Director, toured Cashman Equipment to learn about their continuous process improvement board. He requested staff to investigate to see if the same or a similar protocol would be viable for use in Washoe County.

Commissioner Weber stated she took the tour of Burning Man last Friday that was arranged by the Nevada Association of Counties (NACo), and she felt Burning Man had flourished since the tour she took in 2003. She discussed how the vehicles waiting in line were handled and the issue with it raining on the Playa. She noted 10,000 people were already on the Playa at the time of the tour, but 70,000 people were expected.

Commissioner Weber said at the last Regional Transportation Commission (RTC) meeting, the discussion centered on what was happening regarding the Wells eastbound onramp of Interstate 80 and the issue with traffic merging onto Highway 395. She advised every RTC Commissioner complained about how bad that interchange was and how there was an accident there almost every day. She stated Rudy Malfabon, Nevada Department of Transportation (NDOT) Director, said that interchange would be looked at to see if anything could be done with it. She said she attended the RTC meeting last Thursday regarding the Keystone bike path, which was well attended. She believed over the last few years, the RTC had become very transparent and was willing to work with the citizens when the citizens felt there was a better direction to take on an issue.

Chairman Humke said he participated in the Nevada Juvenile Justice Commission meeting held in Elko on August 20 and 21, 2014 by telephone. He felt there was an effort to decommission the Nevada Youth Training Center due to how remote it was for the facility's youth and their families. He advised the Nevada Supreme Court had a committee on juvenile justice who was working on that issue. He noted the Committee ignored Washoe County as a site for a replacement facility.

Chairman Humke said he was not able to attend the Golden Anniversary of the Job Corp and the 35th anniversary of the Nevada Job Corp due to his attendance at the NACo meeting in Gerlach, which this time of year was known as the jumping off point for Burning Man. He said one of the issues discussed at the NACo meeting was the Sage Grouse legislation cosponsored by Senators Harry Read and Dean Heller. He stated the bill had not yet been written, because they were trying to put it out for citizen comment. He said some of the people in the rural areas did not support the creation of additional wilderness-study areas to protect the Sage Grouse, because they felt it would be counterproductive.

Commissioner Berkgigler mentioned that several Commissioners attended the Lake Tahoe Summit on Tuesday. She noted all four Senators representing Lake Tahoe were on board with the legislation working its way through Congress to provide an additional funding source to protect the Lake's clarity, which had improved drastically with the start of this whole process. She advised the agencies involved with Lake Tahoe were very serious about checking boats being put on the Lake due to the threat of the Quagga mussels. She said another serious problem in Emerald Bay was the Chinese snail, but putting down rubber mats where they bred and grew managed to kill about 70 percent of them so far. She stated this year the mats would be moved around to help kill off the rest of the snails. She said the legislation was important to protect the Lake, and she encouraged everyone to indicate their support of it.

Commissioner Jung said she got caught in some of the work being done to put in curbs and gutters on the west side of the Lake on her way to the Summit. She noted runoff would get into the Lake without those curbs and gutters, which would affect the Lake's clarity. She said a congressman on the west side of the Lake accused Nevada of owing California money from the Nevada Fire Safety Council. Commissioner Berkgigler clarified that the congressman from the west side of the Lake was incorrect in stating that Nevada owed California money.

**14-0742      AGENDA ITEM 5**

**Agenda Subject: "Presentation of Excellence in Public Service Certificates honoring the following Washoe County employees who have completed essential employee development courses."**

John Slaughter, County Manager, recognized the following employees for successful completion of the Excellence in Public Service Certificate Programs administered by the Human Resources Department:

**Promote Yourself! Certificate**  
Cassie Donnan, Sheriff's Office  
Christine Tremlin, Sheriff's Office

**14-0743      AGENDA ITEM 6 – PRESENTATION**

**Agenda Subject: "Presentation by Jay Parker--Certificate of Merit from the American Radio Relay League. Requested by Commissioner Hartung."**

J. Edward Parker said on behalf of the American Radio Relay League, he had the privilege of presenting a Certificate of Merit to the Board of County Commissioners for their support of amateur radio.

Commissioner Hartung stated amateur (ham) radio operators all across the country made a huge difference during emergencies when the normal lines of communication were down.

In response to the call for public comment, Sam Dehne stated what ham radio operators did was very important and, when they were needed, they were really needed.

**CONSENT AGENDA – ITEMS 7A THROUGH 7H**

John Slaughter, County Manager, said Agenda Item 7C, to acknowledge receipt of the Washoe County Regional Resiliency Study, was being pulled.

In response to the call for public comment, Sam Dehne discussed the Consent Agenda.

**14-0744      AGENDA ITEM 7A**

**Agenda Subject: “Cancel September 16, 2014 County Commission meeting.”**

There was no public comment on this item.

On motion by Commissioner Hartung, seconded by Commissioner Berkbigler, which motion duly carried, it was ordered that Agenda Item 7A be approved.

**14-0745      AGENDA ITEM 7B**

**Agenda Subject: “Approve roll change requests, pursuant to NRS 361.768 and NRS 361.765, for errors discovered for the 2013/2014 secured tax roll and authorize Chairman to execute the changes described in Exhibit A and direct the Washoe County Treasurer to correct the error(s); [cumulative amount of decrease \$4,081.96]--Assessor. (Parcels are in various Commission Districts.)”**

There was no public comment on this item.

On motion by Commissioner Hartung, seconded by Commissioner Berkbigler, which motion duly carried, it was ordered that Agenda Item 7B be approved, authorized, executed, and directed.

**14-0746      AGENDA ITEM 7D – TREASURER**

**Agenda Subject: “Acknowledge receipt of the Report of Sale- July 24, 2014 Delinquent Special Assessment Sale [sale proceeds \$4,638.05]--Treasurer. (Commission Districts 4.)”**

There was no public comment on this item.

On motion by Commissioner Hartung, seconded by Commissioner Berkbigler, which motion duly carried, it was ordered that Agenda Item 7D be acknowledged.

**14-0747      AGENDA ITEM 7E – COMMUNITY SERVICES**

**Agenda Subject: “Approve the Water Rights Deed transferring 0.24 acre-feet of water rights from Washoe County to The Gourley Family Living Trust--Community Services. (Commission District 2.)”**

There was no public comment on this item.

On motion by Commissioner Hartung, seconded by Commissioner Berkbigler, which motion duly carried, it was ordered that Agenda Item 7E be approved.



**14-0748      AGENDA ITEM 7F(1) – HUMAN RESOURCES**

**Agenda Subject:** “Approve the Collective Bargaining Agreement with the Washoe County Public Attorneys Association (WCPAA) for the period of August 1, 2014 through June 30, 2015; ratify same: a 1.5% Cost of Living Adjustment in base wage effective August 1, 2014; a 1% Cost of Living Adjustment in base wage effective January 1, 2015; and effective in Pay Period #20/14 (09/08/14 - 09/21/14) pay a recognition one-time only lump sum payment of \$1,000 for eligible full-time employees and \$500 for eligible part-time employees. FY14/15 fiscal impact [estimated at \$262,800]. (All Commission Districts.)”

There was no public comment on this item.

On motion by Commissioner Hartung, seconded by Commissioner Berkbigler, which motion duly carried, it was ordered that Agenda Item 7F(1) be approved.

**14-0749      AGENDA ITEM 7F(2) – HUMAN RESOURCES**

**Agenda Subject:** “Approve a 1.5% Cost of Living Adjustment in base wage effective August 1, 2014; a 1% Cost of Living Adjustment in base wage effective January 1, 2015; and a recognition one-time only lump sum payment of \$1,000 for eligible full-time employees and \$500 for eligible part-time employees for the Confidential Attorneys commensurate with the recently negotiated agreement with the Washoe County Public Attorneys Association (WCPAA). FY 14/15 fiscal impact [estimated at \$65,900]. (All Commission Districts.)”

There was no public comment on this item.

On motion by Commissioner Hartung, seconded by Commissioner Berkbigler, which motion duly carried, it was ordered that Agenda Item 7F(2) be approved.

**14-0750      AGENDA ITEM 7G – MANAGER**

**Agenda Subject:** “Approve Resolution declaring the Commission’s action to receive a cash donation in support of increased demand for fire and emergency medical services associated with the “Burning Man” event; and other matters related thereto [\$8,500 from Black Rock LLC] (event to take place August/September 2014); and if approved authorize Chairman to execute Resolution, and direct the Comptroller’s Office to make the appropriate budget adjustments--Manager. (Commission District 5.)”

On behalf of the Board, Commissioner Jung thanked Black Rock LLC for its donation in support of the increased demand for fire and emergency-medical services associated with the Burning Man event. She said the event was never subsidized by the taxpayers in this County or any other county. She advised Black Rock LLC reimbursed the Washoe County Sheriff’s Office and anyone else who supplied law enforcement personnel to the event.

In response to the call for public comment, Sam Dehne noted the Burning Man event paid its own way.

On motion by Commissioner Hartung, seconded by Commissioner Berkbigler, which motion duly carried, it was ordered that Agenda Item 7G be approved, authorized, executed, and directed. The Resolution for same is attached hereto and made a part of the minutes thereof.

**14-0751      AGENDA ITEM 7H – SHERIFF**

**Agenda Subject: “Accept donation [\$6,600] from Andrew Furer and Earlene Douglas to the County of Washoe on behalf of the Washoe County Sheriff’s Office to purchase three K9 ballistic jackets for the K9 Unit; and authorize Comptroller’s Office to make appropriate budget adjustments--Sheriff. (All Commission Districts.)”**

On behalf of the Board, Commissioner Jung thanked Andrew Furer and Earlene Douglas for their donation of \$6,600 to the Sheriff’s Office (SO) to purchase three K9 ballistic jackets for the K9 Unit. She stated some of the K9 handlers and their K9 officers were present, and she asked them to come up and meet the Commissioners.

Commissioner Hartung said he hoped the Board could find more funding for the K9 program. He stated the dogs were amazing animals. He said he would like to see more of them in the detention facility, because they helped keep everyone calm. He noted each dog lived with their handler and was a part of that family. He said his hat came off to all of them.

There was no public comment on this item.

On motion by Commissioner Hartung, seconded by Commissioner Berkbigler, which motion duly carried, it was ordered that Agenda Item 7H be accepted and authorized.

**14-0752      AGENDA ITEM 8 – APPEARANCE**

**Agenda Subject: “Lt. Colonel Robert C. Slossen, Commander, Sierra Army Depot, Don Olson, Deputy to Commander, Sierra Army Depot and Lori McDonald, Public Affairs Officer, Sierra Army Depot. Introduction and update on Sierra Army Depot activities and services that are provided.”**

Lt. Colonel Robert Slossen, Sierra Army Depot Commander, noted the Depot was located in Herlong, California. He invited the Board to tour the Depot, because seeing it was important to understanding what the Depot did to support the national defense strategy. He said the economic impact the Depot’s workers provided to Lassen County was approximately \$289 million and its impact to Washoe County was approximately \$193 million. He said there was also an impact by the visitors to the Depot from its headquarters located in Michigan and Alabama and by visitors from other organizations.

Lt. Colonel Slossen said the Depot was the only facility that ran a nonstandard equipment mission for the Army. He explained as Army installations in Afghanistan, Iraq, and Kuwait closed, all of their equipment without a home came to the Depot. He said when the Army no longer needed the equipment, they first opened it up for distribution to the Department of Defense, then to other federal agencies, and finally to the National Association of State Agencies for Surplus Property. He said there might be canine kennels available that contained environmental controls. He advised if the Army no longer needed the kennels, Nevada's representative, Jeff Landry, could put in a request to obtain that surplus property, which would save the organization a lot of money. He noted 23 or 27 of the states obtained equipment, such as power generation systems and engineering equipment, from the Depot through that process. He stated the equipment the Depot had as inventory was pretty impressive.

Lt. Colonel Slossen said the Depot also supported the National Guard out of Carson City with clothing and individual equipment, which consisted of helmets, body armor, uniforms, and boots; anything the soldiers normally wore. He stated the Depot was an impressive operation consisting of 33,000 acres with 6,000 acres occupied by buildings and approximately 22,600 pieces of equipment. He said the equipment was constantly coming in and going out by rail and by truck.

Commissioner Jung believed it would be important to have an update from Mr. Landry regarding the Depot's inventory, if and what the County used, and to distribute that information to the Department Heads. She thanked Lt. Colonel Slossen for his invitation to visit the Depot.

Commissioner Weber thanked the representative for Congressman Doug LaMalfa for being present. She noted she had constituents living in the Cold Springs area who worked at the Depot. Lt. Colonel Slossen noted the Depot's 1,600 employees were split 60-40 percent between Northern California and Reno and with some even coming from Carson City.

Larry Wosick, Lassen County Board of Supervisor's Chairman, said they looked forward to Washoe County's participation in the surplus program and in strengthening the support for the base. He stated he did not know what went on at the Depot until he went on a tour.

Tom Hammond, Lassen County District 5 Supervisor, noted the Depot was in his district. He thanked the Washoe County Manager for responding the way he did when this meeting was requested. He said he looked forward to working with Washoe County regarding law enforcement and fire issues.

Richard Eagan, Lassen County Administrative Officer, thanked the Board and County staff for placing this item on the agenda. He said the Depot was an important economic contributor to Lassen County. He stated he noticed the agenda contained many issues that were similar to Lassen County's issues, such as the Sage Grouse and groundwater. He felt this was an opportunity to put names to faces and to hopefully begin a relationship with Washoe County to work together on a lot of those issues.

In response to the call for public comment, Sam Dehne spoke about his military service and the Depot.

There was no action taken on this item.

**14-0753      AGENDA ITEM 12 – APPEARANCE**

**Agenda Subject: “Sondra Rosenberg, PTP, Nevada Department of Transportation. Presentation and overview of the I-11 and Intermountain West Corridor Study project--Community Services. (All Commission Districts.) Requested by Commissioner Weber.”**

Sondra Rosenberg, Nevada Department of Transportation (NDOT) Project Manager, said in 1995 Congress designated the CANAMEX Corridor, which would run from Nogales, New Mexico through Phoenix, Arizona to Las Vegas, Nevada and then northward along Interstate 15. She said most recently the portion of the corridor that was not an Interstate was designated as Interstate 11 (I-11), which would connect Phoenix to Las Vegas. She stated the Departments of Transportation for Arizona and Nevada began a study two-years ago to look at expanding the U.S. 93 Corridor to Interstate standards, to look at alternatives, and to look at north/south connections.

Ms. Rosenberg stated the final documents were being wrapped up. She reviewed the PowerPoint presentation, which included the partners in the study and the three phases of the work: the Corridor Vision, Justification, and Concept-Alternatives Analysis. She said when the Concept phase was reached, a series of stakeholder meetings were held and analyses were done to narrow down the alternatives so the development of an implementation plan could be started. She stated the evaluation criteria were based on the vision and goals to develop the objectives shown on Slide 8 under the Level 1 Screening heading. She said they then went back to the stakeholders and asked where all the possible places the Corridor could go were, which were indicated by the grey lines. She said the alternatives were narrowed down to the yellow lines and the portion between Phoenix and Las Vegas went through a more detailed and quantitative level of screening. She said Slide 9 showed the gaps in the existing railroad service. She said there had been a lot of support for the U.S. 95 Corridor connecting Las Vegas to Reno, which made the most sense. She stated based on the criteria developed and the goals and objectives, the 93 Corridor did not meet the goals and objectives for the I-11 extension. She said the 93 Corridor was important to the State and they would continue to work with its partners in eastern Nevada to craft some strategic improvements along that Corridor as well. She said going north from Reno depended on the states to the north, which had not taken a stance yet one way or the other. She noted that decision would be made very far into the future and the work with those states would continue.

Ms. Rosenberg said an implementation plan was developed and the immediate actions were shown on Slide 11. She stated the plan would depend on there being a robust partnership between public, private, non-profit, and non-government organizations.

Commissioner Weber wondered if Ms. Rosenberg received the letter the Board sent. Ms. Rosenberg replied she did, and all of the information in the letters received from the

governmental agencies was being compiled. She said the findings of the study would be presented to NDOT's Board on September 8, 2014 for acceptance as well as giving the Board the option to take a policy action stance on some of the alternatives provided, particularly those in northern Nevada due to them being of such interest across the State.

Chairman Humke asked if there would be any deviation away from Highway 95 to Highway 50 or I-580 to serve the Reno/Sparks and Carson City areas before heading to Boise, Idaho. Ms. Rosenberg stated this was a high-level long-term picture. She said the existing highways were being looked at along with new roads. She said the alternatives that headed up Highway 95 to the point where they split was a very broad area and could connect Highway 50, I-580, USA Parkway, or Fernley, but additional studies would be needed to narrow down that possible connection. She said connecting the Las Vegas region to Reno/Fernley area made sense due to the Reno/Fernley economies being closely linked. She said getting to Carson City and I-580 would be looked at in a future study, but there would be complications in trying to cross the mountains or backtracking on Highway 50.

There was no public comment or action taken on this item.

**14-0754      AGENDA ITEM 11 – APPEARANCE**

**Agenda Subject: “Doug Maloy, P.E., Project Manager, Regional Transportation Commission. Presentation and acknowledge receipt of the Pyramid Highway and U.S. 395 Connection Project Status Report and presentation of the Preferred Alternative–Community Services. (Commission Districts 3 and 5.)”**

Doug Maloy, Regional Transportation Commission (RTC) Project Manager, said the Pyramid Highway and U.S. 395 Connection Project was federally funded. He stated the Environmental Impact Statement (EIS) was being prepared in conjunction with the Nevada Department of Transportation (NDOT) for the Federal Highway Administration (FHWA). He stated the project would relieve congestion on Pyramid Highway to the north and provide east/west connectivity between Pyramid Highway and U.S. 395. He said 18 different alternatives were looked at to arrive at the preferred alternative. He conducted a PowerPoint presentation that reviewed the Study and Project Roadmap, traffic changes, the Pyramid/US 395 Connector overview and Draft Environmental Impact Statement (DEIS) alternatives, the alternatives moving forward, the elements common to all, the DEIS alternatives summary, the DEIS public hearing summary, right-of-way and relocations, right-of-way and relocations - Pyramid Alignments and Sun Valley options, the steps to preferred alternative, and the next steps.

Mr. Maloy said the project would require excavating a large amount of material and typically there should be a balance between the excavated material and the placed material, but this project would have more than 3 million cubic yards of excess material. He stated that excess would add to the cost of the project because there would have to be a place to put it. He said minimizing the amount of excess material was part of the selection process, but the number of relocations was really the determining factor. He stated the Preferred Alternative was identified as the Ridge Alignment with the south crossing going through Sun Valley and the interchange located west of Sun Valley, which lined up with Alternative 3.

Mr. Maloy stated it would take time to do the traffic work prior to preparing the final EIS and looking for the record of decision. He said nothing was funded and it was not anticipated that any activity, including the right-of-way acquisition, would occur any sooner than 2017. He said the construction of a phase of the project could begin as early as 2020. He stated the other segments would probably be the east/west connector with Pyramid Highway improvements to follow.

Chairman Humke said the RTC had done great customer service for years, but this took customer service to a new level. Mr. Maloy stated there had been quite a bit of outreach done over the seven years the project was being worked on.

Commissioner Hartung thanked Mr. Maloy for his presentation. He said he sat on the original committee who looked at this project, and he liked the original alignment. He stated he recognized it would take a long time to get a corridor like this put into place, but was there any idea regarding funding. Mr. Maloy said nothing was imminent, but staff would be looking at opportunities. He stated the project had to be shown as being fiscally constrained as it moved forward. He said he heard about the possibility of some federal loans that could be applied for, but beyond that there had not been a lot of effort towards determining what the funding might be. He stated parts of the project were in the RTC's long-range transportation plan, but all of it needed to be in the plan.

Commissioner Hartung asked if there was the potential in the near future to add an additional lane in each direction on Pyramid Highway. Mr. Maloy said this project would not preclude that from happening, but it might require revisiting and amending the EIS. He said having a smaller project was being looked at because of the reduced traffic numbers, which could mean just adding lanes. He stated it would be likely it would take more than that, but in the interim it would not preclude NDOT from having the ability to add a lane to Pyramid Highway. Commissioner Hartung stated the EIS to add a third lane would be minimal. He said NDOT already owned enough of the right-of-way to achieve that goal. Mr. Maloy said that was true and that might need to happen sooner than this project could be constructed. Commissioner Hartung stated a big part of the traffic on Pyramid Highway was at McCarran Boulevard going up to Los Altos Parkway, so adding a third lane in that area would solve a number of issues. Mr. Maloy said the right-of-way was a little tighter in that area. Commissioner Hartung said he realized that would be a Band-Aid and a short-term solution, not a long-term one.

There was no public comment or action taken on this item.

**14-0755      AGENDA ITEM 10 – APPEARANCE**

**Agenda Subject: “Jim Holmes, Chairman of Northern Nevada DUI Task Force, Presentation regarding overview of Northern Nevada DUI Task Force. Requested by Commissioner Hartung.”**

This item would be rescheduled.

**BLOCK VOTE – AGENDA ITEMS 13, 14, 16, 17, 18, AND 20**

**10:44 a.m.** Commissioner Jung left during the reading of the agenda items.

**14-0756** **AGENDA ITEM 13 – PURCHASING**

**Agenda Subject:** “Recommendation to approve the use of the Western States Contracting Alliance (WSCA) cooperative agreement w17b-2007 administered by the State of Utah for Tires, Tubes and Services with Bridgestone/ Firestone (contract #MA210), Goodyear (contract #MA208), and Michelin (contract #MA211); and authorize the Purchasing and Contracts Manager to execute the participating addendums allowing the County to utilize any of the approved dealers in the State of Nevada for the purchase of Bridgestone/Firestone, Goodyear, and Michelin tires at WSCA approved contract pricing for the duration of the current WSCA agreement through March 31, 2015 and any periods of contract extension. Washoe County anticipates [expenditures in excess of \$220,000] for Tires, Tubes, and Services in the current fiscal year--Purchasing. (All Commission Districts).”

There was no public comment on this item.

On motion by Commissioner Weber, seconded by Commissioner Hartung, which motion duly carried with Commissioner Jung absent, it was ordered that Agenda Item 13 be approved, authorized, and executed.

**14-0757** **AGENDA ITEM 14 – SHERIFF**

**Agenda Subject:** “Recommendation to approve the Forensic Support Services Agreements between Washoe County on behalf of the Washoe County Sheriff’s Office Forensic Science Division and the State of Nevada Inspector General’s Office for \$8,562 retroactive for the term of July 1, 2014 to June 30, 2015 and the City of Sparks Police Department for \$319,500 FY 14-15 and \$354,500 FY15-16 retroactive for the term of July 1, 2014 to June 30, 2016 for Forensic Laboratory Analysis Service fees with an income of [\$328,062 FY 14-15 and \$354,500 FY 15-16]--Sheriff. (All Commission Districts.)”

There was no public comment on this item.

On motion by Commissioner Weber, seconded by Commissioner Hartung, which motion duly carried with Commissioner Jung absent, it was ordered that Agenda Item 14 be approved. The Forensic Support Services Agreements for same are attached hereto and made a part of the minutes thereof.

**14-0758** **AGENDA ITEM 16 – COMMUNITY SERVICES**

**Agenda Subject:** “Recommendation to award Washoe County Bid No. 2906-15 for a new 200 ton capacity Water Cooled Chiller for the Detention Center Chiller Replacement



**Project to DMG Reno, Inc., the lowest responsive, responsible bidder [\$118,528]--Community Services. (Commission District 3.)”**

There was no public comment on this item.

On motion by Commissioner Weber, seconded by Commissioner Hartung, which motion duly carried with Commissioner Jung absent, it was ordered that Agenda Item 16 be awarded.

**14-0759      AGENDA ITEM 17 – COMMUNITY SERVICES**

**Agenda Subject: “Recommendation to approve an Agreement for Consulting Engineering Services between Washoe County and Brown and Caldwell to provide design, bidding and inspection services for the Lemmon Valley Asbestos Cement Pipe Sewer Pipe Rehabilitation Project [\$109,635]--Community Services. (Commission District 5.)”**

There was no public comment on this item.

On motion by Commissioner Weber, seconded by Commissioner Hartung, which motion duly carried, it was ordered that Agenda Item 17 be approved.

**14-0760      AGENDA ITEM 18 – COMMUNITY SERVICES**

**Agenda Subject: “Recommendation to award a bid and approve the Agreement to the lowest responsive, responsible bidder for the South Truckee Meadows Water Reclamation Facility Access Driveway Project recommended [A & K Earth Movers, Inc. \$1,596,000]--Community Services. (Commission District 2.)”**

There was no public comment on this item.

On motion by Commissioner Weber, seconded by Commissioner Hartung, which motion duly carried with Commissioner Jung absent, it was ordered that Agenda Item 18 be awarded and approved.

**14-0761      AGENDA ITEM 20 – COMMUNITY SERVICES**

**Agenda Subject: “Acknowledge receipt of the Executive Summary and Recommendation from “A Report of the Nevada Land Management Task Force to the Nevada Interim Legislative Committee on Public Lands: Congressional Transfer of Public Lands to the State of Nevada.--Community Services. (All Commission Districts.) Requested by Commissioner Hartung.”**

There was no public comment on this item.

On motion by Commissioner Weber, seconded by Commissioner Hartung, which motion duly carried with Commissioner Jung absent, it was ordered that Agenda Item 20 be acknowledged.

**11:50 a.m.** The Board convened as the Truckee Meadows Fire Protection District (TMFPD) and the Sierra Fire Protection District (SFPD) Board of Fire Commissioners.

**12:42 p.m.** The Board adjourned as the Truckee Meadows Fire Protection District (TMFPD) and the Sierra Fire Protection District (SFPD) Board of Fire Commissioners.

**14-0762 AGENDA ITEM 19 – COMMUNITY SERVICES**

**Agenda Subject:** “Recommendation to acknowledge receipt of an update on the status of the Washoe County’s sign code amendment process (Washoe County Code Chapter 110, Article 502, Billboard Regulations and Article 504, Sign Regulations)--Community Services. (All Commission Districts.)”

Trevor Lloyd, Senior Planner, said the Board gave staff direction to move forward with amending the Code regarding signs, but required the Code amendment to be content neutral, to allow for signs on vacant properties only under limited situations, to regulate electronic-message displays under discretionary review, to allow for special treatment for election-period signs, and to not allow new billboards. He stated there had been seven meetings since then of the Sign Code Working Group, which was made up of representatives from the real estate industry, the Citizen Advisory Boards (CABs), a Planning Commissioner, the development community, Scenic Nevada, and County staff. He said there had been many revisions to the draft as a result of those meetings, but it was finally ready to be put out to the Working Group and was close to being taken to the community. He said a meeting with the Planning Commission was scheduled to initiate the amendment and, after holding several community workshops, the goal was to have the amendment adopted by end of the year. He said the draft Code was written in plain English, because there had been comments about the current Code being confusing. He stated the draft code was a fraction of the size of the current document and, besides being friendly to the public, it was also friendly from the enforcement standpoint.

Commissioner Hartung said his concern was there was not specific language allowing certain kinds of businesses to have signs that could be larger and commensurate with the adjoining jurisdictions, such as the City of Sparks. He said he wanted to make sure the sign had to be on the applicant’s property. He stated there was the potential for a casino to be built in Wadsworth, and allowing the casino to have an 8.5 by 11 foot sign on I-80 would not make sense with the 70 mph speed limit that was posted in that area. He stated the Wild West Motor Sports Park could not have signs on I-80 to help people get in and out of the Park, which made it very difficult to find. He stated that was a great venue, and he thought the County was missing the mark. He said it was not about littering the highways with signs, but was about economic activity. He stated he wanted to make sure there was specific language in the Code to address those types of instances.

Commissioner Jung said she remembered staff being given that direction by Commissioner Hartung, and she agreed with his comments about the lack of signs directing people to the Wild West Motor Sports Park. She felt it was very dangerous getting out of the Park at night. She said the Park provided a tremendous economic impact to the area and it needed big signs. She felt signs belonged in some places, but not in others. She said as a child coming into town from the west, the most exciting part for her was the big signs. She stated she did not want the area to look like Las Vegas, which had too many signs. She said a tremendous amount of economic activity was occurring on the east side of the County and the County needed to accommodate that economic development, which had been the Commission's number one mission and priority since 2008. She felt there had to be a way to preserve the beautiful open space, while also acknowledging there was some real density there.

Mr. Lloyd said the Board was clear in November that no new billboards would be allowed. He stated when there was discussion about the size of a type of sign, Commissioner Hartung talked about mirroring the size of a billboard. Commissioner Hartung said it needed to be remembered what the speed on I-80 was and, if a sign was small, someone going 65 or 70 mph would not be able to see it. He stated when a sign would be connected to a business that was there, he felt it would be appropriate to have a large sign. He suggested that might require a Special Use Permit (SUP) or some mechanism in the Code to look at those items individually. He said the decision might have to rise to the level of the Board of County Commissioners (BCC) rather than being decided at the Board of Adjustment level.

Commissioner Hartung said the Sign Code for the City of Sparks was completely different than the County's, which meant it would be a disadvantage for a business located in the County if the County did not allow a particular size sign and that might cause the business to move to the City of Sparks. He felt there should be some consistency with respect to the areas adjacent to the Cities of Sparks and Reno.

In response to the call for public comment, Garth Elliot said staff had been in touch with the Citizen Advisory Boards (CABs), but Sun Valley did not have a CAB; and he did not believe there had been an attempt to come before the Sun Valley General Improvement District (SVGID). He said he became aware of the update because of wanting to replace the rusty sign at the pool, which was put up by the County. He stated he was told the County was going to revise the Sign Code, which would require the sign to be shorter. He said the problem with that was the sign suffered a lot of damage from rocks because it was easily reached, and making it smaller would increase the amount of vandalism occurring. He thought things like that needed to be incorporated into the Sign Code. He stated if the sign was moved one mile to the south, it could be put up much higher; but he thought moving it would compromise the effectiveness of the sign. He agreed the Sign Code needed to be updated, but he felt there should have been an opportunity for the Sun Valley community to comment regarding the amendment through their GID.

On motion by Commissioner Hartung, seconded by Commissioner Berkbigler, which motion duly carried, it was ordered that Agenda Item 19 be acknowledged.

14-0763      **AGENDA ITEM 21 – MANAGER**

**Agenda Subject:** “Update on medical marijuana establishments in the State of Nevada and Washoe County and possible direction to staff pertinent to medical marijuana establishments in Washoe County--Manager. (All Commission Districts.)”

Kevin Schiller, Assistant County Manager, said the Division of Public and Behavioral Health (DPBH) Bureau Chief accepted the update by staff on the certifications pursuant to the Board’s direction, which would be used when the dispensaries applications were reviewed and the provisional certificates issued. He stated additional applications were received after August 12, 2014. He said 104 applications were received for the different types of medical marijuana facilities for all three jurisdictions. He stated there were 20 applications for dispensaries within the City of Reno, 14 within the County, and seven within the City of Sparks, for a total of 41 dispensary applications. He said three laboratory applications were submitted for the unincorporated County and the City of Sparks. He stated regarding cultivation facilities, the City of Reno had 13, the County had 13, and the City of Sparks had 11 applications. He said regarding production facilities, the City of Reno had nine, the County had eight, and the City of Sparks had six applications. He stated if all of the facilities were combined, the City of Reno had a total of 42 applications, the City of Sparks had 25, and Washoe County had 37. He said there were over 1,000 visits to the web site, and he advised staff had done a really good job in following up with the applicants.

Mr. Schiller said there would be a 90-day review period and, in terms of the County’s fee structure, staff wanted to get the fee structure before the Board prior to the provisional certificates being issued. He stated he would be setting up very specific Working Group tasks to look at the models regarding changing the fee structure. He said the intent was to bring the fees before the Board next month so, if any changes were requested by the Board, there would be enough time to get them made. He stated a flow chart was done that specifically indicated what the next step would be once the State determined the awards. He stated since the fee models involved legal counsel, Chris MacKenzie was doing that review. He said staff was reaching out to the Cities of Reno and Sparks regarding the award process, so they would be all on the same page if there was any crossover of the awards made by the State.

Commissioner Jung said there were over 500 applications statewide, which she thought was interesting since some counties opted out.

In response to the call for public comment, Garth Elliot thanked the Board for the speed in which they got this done. He felt the process should be in Washoe County hands, because one dispensary and one growing facility would be inadequate for Sun Valley. He said Sun Valley had many old people who were looking for marijuana to help them deal with Fibromyalgia, to combat the effects of cancer treatments, and things like that; and medical marijuana should be available to them as economically as possible so they were not spending their limited life savings to feel better.

**14-0764      AGENDA ITEM 22 – MANAGER**

**Agenda Subject: “Discussion and possible direction to staff regarding potential bill draft requests for the 2015 Legislative Session--Manager. (All Commission Districts.)”**

Al Rogers, Management Services Director, said during the last two Legislative sessions, Washoe County did not have any BDRs, and nothing had risen to the top as an issue for this session even though the issues brought to the Board before were still there. He stated the County was allowed two BDRs, which were due by next Tuesday. He reviewed his PowerPoint presentation, which was placed on file with the Clerk. The presentation highlighted the County’s Legislative goals and platform issues, the Legislative issues, the current Bill Draft Requests (BDRs), the BDRs considered by local governments or affiliated organizations, and Washoe County Departments’ legislative issues for consideration for possible BDRs.

Commissioner Berkbigler asked how he felt about the Nevada League of Cities change to issuing business licenses for liquor. Mr. Rogers said he would do a cursory analysis of that change and would get back to her on that issue.

Chairman Humke stated at the Nevada Association of Counties (NACo) meeting, there was a request to redistribute the small number of BDRs available to local governments. Commissioner Hartung said there could be a BDR to ask for more BDRs.

Commissioner Hartung asked if the County wanted to get involved with the sample balloting issue, since it was originally a request Washoe County made. John Slaughter, County Manager, said he was aware the election officials statewide were in discussion with the Secretary of State’s Office regarding the sample ballot. He stated it was anticipated the sample ballot language would be included in the Secretary of State’s biannual election bill. He said regarding the other topics and issues that the County’s departments brought forward and lacking a BDR that Washoe County would sponsor, he felt it was more than likely those items would find a home. He said the specific language would be brought to the Board for review during that process.

Mr. Rogers noted a new Government Affairs Manager would be on board in a couple of weeks. He stated that position would be critical during the upcoming Legislature session and to ongoing governmental relations.

There was no action taken on this item.

Mr. Slaughter reminded the Board that the Amyotrophic lateral sclerosis (ALS) ice-bucket challenge would be held at 3:00 p.m. in courtyard of the Washoe County Administration Complex.

**1:20 p.m.**      The Board recessed.

**6:00 p.m.**      The Board reconvened with all members present.

## PUBLIC HEARINGS

### **14-0765      AGENDA ITEM 23 – COMMUNITY SERVICES**

**Agenda Subject:** “Second reading and adoption of an Ordinance amending Washoe County Code Chapter 110, Development Code, at Article 302 (Allowed Uses) and Article 304 (Use Classification System) to reduce regulatory barriers to the production and sale of food in certain regulatory zones, and to amend use definitions to authorize community gardens and increase opportunities for local, small scale food production; and providing for other matters properly relating thereto. Bill No. 1721--Community Services. (All Commission Districts.)”

The Chairman opened the public hearing by calling on anyone wishing to speak for or against adoption of said Ordinance. There being no response, the hearing was closed.

Nancy Parent, County Clerk, read the title for Ordinance No. 1540, Bill No. 1721.

Commissioner Jung said she cosponsored this bill along with Commissioner Weber, which came about due to the citizens’ grassroots activities throughout Washoe County. She stated staff did a great job of finding all of the best practices reflecting this new artesian way of doing meats, cheeses, vegetables, and so on.

Commissioner Hartung gave Commissioners Weber and Jung kudos for this amendment. He said it started as a grassroots effort, but they had the fortitude to carry it through. He stated Washoe County’s staff was phenomenal.

On motion by Commissioner Jung, seconded by Commissioner Weber, which motion duly carried, Chairman Humke ordered that Ordinance No. 1540, Bill No. 1721, entitled, **"AN ORDINANCE AMENDING WASHOE COUNTY CODE CHAPTER 110, DEVELOPMENT CODE, AT ARTICLE 302 (ALLOWED USES) AND ARTICLE 304 (USE CLASSIFICATION SYSTEM) TO REDUCE REGULATORY BARRIERS TO THE PRODUCTION AND SALE OF FOOD IN CERTAIN REGULATORY ZONES, AND TO AMEND USE DEFINITIONS TO AUTHORIZE COMMUNITY GARDENS AND INCREASE OPPORTUNITIES FOR LOCAL, SMALL SCALE FOOD PRODUCTION; AND PROVIDING FOR OTHER MATTERS PROPERLY RELATING THERETO,"** be adopted, approved and published in accordance with NRS 244.100.

### **14-0766      AGENDA ITEM 24 – COMMUNITY SERVICES**

**Agenda Subject:** “Second reading and adoption of an Ordinance approving the “First Amendment to Development Agreement (Broken Hills Subdivision)” amending a Development Agreement originally approved in 2009 (DA09-003) regarding the Broken Hills Subdivision (approved in 2005 as Tentative Map TM05-012). This amendment (Case No. AC14-003) extends the deadline for filing the next in a series of final subdivision maps to August 25, 2019, with a possible extension by the Community Services Department, Planning and Development Division Director to August 25, 2021. The subdivision is located

**west of Kinglet Drive and Calle De La Plata and directly west of the Spanish Springs Airport and is currently undeveloped within Section 21, T21N, R20E (APN: 089-621-01, 089-632-01, 02, 03, 04 & 05) Bill No. 1722--Community Services. (Commission District 4.) This Item to be continued to the September 9, 2014 County Commission meeting. ”**

The Chairman opened the public hearing by calling on anyone wishing to speak for or against adoption of said Ordinance. There being no response, the hearing was closed.

John Slaughter, County Manager, advised continuing the second reading due to the problem in mailing the notice about this public hearing.

On motion by Commissioner Jung, seconded by Commissioner Hartung, which motion duly carried, it was ordered that the First Amendment to Development Agreement (Broken Hills Subdivision) be continued to the September 9, 2014 County Commission meeting so proper notice could be made.

**14-0767      AGENDA ITEM 25 – DISTRICT ATTORNEY**

**Agenda Subject: “Second reading and adoption of an Ordinance amending Chapter 50 of the Washoe County Code (Public Peace, Safety and Morals), amending Sections 50.090 and 50.092 to remove certain restrictions on the discharge of firearms in portions of Warm Springs; and providing for other matters properly relating thereto. Bill No. 1723--District Attorney. (Commission District 5.)”**

The Chairman opened the public hearing by calling on anyone wishing to speak for or against adoption of said Ordinance.

Nancy Parent, County Clerk, read the title for Ordinance No. 1541, Bill No. 1723.

Commissioner Weber stated this had been a good opportunity for the citizens to share with the Board that the existing ordinance was not appropriate for their community. She thanked John Glatthar and his wife, Cathy, for their work on this amendment, which did something great for the community.

Paul Lipparelli, Legal Counsel, said the map in the Board’s packet during the first reading showed the area that was defined by this ordinance as the “Warm Springs Defined Area.” He stated that map was a matter of record, but it did not make it into his packet of materials for today’s second reading. He said he wanted to establish for the record that the exhibit that went along with this ordinance was not the one with the little red bubbles all over it in today’s packet, but was the one that showed the “Warm Springs Defined Area” as outlined in bold boundaries and showed an area in the center that was not included within the reach of this ordinance.

In response to the call for public comment, John Glatthar thanked the Board for considering this welcome change, which was a good thing for everyone in Warm Springs.



On motion by Commissioner Weber, seconded by Commissioner Berkgigler, which motion duly carried, Chairman Humke ordered that Ordinance No. 1541, Bill No. 1723, entitled, "AN ORDINANCE AMENDING CHAPTER 50 OF THE WASHOE COUNTY CODE (PUBLIC PEACE, SAFETY AND MORALS), AMENDING SECTIONS 50.090 AND 50.092 TO REMOVE CERTAIN RESTRICTIONS ON THE DISCHARGE OF FIREARMS IN PORTIONS OF WARM SPRINGS; AND PROVIDING FOR OTHER MATTERS PROPERLY RELATING THERETO," be adopted, approved and published in accordance with NRS 244.100.

**14-0768      AGENDA ITEM 26 – REPORTS AND UPDATES**

**Agenda Subject:** "Reports/updates from County Commission members concerning various boards/commissions they may be a member of or liaison to."

Commissioner Hartung spoke about Commissioners participating in the ice-bucket challenge benefitting Amyotrophic lateral sclerosis (ALS). He noted Chairman Humke did not get to participate, and he dumped a bucket of confetti on the Chairman's head. Commissioner Weber thanked staff for putting together the Board's response to the ALS ice-bucket challenge. She said Commissioner Hartung and his wife were contributing \$500 to ALS and each Commissioner had been challenged to contribute \$100.

Commissioner Weber said there would be a Reno-Sparks Convention and Visitors Authority (RSCVA) meeting on Thursday.

Commissioner Jung stated there was a great turnout at the Duck Races, which benefited the Nevada Humane Society. She said she could not attend the Nevada Job Corp anniversary because she was attending the Lake Tahoe Summit, but Sarah Tone, Community Outreach Coordinator, let everyone know that she and Commissioner Weber, along with the entire Commission, were tremendous supporters of Lake Tahoe.

Commissioner Jung said she signed up as a Spellbinder for the Northern Nevada Literacy Council. She stated she would be the team leader for Washoe County, and anyone who was interested in helping to raise money for literacy should contact her. Commissioner Weber indicated she wanted to participate.

**14-0769      AGENDA ITEM 27 – CLOSED SESSION**

**Agenda Subject:** "Possible Closed Session for the purpose of discussing labor negotiations with Washoe County, Truckee Meadows Fire Protection District and/or Sierra Fire Protection District per NRS 288.220."

There was no closed session.

14-0770      AGENDA ITEM 29 – PUBLIC COMMENT

**Agenda Subject:** “Public Comment. Comment heard under this item will be limited to three minutes per person and may pertain to matters both on and off the Commission agenda. The Commission will also hear public comment during individual action items, with comment limited to three minutes per person. Comments are to be made to the Commission as a whole.”

There was no response to the call for public comment.

\* \* \* \* \*

**6:21 p.m.**      There being no further business to discuss, the meeting was adjourned without objection.

\_\_\_\_\_  
**DAVID HUMKE**, Chairman  
Washoe County Commission

**ATTEST:**


\_\_\_\_\_  
**NANCY PARENT**, County Clerk and  
Clerk of the Board of County Commissioners


*Minutes Prepared by:  
Jan Frazzetta, Deputy County Clerk*


**RTC PYRAMID HIGHWAY** **US 395 CONNECTION**

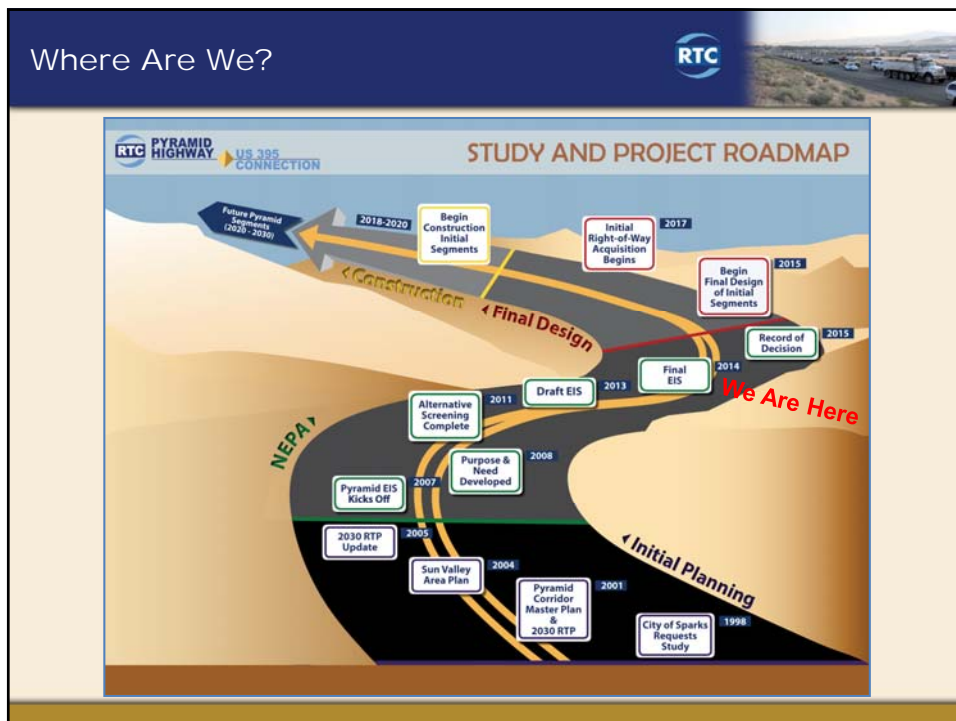
## Washoe County Commission Presentation

August 26, 2014














## Pyramid/US 395 Connector Overview and DEIS Alternatives

- Six-Lane Freeway from Disc Drive to Calle de la Plata and Six-Lane Freeway from Pyramid to US 395
- Arterial widening:
  - Disc Drive from Pyramid to Vista Blvd.
  - Pyramid from the Connector to Queen Way
- Interchanges at the following:
  - US 395, Sun Valley, Disc Drive, Sparks Blvd., Lazy 5 Pkwy., Dolores Drive, and Eagle Canyon Drive

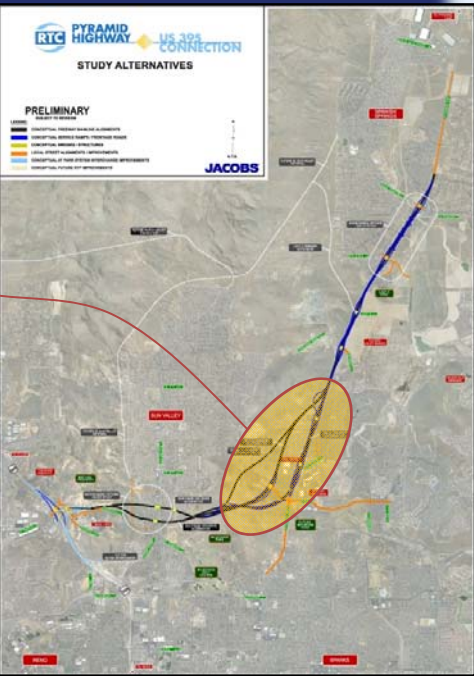


## Alternatives Moving Forward

**Pyramid Corridor:**  
 Three Alignment Alternatives between Disc Drive and Sparks Blvd

- “On”
- “Off”
- “Ridge”



### Alternatives Moving Forward

**Sun Valley Area:**

Two Alignment Alternatives

- "North"
- "South"

Two Interchange Alternatives

- "at SVB"
- "west of SVB"

The map displays several study alternatives for the Pyramid Highway and US 395 Connection in the Sun Valley area. A legend titled 'PRELIMINARY' lists the following categories: 'CONCEPTUAL ALIGNMENT BASED ON A STUDY AREA', 'CONCEPTUAL ALIGNMENT BASED ON REGIONAL STUDIES', 'CONCEPTUAL ALIGNMENT BASED ON LOCAL STUDIES', 'CONCEPTUAL ALIGNMENT BASED ON LOCAL STUDIES', and 'CONCEPTUAL ALIGNMENT BASED ON LOCAL STUDIES'. The map shows various colored lines representing these alternatives, with a red circle highlighting a specific area near the interchange. A photo of a highway interchange is shown in the top right corner.

### Elements Common To All


6 lane freeway from Sparks Blvd. to Calle de la Plata:


Widen Disc Dr. and Pyramid Hwy. to Queen Way:

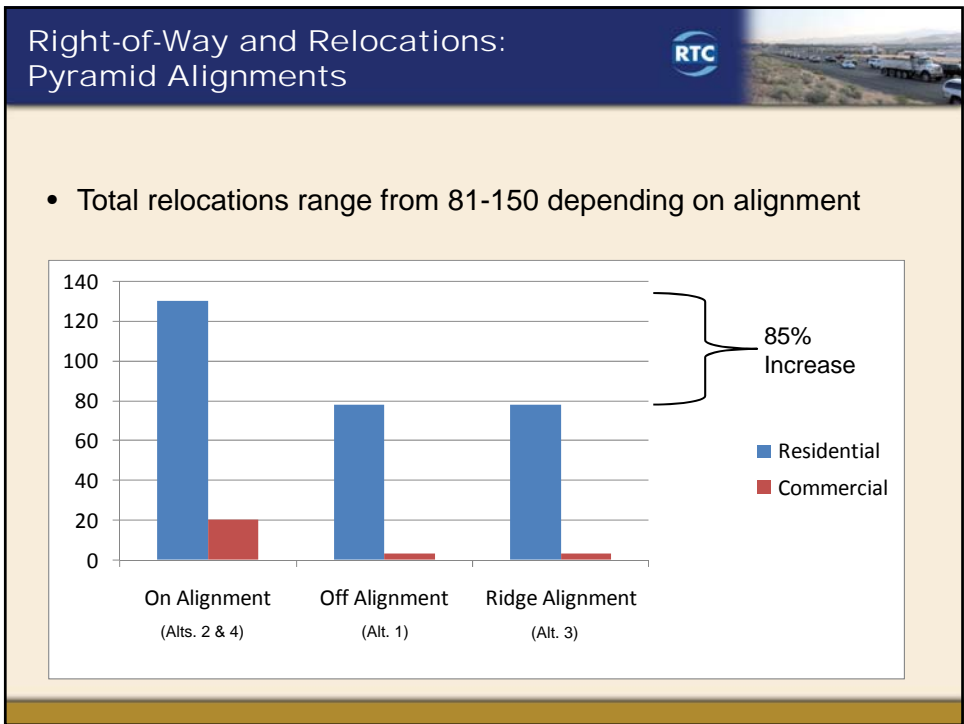
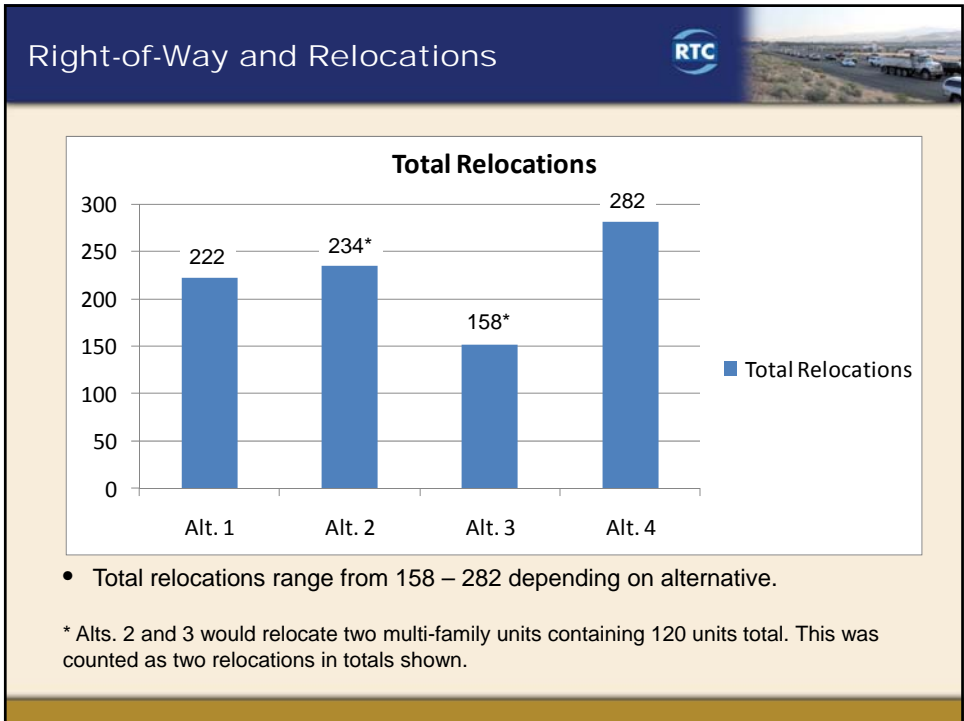
US 395 and Parr Blvd. Interchange improvements:

The map displays the same study alternatives as the previous slide, but with three specific areas highlighted in red ovals. Red lines connect these ovals to text descriptions on the left. The ovals highlight: 1) A section of the highway from Sparks Blvd. to Calle de la Plata. 2) A section of the highway near Disc Dr. and Pyramid Hwy. to Queen Way. 3) An interchange area between US 395 and Parr Blvd. A legend titled 'PRELIMINARY' is also present, and a photo of a highway interchange is shown in the top right corner.

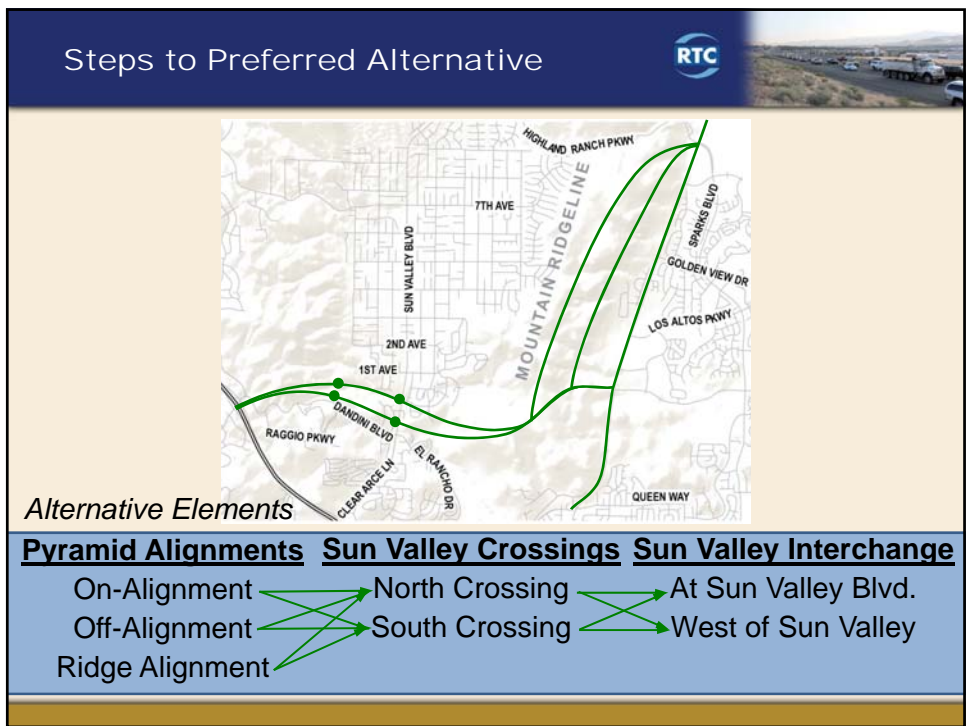
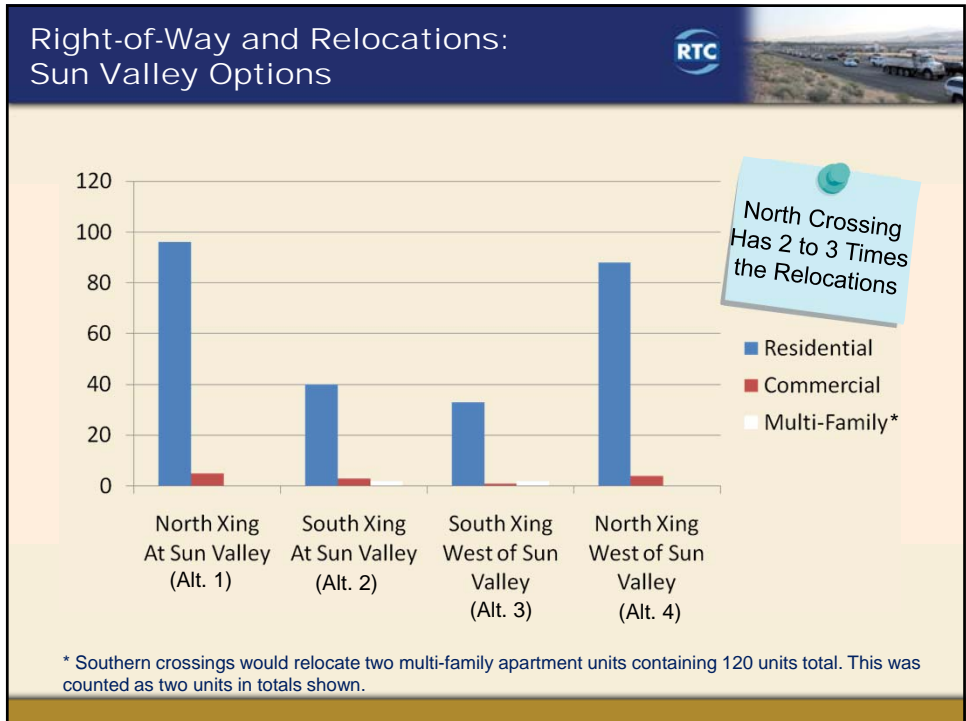



DEIS Alternatives Summary		RTC 	
Alt. Number	Pyramid Alignment	Sun Valley Crossing	Sun Valley Interchange
Alt. 1	Off Alignment	North Crossing	At Sun Valley Blvd.
Alt. 2	On Alignment	South Crossing	At Sun Valley Blvd.
Alt. 3	Ridge Alignment	South Crossing	West of Sun Valley
Alt. 4	On Alignment	North Crossing	West of Sun Valley

DEIS Public Hearing Summary		RTC 	
<ul style="list-style-type: none"> <li>▪ Hearings and Public Comment period occurred in Fall 2013</li> <li>▪ Two public hearings had approximately 230 attendees</li> <li>▪ A total of 63 comments were received</li> <li>▪ General comment themes: <ul style="list-style-type: none"> <li>▪ Concerns over property acquisition</li> <li>▪ Traffic (congestion, changes, noise, etc.)</li> <li>▪ Changes to residences adjacent to alignments</li> </ul> </li> </ul>			
<p><i>Findings – There is no clear preference for or against any particular alternative or alternative segment.</i></p>			



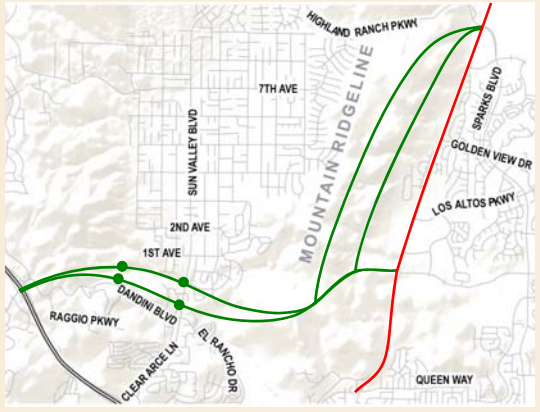




**Steps to Preferred Alternative** 


**Step 1**

With 85% more relocations and no major performance benefits, the “On Alignment” is not preferred compared to other Pyramid Alignments



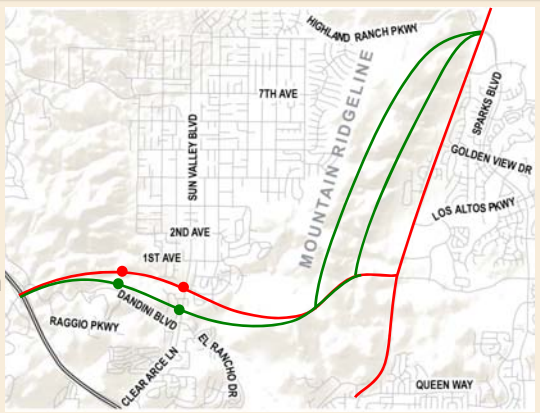
*Alternative Elements*

<u>Pyramid Alignments</u>	<u>Sun Valley Crossings</u>	<u>Sun Valley Interchange</u>
<input checked="" type="checkbox"/> On-Alignment	North Crossing	At Sun Valley Blvd.
<input type="checkbox"/> Off-Alignment	South Crossing	West of Sun Valley
<input type="checkbox"/> Ridge Alignment		

**Steps to Preferred Alternative** 


**Step 2**

With greater potential relocations and impacts to established neighborhoods and no major performance benefits, the “North” crossing is less desirable than the “South” crossing through Sun Valley



*Alternative Elements*

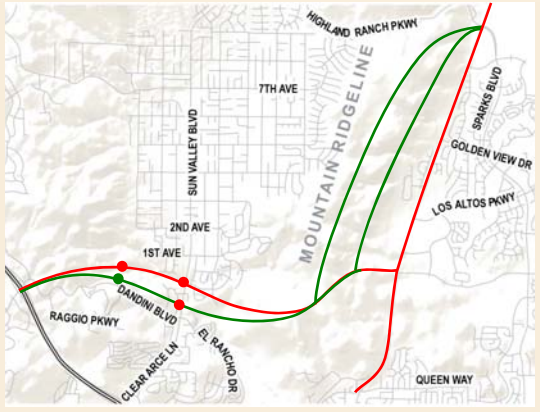
<u>Pyramid Alignments</u>	<u>Sun Valley Crossings</u>	<u>Sun Valley Interchange</u>
<input checked="" type="checkbox"/> On-Alignment	<input checked="" type="checkbox"/> North Crossing	At Sun Valley Blvd.
<input type="checkbox"/> Off-Alignment	South Crossing	West of Sun Valley
<input type="checkbox"/> Ridge Alignment		

Steps to Preferred Alternative 


**Step 3**

The interchange “at Sun Valley Blvd.” has 9 additional relocations, is in close proximity to the existing Dandini/El Rancho Intersection and results in approx. ½ million CY excess earthwork compared to the interchange “west of Sun Valley Blvd.”

*Alternative Elements*



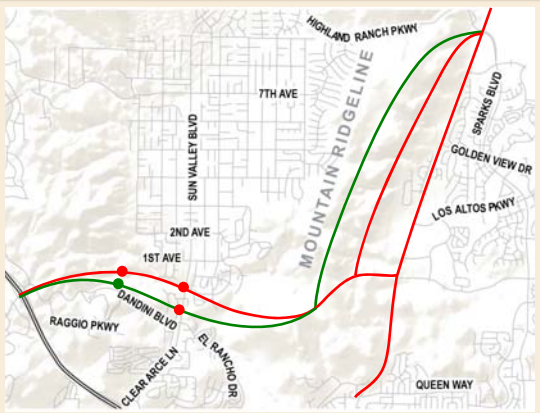
<u>Pyramid Alignments</u>	<u>Sun Valley Crossings</u>	<u>Sun Valley Interchange</u>
<input checked="" type="checkbox"/> On-Alignment	<input checked="" type="checkbox"/> North Crossing	<input checked="" type="checkbox"/> At Sun Valley Blvd.
<input type="checkbox"/> Off-Alignment	<input type="checkbox"/> South Crossing	<input type="checkbox"/> West of Sun Valley
<input type="checkbox"/> Ridge Alignment		

Steps to Preferred Alternative 

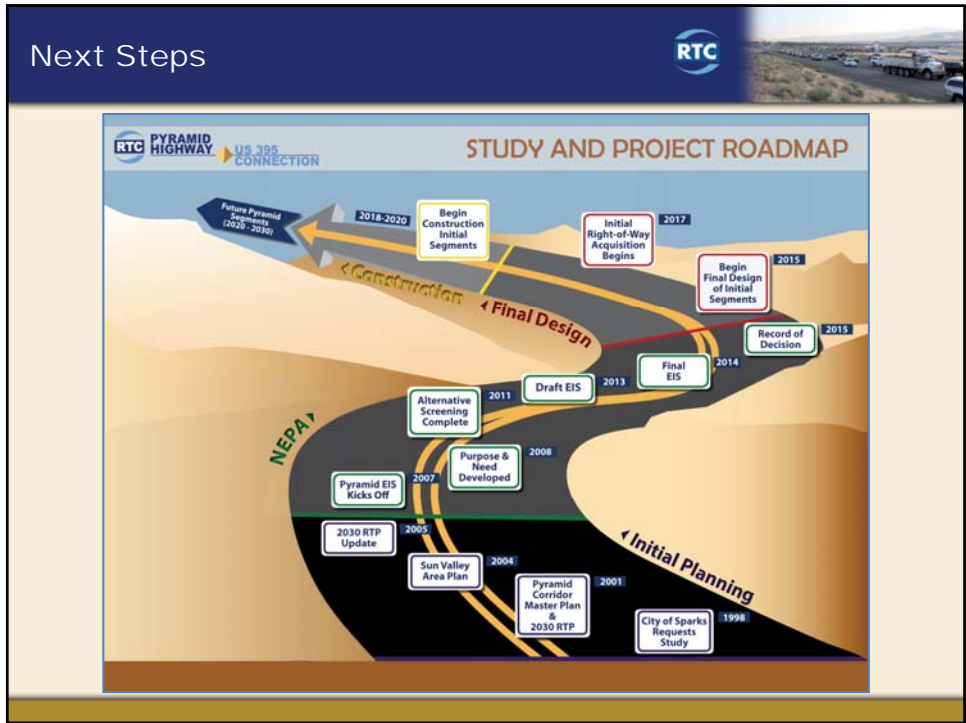
**Step 4**

The “Off Alignment” has greater visual impacts than the Ridge Alignment and in combination with the Sun Valley options results in approx. 1 million CY more of excess earthwork

*Alternative Elements*



<u>Pyramid Alignments</u>	<u>Sun Valley Crossings</u>	<u>Sun Valley Interchange</u>
<input checked="" type="checkbox"/> On-Alignment	<input checked="" type="checkbox"/> North Crossing	<input checked="" type="checkbox"/> At Sun Valley Blvd.
<input checked="" type="checkbox"/> Off-Alignment	<input type="checkbox"/> South Crossing	<input type="checkbox"/> West of Sun Valley
<input type="checkbox"/> Ridge Alignment		



### Thank you!

**Doug Maloy, P.E., Project Manager**  
Regional Transportation Commission of Washoe County  
1105 Terminal Way, Suite 108, Reno, NV 89502  
(775) 335-1865 Fax: (775) 348-0170  
E-mail: [dmaloy@rtcwashoe.com](mailto:dmaloy@rtcwashoe.com)



# WASHOE COUNTY PLANNING COMMISSION Notice of Meeting and Agenda

## Planning Commission Members

Roger Edwards, Chair  
D.J. Whittemore, Vice Chair  
James Barnes  
Larry Chesney  
Sarah Chvilicek  
Philip Horan  
Greg Prough  
Carl R. Webb, Jr., AICP, Secretary

Tuesday, December 2, 2014  
6:30 p.m.

Washoe County Commission Chambers  
1001 East Ninth Street  
Reno, NV

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## PUBLIC HEARING ITEMS SCHEDULED ON THIS AGENDA

(Complete descriptions provided beginning on third page.)

- **Master Plan Amendment Case Number MPA14-003**
- **Regulatory Zone Amendment Case Number RZA14-006**

**Items for Possible Action.** All numbered or lettered items on this agenda are hereby designated for possible action as if the words “for possible action” were written next to each item (NRS 241.020), except for items marked with an asterisk (\*). Those items marked with an asterisk (\*) may be discussed but action will not be taken on them.

**Possible Changes to Agenda Order and Timing.** Discussion may be delayed on any item on this agenda, and items on this agenda may be taken out of order, combined with other items and discussed or voted on as a block, removed from the agenda, moved to the agenda of another later meeting, moved to or from the consent section. Items designated for a specified time will not be heard before that time, but may be delayed beyond the specified time.

**Public Comment; Disrupting of Meeting.** During the “Public Comment” periods listed below, anyone may speak pertaining to any matter either on or off the agenda, to include items to be heard on consent. Additionally, during action items [those *not* marked with an asterisk (\*)], public comment will be heard on that particular item before action is taken. In either event, each speaker must fill out a “Request to Speak” form and/or submit comments for the record to the Recording Secretary. Public comment and presentation times are limited as follows: fifteen minutes each for staff and applicant presentations, five minutes for speakers representing a group, and three minutes for individual speakers unless extended by questions or action of the Commission. Comments are to be directed to the Commission as a whole and not to one individual.

**Forum Restrictions and Orderly Conduct of Business.** The Planning Commission conducts the business of Washoe County and its citizens during its meetings. The Chair may order the removal of any person or group of persons whose statement or other conduct disrupts the orderly, efficient or safe conduct of the meeting to the extent that its orderly conduct is made impractical. Warnings against disruptive comments or behavior may or may not be given prior to removal. The viewpoint of a speaker will not be restricted, but reasonable restrictions may be imposed upon the time, place and manner of speech. Irrelevant and unduly repetitious statements and personal attacks which antagonize or incite are examples of speech that may be reasonably limited.

**Posting of Agenda; Location of Website.** In accordance with NRS 241.020, this agenda has been posted at: <https://notice.nv.gov>, (i) Washoe County Administration Building (1001 E. 9th Street); (ii) Washoe County Courthouse (Court and Virginia Streets); (iii) Washoe County Library (301 South Center Street); and (iv) Sparks Justice Court (1675 East Prater Way, Suite 107). Agendas and staff reports are posted to the Washoe County website at [www.washoecounty.us/comdev](http://www.washoecounty.us/comdev) four days prior to the meeting.

**How to Get Copies of Agenda and Support Material.** Copies of this agenda and supporting materials may be obtained on the Planning and Development Division website



([http://www.washoecounty.us/comdev/boards\\_commissions/boards\\_commissions\\_index.htm](http://www.washoecounty.us/comdev/boards_commissions/boards_commissions_index.htm)) or at the Planning and Development Division Office (contact Donna Fagan, 1001 E. Ninth Street, Building A, Room A275, phone 775.325.8050, e-mail [dfagan@washoecounty.us](mailto:dfagan@washoecounty.us)). If you make a request, we can provide you with a link to a website, send you the material by email or prepare paper copies for you at no charge. Support material is available to the public at the same time it is distributed to Planning Commissioners. If material is distributed at a meeting, it is available within 24 hours after the meeting.

**Special Accommodations.** The facilities in which this meeting is being held are accessible to the disabled. Persons with disabilities who require special accommodations or assistance (e.g. sign language interpreters or assisted listening devices) at the meeting should notify the Washoe County Planning and Development Division, at 775.328.3600, two working days prior to the meeting.

**Appeal Procedure.** Most decisions rendered by the Planning Commission are appealable to the Board of County Commissioners. If you disagree with the decision of the Planning Commission and you want to appeal its action, call the Planning staff immediately at 775.328.6100. You will be informed of the appeal procedure, application fee, and the time in which you must act. Appeal periods vary from seven to fifteen days, depending on the type of application.

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**6:30 p.m.**

1. **\*Determination of Quorum**
2. **\*Pledge of Allegiance**
3. **\*Ethics Law Announcement**
4. **\*Appeal Procedure**
5. **\*Public Comment**

Any person is invited to speak on any item on or off the agenda during this period. Action may not be taken on any matter raised during this public comment period until the matter is specifically listed on an agenda as an action item.

6. **Approval of Agenda**
7. **Consent Items**

- A. **[Extension of Time Request \(TMWA – Mogul Booster Pumping Facility\)](#)** – To extend the deadline to submit construction plans and obtain building permits on Special Use Permit Case Number SW07-017 and Variance Case Number VA07-021, TMWA-Mogul Booster Pumping Facility, from December 4, 2014 to December 4, 2021.

Staff Representative: Sandra Monsalve, AICP, Senior Planner, 775.328.3608, [smonsalve@washoecounty.us](mailto:smonsalve@washoecounty.us)

**6:30 p.m.**

## **8. Public Hearings**

- A. **[Master Plan Amendment Case Number MPA14-003](#)** – To amend the Master Plan map within the Tahoe Area Plan, being part of the Washoe County Master Plan, by changing the Master Plan designation at 593 and 601 Lakeshore Boulevard from Suburban Residential (SR) to Rural Residential (RR).

- Applicant: Nevada Pacific Development Corporation
- Property Owner: Nevada Pacific Development Corporation
- Location: 593 and 601 Lakeshore Boulevard, Incline Village
- Assessor's Parcel Numbers: 122-100-23 and 122-100-24
- Parcel Size: 8.1 acres
- Proposed Master Plan Category: Rural Residential (RR)
- Current Regulatory Zone: High Density Suburban (HDS)
- Proposed Regulatory Zone: High Density Rural (HDR)
- Development Code: Authorized in Article 820, Amendment of Master Plan
- Area Plan: Tahoe
- Citizen Advisory Board: Incline Village/Crystal Bay
- Commission District: 1 – Commissioner Berkbigler
- Section/Township/Range: Section 17, T16N, R18E, MDM, Washoe County, NV
- Prepared By: Eva M. Krause. AICP, Planner  
Washoe County Community Services Department  
Planning and Development
- Phone: 775.328.3796
- E-Mail: ekrause@washoecounty.us

**B. Regulatory Zone Amendment Case Number RZA14-006** – To amend the Regulatory Zone map within the Tahoe Area Plan, being part of the Washoe County Comprehensive Plan, changing the zoning designation of APN 122-100-23 and APN 122-100-24 (593 and 601 Lakeshore Boulevard) from High Density Suburban (HDS) to High Density Rural (HDR). The proposed regulatory zone amendment will reduce permissible density; increase minimum lot size and setback requirements; and permit one detached accessory dwelling in addition to an allowed primary dwelling unit on each property.

To reflect requested changes and to maintain currency of planning area data, administrative changes are proposed. These administrative changes include a revised map with updated parcel base and other matters properly relating thereto without prejudice to the final dispensation of the proposed amendments.

- Applicant: Nevada Pacific Development Corporation
- Property Owner: Nevada Pacific Development Corporation
- Location: 593 and 601 Lakeshore Boulevard, Incline Village
- Assessor's Parcel Numbers: 122-100-23 and 122-100-24
- Parcel Size: 8.1 acres total
- Current Master Plan Category: Suburban Residential (SR)
- Proposed Master Plan Category: Rural Residential (RR)
- Current Regulatory Zone: High Density Suburban (HDS)
- Proposed Regulatory Zone: High Density Rural (HDR)
- Development Code: Authorized in Article 821, Amendment of Regulatory Zone
- Area Plan: Tahoe
- Citizen Advisory Board: Incline Village/Crystal Bay
- Commission District: 1 – Commissioner Berkbigler
- Section/Township/Range: Section 17, T16N, R18E, MDM, Washoe County, NV



- Prepared By: Eva M. Krause. AICP, Planner  
Washoe County Community Services Department  
Planning and Development
- Phone: 775.328.3796
- E-Mail: [ekrause@washoecounty.us](mailto:ekrause@washoecounty.us)

## 9. Planning Items

- A. Regional Transportation Improvements** – Presentation by the Regional Transportation Commission (RTC) on regional transportation improvements planned in Spanish Spring and in Sun Valley, to include to the Pyramid/US Highway 395 Connector and the Sun Valley Boulevard Corridor Study recommendations. The Planning Commission will discuss the information presented and may ask questions of RTC staff and County staff. Amy Cummings and Doug Maloy, Regional Transportation Commission.

## 10. Chair and Commission Items

- A. \*Report on previous Planning Commission items
- B. Future agenda items and staff reports

## 11. \*Director's Items

## 12. \*Legal information and updates


## 13. \*Public Comment



Any person is invited to speak on any item on or off the agenda during this period. Action may not be taken on any matter raised during this public comment period until the matter is specifically listed on an agenda as an action item.


## 14. Adjournment

**RTC PYRAMID HIGHWAY US 395 CONNECTION**

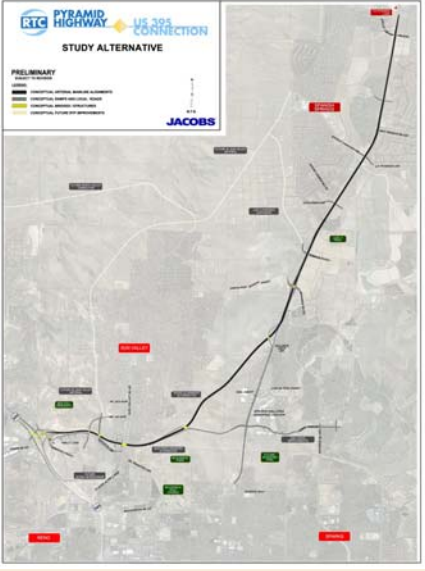
**Washoe County Planning Commission**  
December 2, 2014



**Purpose and Need** 

1. Serve existing and forecasted population and employment growth.
2. Address existing traffic issues:
  - Connectivity
  - Accessibility
  - Congestion
3. Address safety needs.
4. Be responsive to regional and local plans.





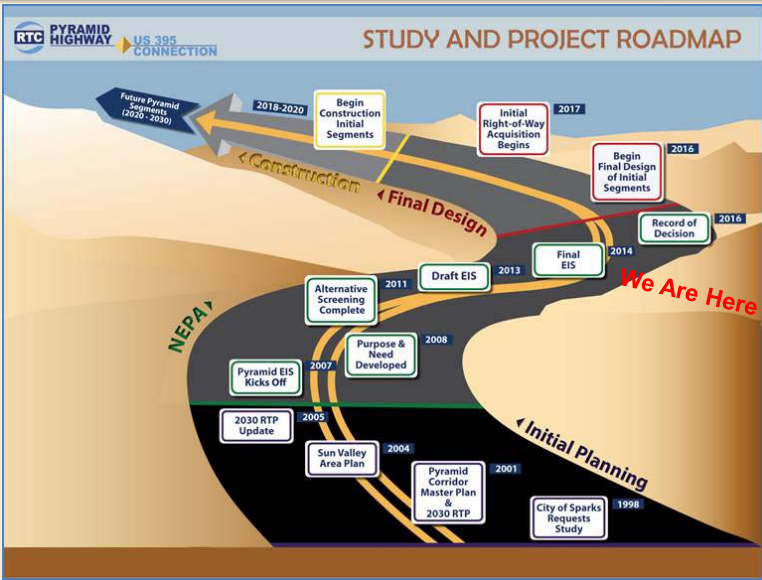
## Who's Involved?




- Federal Highway Administration – *Lead Federal Agency*
- Nevada Department of Transportation – *Lead State Agency*
- Regional Transportation Commission – *Project Sponsor*
- City of Sparks, Reno, Washoe County – *Participating Agencies*
- Bureau of Land Management – *Cooperating Agency*
- Reno Sparks Indian Colony – *Cooperating Agency*
- Bureau of Indian Affairs – *Cooperating Agency*
- Jacobs Engineering Consultant Team – *Project Support*

## Where Are We?



**STUDY AND PROJECT ROADMAP**

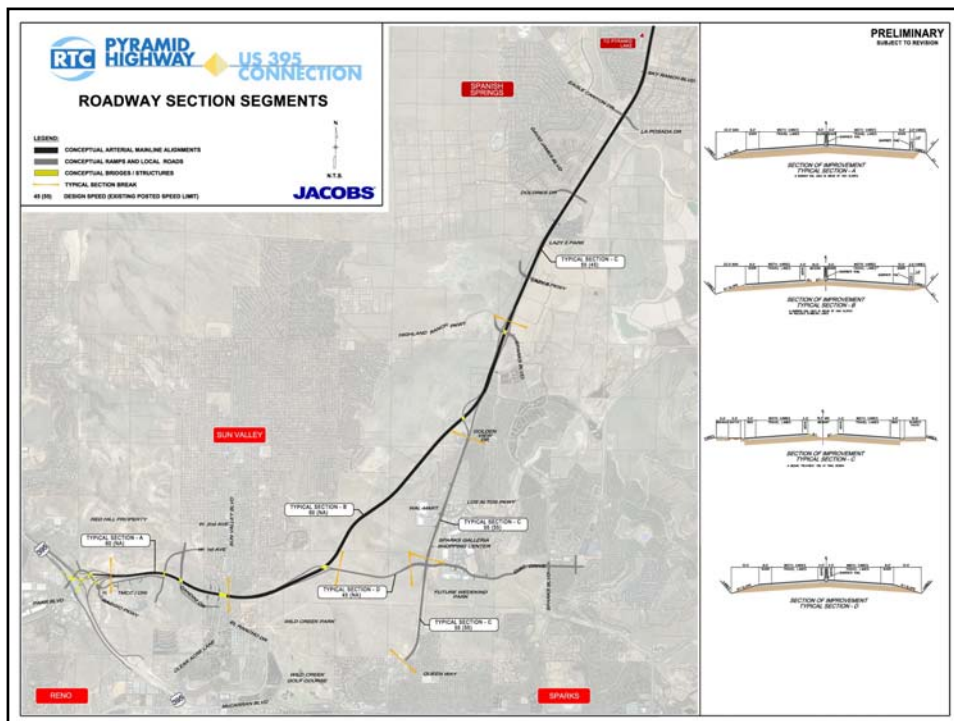
Timeline milestones:

- 1998: City of Sparks Requests Study
- 2001: Pyramid Corridor Master Plan & 2030 RTP
- 2004: Sun Valley Area Plan
- 2005: 2030 RTP Update
- 2007: Pyramid EIS Kicks Off
- 2008: Purpose & Need Developed
- 2011: Alternative Screening Complete
- 2013: Draft EIS
- 2014: Final EIS (We Are Here)
- 2016: Record of Decision
- 2016: Begin Final Design of Initial Segments
- 2017: Initial Right-of-Way Acquisition Begins
- 2018-2020: Begin Construction Initial Segments
- 2020-2030: Future Pyramid Segments



What's New?



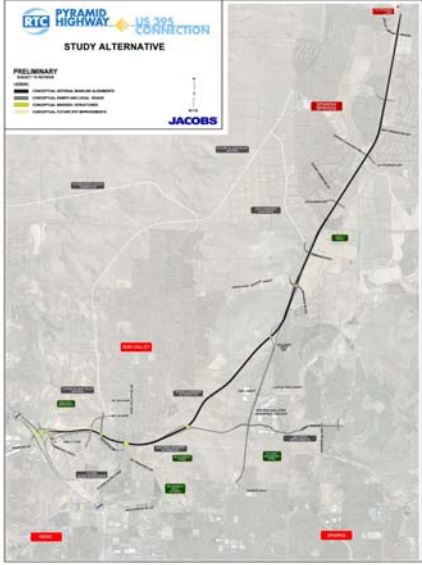
- DEIS completed in 2013 using earlier TMRPA population and employment forecasts
- RTC received updated forecasts in 2014 and incorporated into its new Travel Demand Model
- Review of results showed that both (1) Purpose and Need and (2) Alternatives Screening conducted to-date remain valid
- Updated year 2035 forecasted traffic volumes have resulted in the following design refinements:
  - Facility type (Freeway to High Speed/Access Control Arterial)
  - Intersection/interchange configurations (elevated interchanges to mostly at grade intersections)
- Design and field work for FEIS nearly complete





## Preferred Alternative Design

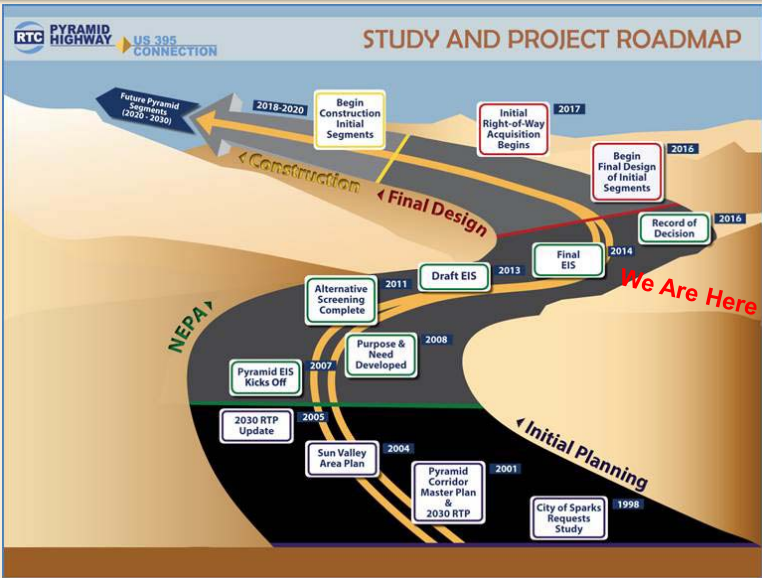



- Interchange at US 395 Parr/Dandini
- 4 to 6 Lane US 395 Connector
- Interchange at Sparks Blvd/Highland Ranch Pkwy
- 6 lanes on Pyramid north of the Connector to Calle de La Plata
- Other capacity improvements:
  - 6 lanes on Pyramid south of the Connector to Queen Way
  - Widen Disc Drive to 6 lanes from Pyramid to Vista Blvd.



## Next Steps



Thank you!



**This is Your RTC.**

**Doug Maloy, P.E., Project Manager**

Regional Transportation Commission of Washoe County

1105 Terminal Way, Suite 108, Reno, NV 89502

(775) 335-1865 Fax: (775) 348-0170

E-mail: [dmaloy@rtcwashoe.com](mailto:dmaloy@rtcwashoe.com)

## Appendix B: Public Involvement

### Sun Valley General Improvement District Meetings





## Sun Valley G.I.D. Board Meeting Minutes of February 11, 2010

### **Board Members Present:**

|                    |                  |
|--------------------|------------------|
| Patricia Lancaster | Chairperson      |
| John Jackson, Sr.  | Vice-Chairperson |
| Margaret Reinhardt | Secretary        |
| Linda Woodland     | Treasurer        |
| Robert Fink        | Trustee          |

### **Board Members Not Present:**

### **Staff Present:**

|                  |                              |
|------------------|------------------------------|
| Darrin Price     | SVGID, General Manager       |
| Mike Ariztia     | SVGID, Public Works Director |
| Jennifer Merritt | SVGID, Staff                 |
| Stewart White    | SVGID, Legal                 |

### **Others Present:**

|                 |                                                    |
|-----------------|----------------------------------------------------|
| Barry Bouchard  | NorthValley's.org                                  |
| Jerry Payne     | Audience                                           |
| Warren Brighten | Audience                                           |
| Glenda Walls    | Audience                                           |
| Susan Severt    | Audience                                           |
| Garth Elliott   | Audience                                           |
| Roger Edwards   | Golden Valley's Landowners                         |
| Doug Maloy      | Regional Transportation Commission                 |
| Bryan Gant      | Jacobs Engineering                                 |
| Rebecca Bruch   | Erickson, Thorpe & Swainston, Ltd.<br>(via: phone) |

**The meeting of the Sun Valley GID was called to order by Chairperson Patricia Lancaster at 6:00 p.m. in the Sun Valley District Administrative Building, 5000 Sun Valley Blvd, Sun Valley, NV.**

#### **Item#1. Approval of Agenda.**

*John Jackson, Sr. made a motion to approve the agenda. Robert Fink seconded the motion. The motion carried unanimously.*

#### **Item#2. Certify posting of agenda.**

Jennifer Merritt certified posting of agenda.

Robert Fink would like to see the Sun Valley Senior Center as a posting location for the District agendas.

**Item#3. Public comments for items not on the agenda.**

None

**Item#4. Discussion and motion of accounts payable for February 11, 2010.**

Treasurer Linda Woodland gave a brief report of the accounts payable for February 11, 2010.

*Linda Woodland made a motion to approve the accounts payable for February 11, 2010 in the total amount of \$100,336.25 dollars. John Jackson, Sr. seconded the motion. The motion carried unanimously.*

*Linda Woodland made a motion to approve the customer refunds for February 11, 2010 in the total amount of \$914.29 dollars. John Jackson, Sr. seconded the motion. The motion carried unanimously.*

**Item#5. Discussion and motion to approve minutes of January 26, 2010 workshop and January 28, 2010 regular meeting.**

*John Jackson, Sr. made a motion to approve the minutes from January 26, 2010 workshop with the following correction; Item 6 delete "as the District's representative". Linda Woodland seconded the motion. The motion carried unanimously.*

*Linda Woodland made a motion to approve the minutes from January 28, 2010 regular meeting with the following correction; Item 21 change "87:10" to "8:10". John Jackson, Sr. seconded the motion. The motion carried unanimously.*

**Item#6. Presentation by Roger Edwards regarding composting program in Golden Valley.**

Roger Edwards with Golden Valley Property Owners reported he has been working for the past several years on a composting pilot project. Roger has worked with Washoe County Parks Department and Health Department regarding some of the compliance requirements. With the assistance of Commissioner Weber and Commissioner Jung he has received the approval from Washoe County Health Department to move forward with a composting pilot project. Roger reported the purpose of the composting pilot project is to reduce the amount of trash being taken to the landfill and reduce the amount of illegal dumping. The project will be run by several Golden Valley property owners on a volunteer basis. The location of the project will be at the Horseman's Park in Golden Valley. Washoe County Parks department are in support of the program and will allow for them to use portions of the park for the site. The site will be enclosed in a 12x60 privacy fence and open on weekends only. They are restricted by the Washoe County Health Department to what kind of trash they can accept and will be accepting materials such as manure, grass clippings, and other landscaping materials. Since it is a pilot project there is no fee to those who provide materials and in exchange they will receive free compost once it is ready for disbursement. Roger commented he knows several members of the Sun Valley community are interested in starting a compost program too, he would be more than happy to assist with the creation of a composting site in Sun Valley and eventually become partners to help make both sites a success.

Margaret Reinhardt inquired if his program is restricted to accepting yard clippings from Golden Valley residents only or is open to others.

Roger commented it is not restricted. It is open to anyone who needs to remove manure from their property and/or removal of landscaping materials. The City of

Sparks, City of Reno, and Keep Truckee Meadows Beautiful have all agreed to participate with the program as well.

Patricia Lancaster thanked Roger for his time sharing his program and offering to work with the Sun Valley Community building their own composting program.

**Item#7. Presentation by Doug Maloy with RTC regarding future road improvements within Sun Valley.**

Doug Maloy with Regional Transportation Commission and Bryan Gant with JACOBS Engineering both gave a presentation regarding the proposed Pyramid Highway US 395 Connection. The purpose of the presentation was to provide different options under consideration to alleviate existing and future traffic generated from growth in the Sparks, Spanish Springs and beyond. The proposed examples include Pyramid Highway improvements, interchange options, and east-west Pyramid to 395 connections. These proposed improvements and interchange options are still being studied at this time. The proposed Pyramid Highway US 395 Connection is designed to go through the south end of Sun Valley in the vicinity of Rampion Way and the intersection of Sun Valley Boulevard and Dandini Boulevard. The proposed project schedule; Develop and evaluate alternative 2009 – 2010, Draft environmental impact statements 2010 – 2011, Final environmental impact statements, Record of decision 2012, Construction start date 2018.

Margaret Reinhardt inquired if the new highway connection would alleviate congestion on Sun Valley Boulevard.

Grant reported the purpose of the new highway connection is to allow more access for commuters to travel between the different valleys and help with the commuters traveling from the north to the south. It is unclear how much congestion it would alleviate from the Sun Valley Boulevard.

Robert Fink suggested instead of impacting some of the residential areas, they should considering developing a road north of Sun Valley connecting to US 395.

Grant reported there is a separate project known as the Sun Valley Arterial that is currently under study.

Several board members and audience members expressed their concerns on the impacts to the 30+ residents, the modeling designs, and cost of the Pyramid Highway US 396 Connection.

**Item#8. Public Relations review of Spring PipeLine Newsletter.**

Darrin Price provided a draft outline of the spring PipeLine for review. Darrin commented any changes or corrections need to be submitted to Jennifer Merritt no later than February 18<sup>th</sup>.

Patricia Lancaster requested a small article encouraging the Sun Valley Community to get involved at upcoming Regional Transportation Commission Workshops regarding the proposed Pyramid Highway US 395 Connection.

**Item#9. Discussion and motion to accept Ladera Ranch, LLC. donation of APN 502-700-05 as District property.**

Darrin Price reported he recently met with Chris Judson with Silver Star Communities. Chris commented the Ladera Ranch project is still on hold at this time due to the economy. During the meeting Chris offered a 43.85 acre parcel to the District. This particular parcel is designated as open space. When the Ladera Ranch project was approved, this parcel would have a sewer easement on it and the sewer easement was going to be used as a walking trail. Silver Star Communities would like to donate this particular parcel to the District at no charge and debt free of any liens or unpaid taxes.

Stewart White reported a Preliminary Report was performed in early 2009. Stewart suggested getting an updated Title report showing that the property is free and clear of any unpaid taxes and liens. Stewart commented he would draft a Gift Agreement that would reflect the environment study that was performed and easements that exist on the property.

John Jackson, Sr. commented the installation of the pedestrian trail also known as the District's sewer easement, was going to be installed by the developer. John wants to make sure that the installation of pedestrian trail is still the responsibility of the developer if the District should accept the donation.

*After some discussion Robert Fink made a motion to approve the donation of parcel 502-700-05, portion of the Ladera Ranch project, from Silver Star Communities subject to it being delivered free and clear of any unpaid taxes and liens, staff authorized to get an independent title report on the subject parcel, copies of any recorded easements, and authorize Stewart White to prepare a Gift Agreement and to do anything else as necessary. Linda Woodland seconded the motion. The motion carried unanimously.*

**Item#10. Discussion and motion to appoint Sun Valley GID representative and alternate for Nevada Public Agency Insurance Pool & Public Agency Compensation Trust.**

Darrin Price reported the District needs to select a new representative for the Pool/Pact Board and an alternate. John Jackson, Sr. is the District's current alternate representative. The representative will become a member of the Pool/Pact Governing Board and would be required to attend board meetings, retreats, and other meetings and/or functions as needed.

*Linda Woodland made a motion to appoint Margaret Reinhardt as the District's representative for the Pool/Pact Governing Board. John Jackson, Sr. seconded the motion. The motion carried unanimously.*

*Robert Fink made a motion to appoint John Jackson, Sr. as the District's alternate representative for the Pool/Pact Governing Board. Margaret Reinhardt seconded the motion. The motion carried unanimously.*

**Item#11. Discussion and motion to approve Sun Valley GID staff to attend Nevada Rural Water Conference.**

Mike Ariztia requested permission to send District employees to the Nevada Rural Water Conference. The Conference is scheduled for March 9<sup>th</sup> through March 11<sup>th</sup> in

Reno at the Grand Sierra Resort. Mike commented this conference is a necessity because it offers up to date technology technical sessions, testing preparation, and also offers educational credits for the operators that are required each year to maintain their grade certifications.

*Linda Woodland made a motion to approve District staff and any board members, to attend the Nevada Rural Water Conference. Margaret Reinhardt seconded the motion. The motion carried unanimously.*

**Item#12. Discussion and possible motion regarding purchase of a wood chipper and using Beautification funds for part time labor.**

Mike Ariztia commented he was requested by Patricia Lancaster to investigate the purchase of a wood chipper to help with clean ups. Mike reported he researched into several makes and models various sizes. A new heavy duty wood chipper cost between \$30,000 and \$40,000 dollars and used cost between \$10,000 and \$30,000 dollars. Mike reported he spoke with Jennifer Budge with Washoe County Parks department and she commented that Washoe County and the Sierra Fire currently share a wood chipper. Jennifer suggested a possible partnership between the District and Washoe County regarding the use of the County's wood chipper during clean up days hosted by the District. Mike commented not knowing how big of branches people want to get rid of or how many clean up days, a smaller chipper cost between \$8,000 and \$10,000 dollars.

Robert Fink inquired the interest of a wood chipper.

Patricia Lancaster commented she would like it to be a part of the District's beautification during clean up days. Patricia commented to help keep expense cost down, she directed staff to work with Washoe County to see if they would partner with the District and provide their chipper during clean up days.

**Item#13. Discussion and possible motion to approve revised job descriptions for the General Manager, Public Works Director, and new Human Resource/Recreation/Office Lead position.**

Darrin Price provided revised job descriptions that include the boards' comments from the January workshop, for the General Manager, Public Works Director, and the new office supervisor position.

Patricia Lancaster requested "Assist with processing of parcel and subdivision maps and related forms" be deleted from secondary responsibilities of the Customer Service Supervisor job description.

John Jackson, Sr. requested removal of the Customer Service Supervisor giving "advice" on District personnel policies, procedures, and documents. John would like the language of the minimum requirements to be consistent with other job descriptions and recommended including, "equivalent combinations of education and experience".

*John Jackson, Sr. made a motion to approve revised job descriptions with tonight's additions for the General Manager, Public Works Director, and the Customer Service Supervisor. Linda Woodland seconded the motion. The motion carries unanimously.*

**Item#14. Discussion and motion regarding Sun Valley GID's Chain of Command.**

Darrin Price reported he modified the Chain of Command to show the title change of the Office Manager to the Customer Service Supervisor/HR.

Patricia Lancaster inquired if the Billing Representative has any authority over the Accounting Specialist position.

Darrin reported the positions below the new Customer Service Supervisor, have no authority over each other.

Linda Woodland recommended putting the Accounting Specialist position above the Billing Representative since accounting is responsible for billing practices and to eliminate any confusion down the road.

*Linda Woodland made a motion to approve the Sun Valley GID's Chain of Command as corrected. John Jackson, Sr. seconded the motion. The motion carried unanimously.*

At 9:20 pm Darrin Price made a special request to have Rebecca Bruch to give a brief update on a claim.

Rebecca Bruch with Erickson, Thorpe & Swainston, Ltd. gave brief update on a claim that was filed by an ex-employee. The claim was negotiated and settled with a nuisance value of \$7,500 dollars. As part of the settle agreement, the ex-employee can not re-apply with the District in the future. Becky commented she never felt the District was at fault regarding this claim. Becky complimented Mike Ariztia and Darrin Price how they handled the situation with the employee, proper documentation, and following District procedure.

**Item#15. Update and discussion regarding activity of on-going commissions and committees.**

Darrin Price reported Truckee Meadows Water Authority is proposing a water rate increase. The proposed rate increase to the District is 4.44% for usage less than 29Mgal per month and a 5.05% for usage greater than 29Mgal per month. Darrin reported he will attend the upcoming TMWA board meeting to oppose and/or negotiate the rate increase. Darrin will update at the next meeting. Darrin also reported staff met with Washoe County Code enforcement regarding the process of notifying them of illegal units. The meeting helped streamline the reporting process.

**Item#16. Financial report by Bill Short.**

Darrin Price reported in Bill's absence the Department of Taxation has completed its review of the District's audit report and NO violations of stature and regulations were noted.

**Item#17. Legal report by Stewart White.**

Stewart White reported he is working on the revised agreement between the District and Washoe County regarding the Sun Valley pool and parks.

Margaret Reinhardt requested Stewart to make sure to include her suggested exit clause.

**Item#18. Field report by Mike Ariztia.**

Mike Ariztia reported 5081 Prosser Way has been rented out. He recently met with a Florsheim Homes who recently purchased some of the lots in the Sun Mesa Phase I development. They have potential plans to purchase the remaining undeveloped lots in Phase I and II for development. Mike also reported the Washoe County sidewalk project on east 5<sup>th</sup> Ave. has started installing culverts. Mike will be attending a preconstruction meeting on February 18, 2010 for the LDS Church on east 4<sup>th</sup> Ave.

**Item#19. Managers report by Darrin Price.**

Darrin Price commented he attended the Washoe County Parks Commission meeting, before the Park Commission will approve the District's request, they would like to review the Agreement that Stewart is currently working on. The District has been rescheduled for March. Once the Park Commission approves the District's request, the District will formally go before the Washoe County Commission for final approval. Darrin provided an invite from NACO for an upcoming workshop regarding budget. The workshop is scheduled for February 22, 2010 at the Cooperative Extension facility. Darrin requested if any of the board members would like to attend to get with him so he could register them.

Margaret Reinhardt, Patricia Lancaster, and John Jackson, Sr. commented they would like to attend.

**Item#20. Public Comments.**

Garth Elliott commented he is working with Gary Schmidt trying to reduce property taxes for some property owners in Sun Valley. Garth also commented he is concerned with the upcoming budget cuts, that Sun Valley will be provided services on a reduced level.

Susan Severt reported there is a town hall meeting scheduled at the City of Reno on February 13, 2010 at 9 am.

**Item#21. Board Comments.**

None

**Item#22. Future agenda items.**

Patricia Lancaster requested to discuss the Sun Valley Community Garden at the next meeting.

**Item#23. Adjournment.**

*Linda Woodland made a motion to adjourn the meeting 9:45 pm. John Jackson, Sr. seconded the motion. The motion carried unanimously.*





## Sun Valley G.I.D. Board Meeting Minutes of January 27, 2011

### **Board Members Present:**

|                    |             |
|--------------------|-------------|
| Margaret Reinhardt | Chairperson |
| Linda Woodland     | Vice-Chair  |
| Sandra Ainsworth   | Secretary   |
| Garth Elliott      | Treasurer   |
| Robert Fink        | Trustee     |

### **Board Members Not Present:**

### **Staff Present:**

|                  |                              |
|------------------|------------------------------|
| Darrin Price     | SVGID, General Manager       |
| Mike Ariztia     | SVGID, Public Works Director |
| Jennifer Merritt | SVGID, Staff                 |
| Stewart White    | SVGID, Legal                 |
| Bill Short       | SVGID, CPA                   |

### **Others Present:**

|                 |                                    |
|-----------------|------------------------------------|
| Jim Ainsworth   | Audience                           |
| Leo Horishny    | Audience                           |
| Marge Cutler    | Audience                           |
| Chung Lee       | Audience                           |
| Tom Noblett     | Audience                           |
| Jerry Payne     | Audience                           |
| Gary Schmidt    | Audience                           |
| Susan Severt    | Audience                           |
| Glenda Walls    | Audience                           |
| Doug Maloy      | Regional Transportation Commission |
| Deidre Kennelly | Keep Truckee Meadows Beautiful     |
| Warren Brighton | Chairman, Sun Valley CAB           |

**The meeting of the Sun Valley GID was called to order by Chairperson Margaret Reinhardt at 6:00p.m. in the Sun Valley District Administrative Building, 5000 Sun Valley Blvd, Sun Valley, NV.**

### **Item#1. Roll call and determination of a quorum.**

Roll call was taken by Chairperson Margaret Reinhardt and it was determined a quorum was present.

### **Item#2. Pledge of Allegiance.**

**Item#3. Motion to approve agenda.**

*Linda woodland made a motion to approve the agenda. Margaret Reinhardt seconded the motion. The motion carried unanimously.*

**Item#4. Certify posting of agenda.**

Jennifer Merritt certified posting of agenda.

**Item#5. Public comments for items not on the agenda.**

Tom Noblett commented on RTC bus routes within Sun Valley. He also commented he is still collecting private donations for bingo prizes for the Sun Valley Senior Center.

Susan Severt commented she normally would organize a Valentine's Day Dance, but she would like to organize a Spring Break Dance instead.

Warren Brighton commented on Washoe County and their responsibility regarding the repairs to the Clock Tower. He also commented on a traffic light outage located at he intersection of Sun Valley Boulevard and El Rancho stop light. He has been waiting for Washoe County, City of Sparks, and even Sun Valley GID to report the light outage on the traffic signal. He finally called himself to have it fixed.

Leo Horishny commented that the City of Sparks has a section on their website that an individual can report on traffic lights. The City of Sparks is very responsive when a claim is filed regarding their traffic signals. Leo also commented that he is been riding his mountain bike on portions of the proposed Sun Valley Rim Trail. He thinks the trail will be a great place for other bikers to ride with great scenery but there will be some difficult areas that are for more advanced riders.

Gary Schmidt congratulated the new members to the District and the new officers. He also commented with the increase to the county population, Washoe County is eligible for seven commissioners. Gary encourages individuals to support getting the additional commissioners.

Garth Elliott commented he received an email regarding the City of Reno wanting to opt out of their share of costs for a underground power line.

**Item#6. Discussion and motion to approve payables and customer refunds from January 27, 2011.**

Treasurer Garth Elliott gave a brief report of the accounts payable for January 27, 2011.

*Garth Elliott made a motion to approve the accounts payable for January 27, 2011 in the total amount of \$102,884.01 dollars. Linda Woodland seconded the motion. The motion carried unanimously.*

*Garth Elliott made a motion to approve the customer refunds for January 27, 2011 in the total amount of \$870.39 dollars. Linda Woodland seconded the motion. The motion carried unanimously.*

**Item#7. Discussion and motion to approve minutes from January 13, 2011.**

*Linda Woodland made a motion to approve the minutes from January 13, 2011 with the following correction; page 5 item 11 correct spelling from "Elliot" to "Elliott" and change "negotiate" to "to look at other alternatives". Robert Fink seconded the motion. The motion carried unanimously.*

**Item#8. Discussion and motion to consider request from Keep Truckee Meadows Beautiful for District's participation with the KTMB Annual Clean Up Day.**

Deidre Kennelly with Keep Truckee Meadows Beautiful requested for the District to consider contributing towards the Great Truckee Meadows Community Clean Up that is schedule for May 7, 2011. The contribution would be applied towards the two sites for Sun Valley and towards the ongoing programs such as the Open Space Program and the Illegal Dumping Task Force.

Darrin Price reported KTMB is requesting for the same contribution as last year that was \$5,000 dollars plus staff and equipment. The \$5,000 dollars has all ready been approved in the District's budget and would come from the Garbage Fund, and it would cost approximately and additional \$1,500 dollars for staff and equipment.

Audience member Susan Severt reported she recently went with District staff to evaluate the illegal dumpsites and reported there are two locations that need attention with the Chimney area as the primary site.

Darrin briefly went over the various levels of contributions and who are the major contributors with the Sun Valley GID being a contributor.

Robert Fink commented he does like how KTMB recognizes different levels of contributions and inquired if everyone is satisfied with the amount donated and how it is being used in Sun Valley.

Both Darrin and Susan commented the District's contribution is being utilized very well for the Sun Valley sites.

Garth Elliott inquired how to get AmeriCorps volunteers and assistants from BLM since majority of the area is BLM property to help keep costs down.

Audience member Leo Horishny commented the BLM staff participates with the clean up of other BLM areas, and he thinks if they are asked to assist with the BLM area in Sun Valley, they would assist.

*After some discussion Robert Fink made a motion to approve Keep Truckee Meadows Beautiful request for a \$5,000 dollar contribution toward the Great Truckee Meadows Community Clean Up day including District staff and equipment. Linda Woodland seconded the motion. The motion carried by the following;*

*Yea: Robert Fink, Linda Woodland, Sandy Ainsworth, Margaret Reinhardt*

*Nay: Garth Elliott he can not support the amount because of the costs past on to District customers.*

Darrin reminded the board and audience members that the contribution funds do not come from water or sewer rates, the funds are the District's Garbage Franchise Fees from the District's Garbage Fund.

**Item#9. Discussion and motion to approve sending staff to Microsoft Access Basics and Intermediate class through the University of Nevada Reno Extended Studies.**

Darrin Price requested permission to send Carol Bratcher to an upcoming Microsoft Access Basics and Microsoft Access Intermediate class. Both classes will be held at the UNR, Redfield Campus. The total cost to the District is \$448.00, this covers registration, course material, and per-diem for each class.

*Linda Woodland made a motion to approve staff attending the Microsoft Access Basics and Intermediate classes. Robert Fink seconded the motion.*

Garth Elliott inquired if Carol is handling that much database for the District.

Darrin commented the District does use databases all the time to create various reports which makes Microsoft Access very necessary.

*The motion carried unanimously.*

**Item#10. Discussion and motion to approve sending staff to CA-NV-AWWA Spring Conference.**

Mike Ariztia requested permission to send staff to the upcoming 2011 CA-NV-AWWA Spring Conference. The conference will be held in Long Beach, CA from March 28<sup>th</sup> through March 31<sup>st</sup>. The District has been an active member and has participated with CA-NV-AWWA for many years. The conference provides valuable training and resources for the water industry. It also allows staff to obtain the necessary Continuing Education Units (CEU) to renew certifications. The total cost to send three staff members to the conference is \$3,816.00 dollars, this includes registration, lodging, travel expenses, and per-diems. To help keep costs down, staff will drive to Long Beach, CA and stay at a less expensive hotel.

Garth Elliott inquired if the CA-NV-AWWA conference is the only place for District staff to obtain their required CEU's.

Mike commented they are one of them that offers CEU's, there are other opportunities to earn CEU's but a lot of them are out of the area. UNR Cooperative Extension offers half day courses that are eligible for CEU's. By attending the Conferences it allows staff to receive more CEU's than attending a half day class. It is also a great opportunity to network with other purveyors to see what the newer trends are.

Darrin Price reported the CA-NV-AWWA is the largest water organization on the west coast and they hold two conferences each year. He encouraged some of the trustees to take the opportunity to attend the conferences too, many elected official attend the conferences to learn more about the water industry and represent different committees. Darrin is a member on various committees.

Robert Fink commented he does not think the District should pay for a board member to attend a conference.

Garth Elliott commented he could support sending two staff members instead of three.

*Linda Woodland made a motion to approve three staff members to attend the CA-NV-AWWA Conference. Sandy Ainsworth seconded the motion. The motion carried by the following;*

*Yea: Linda Woodland, Sandy Ainsworth, Robert Fink, Margaret Reinhardt  
Nay: Garth Elliott*

**Item#11. Discussion and motion to approve Stewart White's Legal Service Agreement.**

Postponed until next meeting.

**Item#12. Review and discussion of expenses for Fred Schmidt and Fred Hillerby services.**

Darrin Price provided a copy of both approved agreements for Fred Schmidt and Fred Hillerby for review purposes only.

Garth Elliott commented he would like to see reports given to the District from Fred Schmidt.

Darrin commented Fred Schmidt provides a summary report with each invoice. Darrin offered to provide copy of the reports to Garth.

**Item#13. HEARING for discussion and possible motion to consider request for annexation from Chung Lee and Javier Barajas for parcels 088-210-27, 088-201-28, and 088-210-29 located on Biller Lane and Quartz Lane.**

Stewart White commented he briefly reviewed the Annexation Application and there are minor corrections needed to the application prior to the board discussing the request. Stewart requested this item be postponed until the next board meeting so that the staff can correct the application and collect the proper signatures.

*Robert Fink made a motion to postpone the consideration of annexation until the next schedule board meeting on February 10, 2011. Sandy Ainsworth seconded the motion. The motion carried unanimously.*

**Item#14. Discussion and possible direction to staff regarding potential changes to representation on the governing boards of the Regional Planning Governing Boar ("RPGB"). The Regional Transportation Commission ("RTC"), and the Western Regional Water Commission ("WRWC").**

Darrin Price reported there was not a lot of discussion regarding the potential changes of representation at the last Western Regional Water Commission because of the absences of several members. He will keep the board aware of any updates.

**Item#15. Update on the Pyramid/US 395 Connection.**

Doug Maloy with Regional Transportation Commission thanked District staff for assisting with the coordination of the January 19, 2011 Workshop. The workshop format was set up in different stations to show the history of the Pyramid/US 395 Connection proposed project. Maps were provided to show various alternative crossings. It was well attended with over 100 attendees.

Darrin Price inquired what the status is on the environmental study.

Doug reported the current environmental study is in the level 3 screening. RTC continues to narrow down the alternative crossings and continues to perform traffic analysis in hopes to have a complete report for review within the next twelve months to submit for approval.

Garth Elliott inquired about the feedback from the workshop.

Doug commented he is still gathering comments, once that is finished he could provide a summary.

Robert Fink inquired if the proposed project would eliminate the existing traffic through Golden Valley. He also commented RTC will have a debate with others regarding property value at some point in time.

Susan Severt is also concerned with the amount of traffic going through Golden Valley and Pyramid Highway. She also inquired what the intent of the proposed project is.

Doug reported the intent is to capture the core of Spanish Springs to help eliminate the traffic congestion from Pyramid Highway. RTC would have to perform a different study regarding the Golden Valley traffic.

Linda Woodland encouraged RTC to perform a traffic study on Highland Ranch.

Mike Ariztia encouraged RTC to perform a traffic study on north 395 to take in consideration the additional impact to the existing traffic congestion that occurs with morning commuters.

Garth Elliott commented after speaking with several residents they are not opposed of the project but would like to see ingress and egress from Sun Valley Boulevard onto the overpass and see other improvements to Sun Valley Boulevard.

Margaret Reinhardt inquired if there is one proposal in favor over another regarding design and location.

Doug commented it is mixed right now regarding the proposals.

Darrin Price thanked Doug for his time and providing an update from the workshop. Darrin asked Doug to have RTC consider additional improvements to the Sun Valley community for sidewalks or even money contribution towards the schools. In addition to, since the District paid for the postage for the workshop mailer, for RTC to consider donating a free swim day at the Sun Valley Pool.

**Item#16. Update and discussion regarding the 76<sup>th</sup> (2011) Legislative Session.**

Darrin Price reported all the governmental and public agencies are worried what the State Legislature might take from them to help satisfy with the state budget. District's lobbyist Fred Hillerby is currently tracking three Bill Draft Requests and they are AB59 that would make various changes to the Open Meeting Law, AB67 revises provisions to the governing of the Public Employee Retirement System, and AB73 revises provisions governing the appropriation of water for beneficial use. Staff will continue to review Bill Draft Request's and will update as needed.

Audience member Gary Schmidt commented on a letter he submitted to Sparks Tribune regarding the state's financial situation. He also commented on how the legislators should enforce the law and make Washoe County add two additional commissioners due to the population increase in Washoe County.

**Item#17. Update and discussion regarding activity of on-going commissions and committees.**

Darrin Price reported;

- Truckee Meadows Water Authority is doing a volunteer staff reduction.
- Western Regional Water Commission voted on officers during the January 14<sup>th</sup> meeting and Margaret Reinhardt became the secretary. Western Regional Water Commission is considering using funds from the Regional Water Fund to purchase water rights to be applied towards the 6700 Agreement and to assist the Regional Planning Commission for future development studies.
- Washoe County Strategic Planning meeting is scheduled for February 1, 2011 at 8:30 am.
- Washoe County School District had a meeting on January 15, 2011 at the Sun Valley Neighborhood Center to discuss the Sun Valley schools. Darrin commented based on the discussion at the meeting, Sun Valley will not be receiving a middle school or a high school any time soon.
- Washoe County Board of Health Commission approved the District's request for a variance for the wading pool regarding the turn over rate.

**Item#18. Financial report by Bill Short.**

Bill Short reported he recently met with Darrin and Carol to discuss the possibility of transferring some funds from Heritage Bank to Umpqua Bank in order to spread the District's funds around rather than keeping them all in one bank.

**Item#19. Legal report by Stewart White.**

Stewart White reported Washoe County has agreed to the legal description for Gepford Park that was found with the title report. He will now finalize the Deed and send to Washoe County for review and possible signing.

Stewart also reported he is going to file a default judgment against Skip Roggenbihl for the amount the District paid for the water rights that he agreed to replace. He will record the judgment in all locations that Skip might have property.

**Item#20. Field report by Mike Ariztia.**

Mike Ariztia reported on the following;

- Construction started on the Biller Lane project. It is estimated two – three weeks for the completion of the project.
- He spoke with the District's insurance representative and there would be no reduction in premium rates if the District were to install a security surveillance system at the Sun Valley Neighborhood Center.
- The Washoe County inmate crew will be assisting the District with graffiti removal at the tanks and parks.

**Item#21. Managers report by Darrin Price**

Darrin Price provided a Claims Reporting Procedure that was provided to the District by the Nevada Public Agency Insurance Pool for information purposes only.

Darrin thanked the board for the opportunity to attend the leadership program.



**Item#22. Public Comments.**

Susan Severt gave an update on the Clock Tower. The Clock Tower has ordered the materials and will be making the appropriate repairs. Washoe County has been diligent with responding to the original complaint and making sure the repairs are done. Susan also gave a brief overview of a new pilot program called Alert ID and requested permission to put it on a future District board meeting for further discussion.

Marge Cutler commented on a property near her who is in violation with Washoe County Code by storing multiple homes on one parcel.

**Item#23. Board Comments.**

Robert Fink commented he saw several cars being transported up on Quartz Lane and is suspicious with the activity.

Garth Elliott commented on a property on Armargosa who is in violation with Washoe County and Code Enforcement is currently working on the claim.

**Item#24. Future agenda items.**

Garth Elliott would like to discuss the District's Customer Refund Policy and consider making updates to the District's Rules and Regulations.

**Item#25. Adjournment.**

*Linda Woodland made a motion to adjourn at 8:40 pm. Sandra Ainsworth seconded the motion. The motion carried unanimously.*



## Sun Valley G.I.D. Board Meeting Minutes of July 14, 2011

### **Board Members Present:**

|                    |             |
|--------------------|-------------|
| Margaret Reinhardt | Chairperson |
| Linda Woodland     | Vice-Chair  |
| Sandra Ainsworth   | Secretary   |
| Garth Elliott      | Treasurer   |
| Robert Fink        | Trustee     |

### **Board Members Not Present:**

### **Staff Present:**

|                  |                         |
|------------------|-------------------------|
| Darrin Price     | SVGID, General Manager  |
| Jon Combs        | SVGID, Field Supervisor |
| Jennifer Merritt | SVGID, Staff            |
| Bill Short       | SVGID, CPA              |
| Maddy Shipman    | SVGID, Legal            |

### **Others Present:**

|                 |                                                     |                      |          |
|-----------------|-----------------------------------------------------|----------------------|----------|
| Jim Ainsworth   | Audience                                            | Susan Severt         | Audience |
| Marge Cutler    | Audience                                            | Debra Luddy          | Audience |
| Glenda Walls    | Audience                                            | Dale & Janice Embree | Audience |
| Jeanie Harrison | Audience                                            | Dave Sawyer          | Audience |
| Debbie Medina   | Audience                                            | David Perry          | Audience |
| Vicky Maltman   | Audience                                            |                      |          |
| Joseph Barstow  | Reverend, H.O.P.E. Church                           |                      |          |
| Doug Maloy      | Project Manager, Regional Transportation Commission |                      |          |
| Grady Tarbutton | Director, Washoe County Senior Services             |                      |          |
| Doug Cordova    | Boys and Girls Club of Truckee Meadows              |                      |          |
| Warren Brighton | Chair, Sun Valley Citizens Advisory Board           |                      |          |

**The meeting of the Sun Valley GID was called to order by Chairperson Margaret Reinhardt at 6:00 p.m. in the Sun Valley District Administrative Building, 5000 Sun Valley Blvd, Sun Valley, NV.**

#### **Item#1. Roll call and determination of a quorum.**

Board members present; Robert Fink, Linda Woodland, Margaret Reinhardt, Sandra Ainsworth, Garth Elliott. A quorum was present.

#### **Item#2. Pledge of Allegiance.**

#### **Item#3. Motion to approve agenda**

*Linda Woodland made a motion to approve the agenda. Robert Fink seconded the motion. The motion carried unanimously.*

#### **Item#4. Certify posting of agenda.**

Jennifer Merritt certified posting of agenda.

**Item#5. Public comments for items not on the agenda.**

Chair of Sun Valley Citizen Advisory Board "CAB" Warren Brighton thanked Darrin Price for attending the recent CAB meeting and giving a District update.

Audience member Susan Severt was disappointed in the small article that was published in RGJ announcing the Sun Valley Fun Sunday. Susan commented she thinks the District pays too much for the District's Public Relations.

Audience member Debbie Medina commented she lives in Highland Ranch and wants to know why she pays so much for water.

Reverend Joseph Barstow for H.O.P.E. Church of the Nazarene made an announcement of an upcoming fundraiser. The fundraiser will be held July 30, 2011 from 8 am until 11 am at the Sparks Church of the Nazarene located on El Rancho Boulevard. All proceeds will support the Sun Valley local food pantry.

**Item#6. Discussion and motion to approve payables and customer refunds for July 14, 2011.**

Treasurer Garth Elliott gave a brief report of the accounts payable for July 14, 2011.

*Garth Elliott made a motion to approve the accounts payable for July 14, 2011 in the total amount of \$231,131.30, noted there were no refunds for July 14, 2011. Linda Woodland seconded the motion. The motion carried unanimously.*

**Item#7. Discussion and motion to approve minutes from June 23, 2011.**

*Linda Woodland made a motion to approve the minutes of June 23, 2011. Robert Fink seconded the motion. The motion carried unanimously.*

**Item#8. Final report regarding the 76<sup>th</sup> Legislative Session from District's lobbyist Fred Hillerby.**

Fred Hillerby with Hillerby and Associates gave a final report on the 76<sup>th</sup> Legislative Session. The session adjourned on June 7, 2011. During the session over 1,100 bills and resolutions were introduced with 550 bills passing. The big issues for this session were related to the budget, education, and revenue.

Fred reported at the beginning of the session Governor Sandoval was proposing a budget that included no taxes or fees, with one of the taxes that was passed in 2009 to sunset. The offset would be using funds from local government agencies. However, during the session the Supreme Court issued a decision on a case stemming from the 2010 special session and a Legislative grab of \$62M from a southern Nevada water project. The Court ruled that taking of local and specific purpose funds was unconstitutional. Governor Sandoval then decided he could support an extension of the sunsets for only 2 years, and wanted reforms he had included in his budget and legislative priorities as part of the budget package. Some of the reforms that were approved are; Teacher layoffs will now be determined by factors, such as performance reviews and student achievements, other than last in, first out. They also changed some of the union negotiating and the tenure for the teachers. Another reform that was passed was regarding state employees. State workers will have a mix of 2.5% pay cuts and 6 furlough days a year equaling another 2.3% reduction.

Fred reported this is the first time that water was not a high priority for the legislative session. Hillerby and Associates monitored 25 various bills for the District, of those bills that were being monitored 9 of them passed and 16 of them did not. The 9 bills that passed include; AB59 Various changes to the Open Meeting Law, AB73 Revises provisions governing the appropriation

of water for beneficial use, AB76 Various changes concerning the Public Employees' Benefits Program, AB115 Revises provisions governing the appropriation of water for beneficial use, AB168Revises provisions governing the formation of general improvement districts, AB237 Authorizes counties to issue securities for projects and programs concerning public water and sewer systems, AB257 Revises provisions relating to the Open Meeting Law, AB410 Revises provisions relating to the filing by a governmental entity of a protest against the granting of certain applications relating to water rights, AB422 Provides specific authority for bodies to lease water rights to certain owners or holders of water rights.

Fred reported the revisions regarding the Open Meeting Law are technical revisions such as; an increase in violation fees and it is now required to have public comments for items on the agenda at the beginning of the meeting prior to discussing any discussion items. The District can still hear public comments during the meeting on each item as currently practiced.

Fred briefly reported on one bill that did not pass regarding the creation of a new general improvement district for renewable energy.

Garth Elliott inquired why the District continues to pay for a Lobbyist during off session months/years.

Fred reported the Legislature has interim committees that discuss ongoing issues, some concerning general improvement districts. Fred attends the interim committee meetings and gets involved in the regulatory process. Fred commented several years ago it was agreed upon by both parties, for Fred to bill a flat rate monthly rather than trying to figure out how many hours he spent at the legislative sessions and other committee meetings as a District representative. This agreement was made to assist with the District's budget process for lobbyist services.

Darrin Price thanked Fred Hillerby for his representation for the District during the legislative session and for his time to give a brief report of the session.

Both Linda Woodland and Margaret Reinhardt thanked Fred Hillerby for his updates.

**Item#9. Update by RTC on the Pyramid/US 395 Connection.**

Margaret Reinhardt made an announcement that RTC is here to give an update presentation, not a workshop, regarding the Pyramid/US 395 Connection.

Darrin Price reported that Doug Maloy with the Regional Transportation Commission is here to provide an update on the proposed Pyramid/US 395 connection. The District has been following this project because the District is a community partner and the proposed project will affect the Sun Valley community. The District recognizes that the majority of the impacts involve the residents south of the District.

Doug Maloy with the Regional Transportation Commission "RTC" commented the purpose of the Pyramid/US 395 Connection is to alleviate current and future traffic congestion stemming from growth in Sparks, Spanish Springs while improving east-west connectivity. The project limits are from Calle de la Plata to Queens Way and US 395 to Vista Boulevard. The north and south portion of the project on Pyramid HWY will be considered a freeway with speed limits set at 65 miles per hour. The east and west connector will have a speed limit of 55 miles per hour. Both the freeway and the connector will have various interchanges.

There are currently four design concepts for the connector. Two of the designs are classified as the north crossing, located south of the District following the existing power lines along Rampion Way. The difference between the two designs is the interchange location for Sun Valley. One design has an interchange on Sun Valley Boulevard, and other design has an interchange west of

Chocolate Drive. The two other designs are classified as the south crossing, located on El Rancho Boulevard. Again the two differences are the interchange locations, one on Sun Valley Boulevard, and the other located on Dandini Boulevard. Depending on which design, the project has the potential to relocate 80 to 100 Sun Valley residents. Other impacts that still need to be reviewed are visual, noise, and environmental impacts in addition to the alternative at Sun Valley and Pyramid there will also be a "No Build" alternative.

Doug reported at the last workshop that was held on January 19, 2011 at the Sun Valley Neighborhood Center, there was approximately 120 attendees made up of residents and elected officials. A few attendees are opposed of the project, but overall attendees saw some benefits and possible opportunities for the Sun Valley community. Most of the attendees were generally in support of the project, but expressed concerns regarding impacts and mitigation strategies. The opinion for the connection design was split between northern and southern crossings, but the preference appeared to be more towards the southern crossing north of El Rancho Boulevard. No clear preference was determined for the interchange location.

Doug gave a brief study and project schedule broken up into four phases. The first phase known as the Initial Planning took place from 1998 to 2005 starting with the study requested by the City of Sparks in 1998; Pyramid Corridor Master Plan and the 2030 RTP in 2001; Sun Valley Area Plan in 2004; and updates to the 2030 RTP in 2005. The second phase known as the NEPA is scheduled from 2007 to 2014. This phase includes the Pyramid EIS kick off in 2007; Purpose and Need Development in 2008; Alternative Screening Complete in 2011, Draft EIS in 2012; Final EIS in 2013; and Record of Decision in 2014. The third phase known as the Final Design is scheduled from 2015 to 2017. This phase includes the Beginning of the Final Design of Initial Segments in 2015; and the Right-of-Way Acquisition Begins in 2017. The last phase is the beginning of construction initial segments scheduled for 2018 to 2020. Future segments are scheduled for 2020 to 2030.

Robert Fink inquired at what time will RTC start thinking about purchasing properties. He also inquired how and when does RTC determine property value. Robert commented that individuals need to be considered during this process and that is his main concern.

Doug commented once a decision has been made, RTC will start purchasing properties using strict guidelines set for by the Uniform Act that must be followed.

Garth Elliott thanked Doug for his presentation. Garth commented he is still in favor of the alternate route that was studied in 2003 that would by-pass Sun Valley and go around the homes instead of through the homes. He also commented he doesn't like Sun Valley being in the middle of the east and west connector to help relieve the traffic congestion from other valleys.

Audience member Debra Ludy commented she just purchased a home on Rampion Way. She has never heard of the project and wanted to know how RTC notified residents about the January workshop. She was never informed by her realtor or lender about the workshop.

Doug commented RTC sent out a large quantity of notices including inserts in District billings and other mailings for areas not in the District regarding the January workshop. There is still a public hearing that will be held for everyone to provide formal comments. Doug also commented RTC has to follow strict guidelines when it comes to determining fair market value when it is time to purchase properties.

Audience member Vickie Maltman attended a prior RTC meeting and at one time there were 16 alternative designs. Why is RTC targeting the Sun Valley area? Vicky commented that she understands that individuals will be paid for their properties, but that doesn't pay them back for

the money that individuals already have spent with improvements to their homes. She also thinks that the project might be good for some commercial businesses, but it will bring more crime to the valley.

Audience member Susan Severt inquired; if only 15% of the design work has been done so far, does that mean that there will be greater impacts later in 2015 when RTC prepares the final design? She also inquired about the environmental justice to the minority population. Susan commented the project is not wanted, it may bring in some additional money, but it will bring more impacts to the valley and she is not in favor of it.

Doug reported that RTC is very confident that they have the maximum amount of area identified for the footprint. Environmental Justice guidelines are used to determine whether minorities are disproportionately impacted.

Audience member Marge Cutler commented she has been a participant with the project for many years. At the beginning the original route was to take traffic from the Spanish Springs area starting at Eagle Canyon Road, the route went around the north of Sun Valley and west of Chocolate Drive. This alternate route had fewer impacts to individuals. Why has the project changed and what is the purpose of this project?

Doug reported the project is to help eliminate traffic off of Pyramid Hwy and to connect the east and west areas. This project is considered a regional project that is intended to provide regional benefits.

Audience members Dale and Janice Embry commented they live on Rampion Way. They never heard of the project. They have put a lot of money into their property and given the economy, they will never see a return on their investment. They recommended having the route take off from Highland Ranch and go west.

Audience member David Perry inquired if there will be provisions built into the project. He also inquired what guidelines are used to determine property values. He commented RTC needs to improve their notification process.

Doug reported he does not handle right-of-way acquisitions, but if there is a situation where economically an individual was upside down if they were to receive fair market value, RTC would look into that and see how to get clear title that could require some kind of administrative settlement. RTC uses guidelines when acquiring properties.

Audience member Jeanie Harrison commented she lives on Rampion Way and she is against the project. It is already difficult getting onto Sun Valley Boulevard from Rampion Way. The Boulevard is already congested without any additional traffic. She is concerned it will bring more accidents and fatalities.

Audience member Dave Sawyer commented he doesn't like the idea that the project will bring more commercial business to the area when it is at the expense of the property owners. He is not in favor of the project and would recommend no build.

Chair of the Sun Valley CAB Warren Brighton requested Doug with RTC to be present at the next CAB meeting for a progress update. Warren doesn't understand why RTC continues to pay for consultant fees for a project that is not supported by the community. He would like for RTC to consider alternative projects (Western Arterial) that have less impacts on individuals.

Darrin commented the District is a community partner and the District board directed staff to become actively involved and try to get the word out regarding the project. The District mailed a flyer provided by RTC, to all of the District customers with their monthly bill to promote the January workshop.

Robert Fink suggested for everyone to contact their Commissioner and provide their comments on the project.

Linda Woodland inquired why RTC doesn't start on Eagle Canyon and use undeveloped land to head towards US 395. This project is going to increase the existing traffic jam.

Garth suggested for RTC to send out survey cards to everyone for their input on the proposed project.

Margaret Reinhardt commented she sympathizes with everyone. There was a proposed project at one time on 7<sup>th</sup> Avenue that would have impacted a lot of individuals. She also commented that the southern crossing would have fewer impacts on individuals.

Darrin thanked Doug for providing an update.

Sandra Ainsworth commented she has only heard opposition regarding this project. She is still in favor of the route that is west of Chocolate Avenue. She has lived in Sun Valley for many years and raised her family in Sun Valley. They have put their heart and soles into their home and she knows that with the current market values, she would never be paid back what her family has put into their home.

Doug commented trying to balance transportation and community issues is very challenging. He apologized to anyone who was not notified of the prior workshop. He encouraged everyone to attend the public hearing to provide comments to RTC.

It was requested by various members for RTC to hold another workshop and making sure that all residents located on Rampion Way and surrounding areas are invited.

**Item#10. Discussion and possible motion to consider amendment to Interlocal Agreement with Washoe County regarding cost sharing of utilities for the Sun Valley Neighborhood Center prior to renewal.**

Darrin Price reported both the District's attorney and Washoe County District attorney are corresponding back and forth regarding interpretation of the original Interlocal Agreement deeding the parks to the District and the original Lease Agreement for the use of the neighborhood center. Darrin made a recommendation to continue with the current Lease Agreement between the District and Washoe County as is, and to consider amending the agreement next year prior to renewal. The County currently pays the District \$300.00 per month to help cover garbage and janitorial services. The proposed amendment requiring Washoe County to pay a portion of the utilities, estimated to be \$2,700.00 annually, will not hurt the District to pay for one more year.

Grady Tarbutton with Washoe County Senior Services commented he agrees with Darrin's recommendation. He too asked to continue with the current Lease Agreement to allow the attorney's time to review both agreements and negotiate any amendments as needed.

Garth Elliott commented his only concern is that the residents are paying twice for the parks. They pay a portion on their property taxes for recreation and they pay the District for recreation. He



would have liked the County to share a portion of the property taxes with the District to help fund the park operations.

Darrin requested to renew the Lease Agreement, as is, until April 30, 2012.

*Sandra Ainsworth made a motion to renew the Lease Agreement, as is, between the District and Washoe County and to continue with the negotiations for utilities. Robert Fink seconded the motion. The motion carried by the following;*

*Yea: Robert Fink, Linda Woodland, Sandra Ainsworth, Margaret Reinhardt  
Nay: Garth Elliott*

**Item#11. Progress report from the Boys and Girls Club of Truckee Meadows on the Community Garden.**

Doug Cordova with the Boys and Girls Club of Truckee Meadows gave a brief update on the community garden. He has been finalizing the grant that was awarded. The kids have done some weed control and have done some seeding. He thanked Jon Combs for his help for really cleaning up the lot and making it accessible for the kids. Doug commented that the garden is not a short term project it is considered an ongoing project. They are looking into purchasing a storage shed and possibly a greenhouse too for the site.

**Item#12. Discussion and possible motion regarding article ideas for consideration requested by Patricia Lancaster.**

Darrin Price received a request from Patricia Lancaster regarding some article ideas for future newsletters. The ideas are to recognize members of the military whose families reside in the District. Another idea is to honor Sun Valley students for their achievements.

Robert Fink commented he spoke with Patricia regarding her request and her goal is to keep the community aware of some of the good things that take place in the community.

Margaret Reinhardt commented she thinks these are good ideas, but did not want to make a formal commitment at this time because the newsletter has limited space. Margaret reminded the Board that the District participated last year honoring the military and their families during the Veteran's Day event at the Sun Valley Neighborhood Center.

Garth Elliott commented he hopes to never see a newsletter again now that the District's website is up.

**Item#13. Discussion and possible motion per District personnel policy 5.11, the board to determine percentages for annual reviews and salary increases and consideration of alternative incentives.**

Darrin Price reported that at the end of each fiscal year, the Board determines the percentage calculations on which raises are to be based. Evaluation scores set by management and supervisors will determine the individual employee's raise. He made a recommendation not to raise any wages this year based on the economy and for budgetary reasons.

Darrin reported per the District's personnel policy, the Board can consider alternative incentives for employees during years they are unable to give raises. He reported last year the Board graciously approved personal days in lieu of raises as a reward for excellent work, performance, and dedication. Darrin requested for consideration to award employees who meet expectations 1 paid personal day, and employees who are above expectations 2 paid personal days. Any

approved personal days must be used within one calendar year and employees must seek approval from management or supervisor to use a personal day.

Robert Fink commented he does not feel now is the time to give any raises.

*Robert Fink made a motion to approve 2 personal days.*

Garth Elliott inquired if employees get their birthdays off, if not he thinks it should be considered. He also inquired if the District has a cost savings incentive program for the employees, example; if an employee came up with an idea to save the District \$10,000 dollars, the District could reward the employee by splitting the savings with him/her and pay them \$5,000 dollars.

Darrin reported as a public entity the District does not split savings with employees. Any savings the employees contribute are reward in other ways such as; an employee implemented a recycling program for the District office. The Board honored that employee and rewarded them with paid personal days as an incentive.

*Robert Fink restated his motion to approve the 2 personal days in lieu of a raise with the employees giving management or supervisor 2 week notice. Linda Woodland seconded the motion.*

Darrin reported management's recommendation is in lieu of annual raises for employees, if an employee's annual evaluation score meets expectations they would receive 1 paid personal day off. If the employee's annual evaluation score is above expectations they would receive 2 paid personal days off.

Margaret Reinhardt asked Robert if that is what his motion was.

Robert commented that is not what his motion was, but he wants to follow policy.

*After some discussion the motion carried unanimously.*

Maddy Shipman commented that Robert's motion does not match staffs recommendation and if he wants to approve staffs recommendation then he should reconsider his motion.

*Robert Fink made a motion to reconsider the motion. Linda Woodland seconded the motion. The motion carried unanimously.*

*Linda Woodland made a motion to continue with the policy that the Board took last year, to reward employees who meets expectations 1 paid personal day off, reward employees who are above expectations 2 paid personal days off, there will be no annual raises, and personal days must be taken within one calendar year. Sandra Ainsworth seconded the motion.*

Sandra inquired if the motion is for just annual raises. Does that mean if an employee goes and gets further education, would they not get a merit raise for that?

Darrin reported the Board is only voting on annual raises.

*The motion carried unanimously.*

**Item#14. Discussion and motion regarding General Manager's performance review process.**

Darrin Price requested for direction on how the Board would like to perform the General Manager's performance review. Last year the District performed a 360° evaluation on the General Manager in lieu of an evaluation from the Board. Darrin asked what method would the current Board like to do for this years review process of the General Manager.

Linda Woodland commented she thinks the Board as a whole should be the ones to evaluate the General Manager. She didn't like the 360° evaluation process.

Margaret Reinhardt agreed with Linda.

*Garth Elliott commented he thinks there is great value in the 360° evaluation process and made a motion to perform a 360° evaluation on the General Manager. Motion died for lack of second.*

*Linda Woodland made a motion to bring the review of the General Manager back to the Board. Sandra Ainsworth seconded the motion. The motion carried by the following;*

*Yea: Robert Fink, Linda Woodland, Sandra Ainsworth, Margaret Reinhardt  
Nay: Garth Elliott*

**Item#15. Financial report by Bill Short.**

None

**Item#16. Legal report by Maddy Shipman.**

Maddy Shipman provided some helpful tips, one regarding public comments. She encourages public comments, but be careful when the public comments start to become the discussion. Once it starts becoming more of a discussion, the Board should consider adding that particular topic to a future agenda. The other tip she offered is with the motion process. The standard motion process is to have a motion made and seconded, following discussion if any, and then the vote. Since the District Board allows for public comments on all agenda items, she recommended calling for public comments prior to making a motion, so that if the Board does have discussion they would have a better understanding what their discussing.

**Item#17. Field report by Jon Combs.**

Jon Combs reported on the following;

- When ever there is vandalism to the parks irrigation, the landscaper makes all the repairs. All repairs are charged to the District by the landscaper.
- Field staff is continuing to work on the meter change out to FlexNet and it has been it going well.
- Staff has been learning how to operate the pool equipment at the pool and it has been challenging at times.

**Item#18. Managers report by Darrin Price.**

Darrin Price reported on the following;

- Provided a Customer Service report for June 2011. The District received half of the monthly payments in person or over the phone; and the other half were via mail, drop box or automatic withdrawal. There are a total of 68 District customers taking advantage of the Recreation Discount.
- Provided an RGJ article regarding the City of Reno proposing a sewer increase. The increase is to help fund current and future sewer improvements.

- Sun Valley Fun Sunday is July 17, 2011 from 9 am until 4 pm at the Sun Valley Community Park.

**A. Update regarding activity of on-going commissions and committees.**

- July 9, 2011 Darrin attended and gave a District update at the Sun Valley CAB meeting. At the CAB meeting he heard that Washoe County has provided a flyer how to deal with graffiti, Darrin will look into this flyer. The Sun Valley CAB started a petition regarding the repairs and maintenance of the Clock Tower. Also on the CAB agenda was discussion regarding the request for a 75 unit mobile home park to be developed off of east 4<sup>th</sup> Avenue. The CAB did not approve the request for the development.

**Item#19. Public Comments.**

Audience member Vicky Maltman commented on some overwatering she saw at the Sun Valley Neighborhood Center and requested Jon Combs to look into it.

Audience member Susan Severt commented she has issued a formal request with both Sun Valley Commissioners to put it on the Washoe County Commission agenda to revoke the Special Use Permit for the Clock Tower. She is pursuing Washoe County School District regarding revamping some of the elementary schools in the community. Susan also reported she and some other individuals are working on a potential graffiti remedy.

**Item#20. Board Comments.**

Robert Fink commented since Washoe County originally approved the Special Use Permit for the Clock Tower; the County can take it away too. Robert reported on July 26, 2011 the Washoe County Commissioners will be discussing how they are going to payback the property taxes to residents of Incline Village. He also reported on August 4, 2011 the Washoe County Community Development will be reviewing the Valle Vista application for a 75 unit mobile home park. He would also like for staff to research how much a score board would cost for the ball field at the Sun Valley Community Park.

Garth Elliott commented on Mike Ariztia Field report. He commented he would have liked for the District to have implemented a Volunteer Program this year, since it is getting later in the year he hopes to see the program implemented next year. He also commended the office staff for being very professional. He would like to see more information to be provided to customers regarding leak detection. He also would like to challenge the board members to come up with some topics for the District's website.

Margaret Reinhardt read some suggestions that were received in the suggestion box.

- I just paid my bill and usually that is an unpleasant event. But today Muriel was so pleasant and it was a pleasure.
- Suggestion to clean up of some of the waste on the side streets and dirt roads to improve the environment.
- Comment was made that a customer pays too much for their water and sewer and hopes not to pay too much in the future.

**Item#21. Future Agenda Items.**

- Garth Elliott would like for the District to look into a manual reader board for the front of the office building to announce meetings.
- Garth would like to discuss graffiti at the next meeting.

**Item#22. Adjournment.**

*Linda Woodland made a motion to adjourn at 9:10 pm. Sandra Ainsworth seconded the motion.  
The motion carried unanimously.*

## Meeting Minutes

- Project:** Pyramid Highway/US 395 Connection
- Purpose:** Field Trip Along Alternative 3 (Ridge Alignment)
- Date Held:** February 11, 2013, 10:30 am
- Location:** East of Sun Valley, Nevada, along Alternative 3 (Ridge Alignment)
- Attendees:** Darrin Price, Sun Valley General Improvement District (SVGID) General Manager)  
Mike Ariztia, SVGID Public Works Director  
Jennifer Merritt, SVGID Administrative Assistant  
Doug Maloy, RTC  
Bryan Gant, Jacobs Engineering
- 

## Discussion

On Monday, February 11, 2013, Bryan Gant and Doug Maloy met with representatives of the Sun Valley General Improvement District (SVGID) listed above. The purpose of the field trip was to show Darrin and his staff the locations of the proposed "Ridge Alignment" that is included in the alternatives in the Draft Environmental Impact Statement (EIS). Darrin has expressed concerns that this alternative will have visual impacts to Sun Valley residents. Doug and Bryan felt that a field trip of the alignment would provide an understanding of the potential visual impacts.

The field trip began at a location immediately east of Sun Valley Boulevard that is along the US 395 Connector alignment. The location was approximately where the two Sun Valley crossing alternatives diverge. The discussion at this location was generally on the two alternatives, but it was understood that the potential visual impacts of the "Ridge Alternative" were not affected by the Sun Valley crossing alternative of the Connector.

Using GPS, Bryan was able to provide approximately four ground locations along the "Ridge Alignment" that the group was able to drive to and observe the location relative to different parts of the Sun Valley community. The group was also able to reasonably drive along the alignment to check intermediate points for potential visual impacts.

## **MEETING MINUTES**

**Field Trip Along Alternative 3 (Ridge Alignment)**

**February 11, 2013**

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The field trip took approximately two hours. With the exception of a few short segments, it was understood by all that the proposed road would not be visible by the Sun Valley community due to its location on the east slope of the ridge above Sun Valley and relatively few segments in fill. The group talked about potential visual screening using fill material should that alternative be selected. Darrin asked about landscape screening as an option.

Darrin requested that additional field trips be held to allow them to take SVGID Trustees up to view the alignment. A future field trip would be scheduled for two trustees and no general public. Bryan and Doug will stake out key locations in the field prior to the next field trip.

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## Meeting Minutes

- Project:** Pyramid Highway/US 395 Connection
- Purpose:** Field Trip Along Alternative 3 (Ridge Alignment)
- Date Held:** March 18, 2013, 3:30pm
- Location:** East of Sun Valley, Nevada, along Alternative 3 (Ridge Alignment)
- Attendees:** Darrin Price, Sun Valley General Improvement District (SVGID) General Manager)  
Mike Ariztia, SVGID Public Works Director  
Sandra Ainsworth, SVGID Trustee  
Joseph Barstow, SVGID Trustee  
Kitty Jung, Washoe County Commissioner  
Doug Maloy, RTC  
Bryan Gant and Chris Martinovich, Jacobs Engineering
- 

## Discussion

On Monday, March 18, 2013, Bryan Gant, Chris Martinovich, and Doug Maloy met with representatives of the Sun Valley General Improvement District (SVGID) listed above and Washoe County Commissioner Kitty Jung. The purpose of the field trip was to show SVGID Trustees and Commissioner Jung the locations of the proposed "Ridge Alignment" that is included in the alternatives in the Draft Environmental Impact Statement (EIS). The field trip was provided at the request of Darrin on behalf of those who attended. Prior to the field trip, four ground locations were staked as "way points" with intermediate sighted in points also staked to provide good visual reference for the field trip. It was anticipated that this would allow Darrin and his staff to take other interested trustees and their constituents on similar field trips should they have additional requests.

Maps were provided to the group to provide some additional visual reference information. There was a brief discussion at the first location east of Sun Valley Boulevard that is along the US 395 Connector alignment. Commissioner Jung wanted a better understanding of the two Sun Valley crossing locations. In addition, she asked about the purpose of the study. She asked what could be done to help the Sun Valley community should this be constructed. The group discussed how there could be opportunities including providing sidewalk along Sun Valley Boulevard within the

## **MEETING MINUTES**

**Field Trip Along Alternative 3 (Ridge Alignment)**

**March 18, 2013**

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limits of construction. Bryan, Chris, and Doug pointed out that sound walls (screen walls) will be considered at the crossing location and are included in the Draft EIS as potential sound mitigation depending on the results of sound studies during design.

The group stopped at the four "way points" and a few intermediate locations during the trip. Other general discussion about the study occurred, including potential phasing and funding issues. The field trip took approximately 1-1/2 hours. With the exception of a few short segments, it was understood by all that the proposed road would not be visible by the Sun Valley community due to its location on the east slope of the ridge above Sun Valley and relatively few segments in fill. The group talked about potential visual screening using fill material should that alternative be selected.

In general, it appeared that the group was not overly concerned about the potential visual impacts, and appreciated the opportunity to view the alignment and receive an update on the Draft EIS process.

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**From:** Doug Maloy [<mailto:Dmaloy@rtcwashoe.com>]  
**Sent:** Thursday, April 17, 2014 3:08 PM  
**To:** 'Darrin Price'  
**Subject:** Pyramid Highway US 395 Connector update

Darrin,

As requested, below is an update on the status of the Pyramid Highway and US 395 Connection Environmental Impact Statement (EIS).

- September 2013 - The draft EIS was approved by the Federal Highway Administration (FHWA) and was made available to the public for review and comment
- October 2013 - The DEIS required public hearings were held (TMCC and Shaw Middle School)
- November 2013 - The public comment period on the DEIS was closed
- February 2014 - The project Technical Advisory Committee endorsed the preferred alternative (Alternative 3 per the DEIS)
- April/May 2014 - Project status and preferred alternative provided to RTC Board and local agencies
- April 2014 to November 2014 - The final EIS (FEIS) will be prepared and submitted to FHWA for review and approval
- Fall 2014 - A public meeting will be held following completion of the FEIS
- 1st Quarter 2015 - Possible Record of Decision on FEIS issued by FHWA

The preferred alternative is Alternative 3 that includes the Ridge Alignment, the southern crossing of Sun Valley and the interchange west of Sun Valley per the DEIS (See the attached Figures ES-11 & ES-5).

Design, property acquisition and construction that could occur following a Record of Decision require additional funding. No funding beyond the completion of the FEIS has been allocated to this project.

Please contact me if you have any questions.

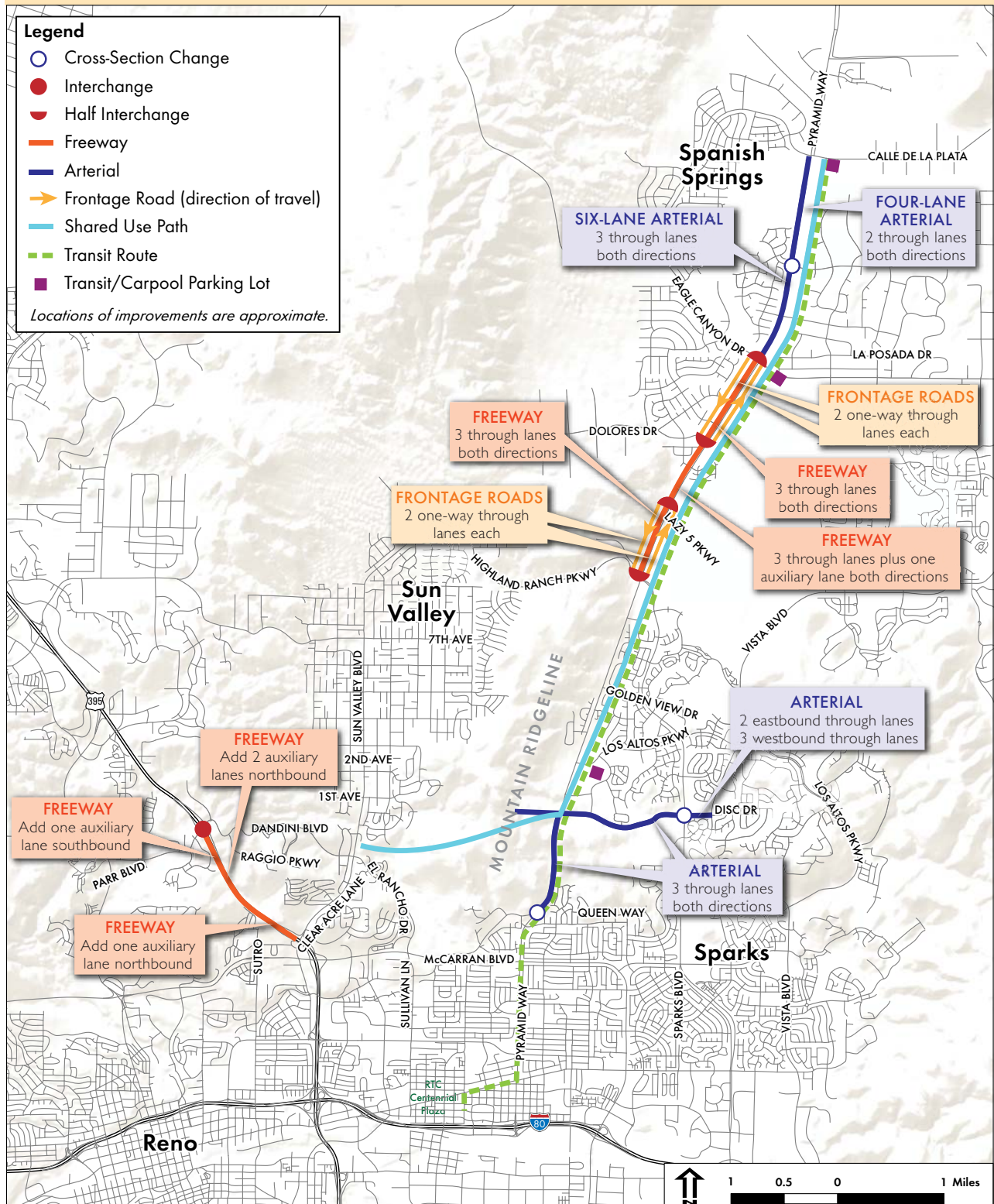
Regards,

Doug Maloy, P.E.  
Project Manager  
Regional Transportation Commission  
1105 Terminal Way, Suite 108  
Reno, NV 89520  
Phone (775) 335-1865  
Fax (775) 348-0170  
e-mail: [dmaloy@rtcwashoe.com](mailto:dmaloy@rtcwashoe.com)



**Figure ES-5: Elements Common to All Build Alternatives**

Each of the four build alternatives would provide similar improvements along Pyramid Highway from Queen Way north to Calle de la Plata Drive. However, the alternatives differ regarding alignments for the US 395 Connector, interchange locations, and cross-sections through much of the Study Area.

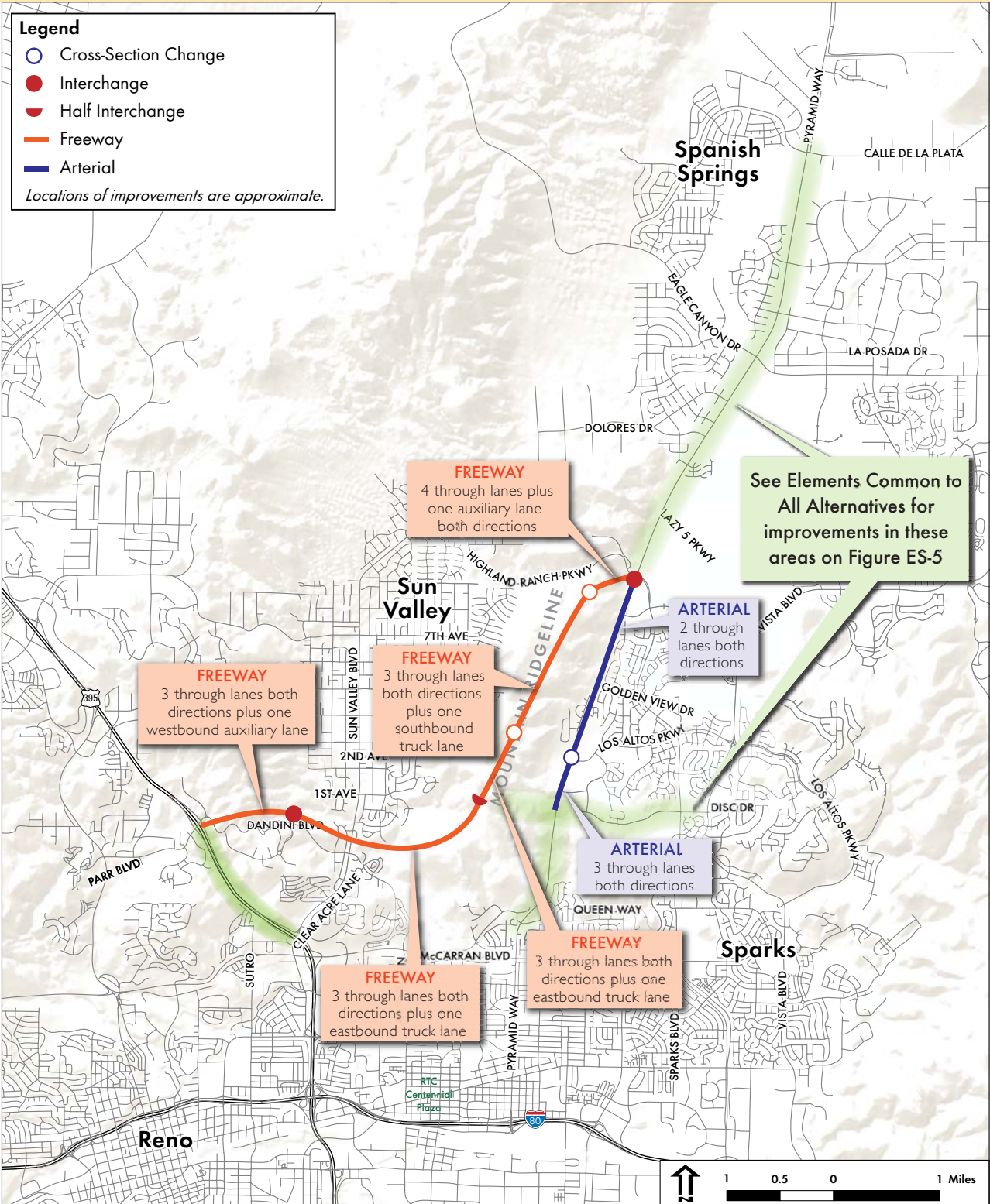






**Figure ES-11: Alternative 3**

Alternative 3 would be an alignment along the mountain ridgeline between the US 395 Connector and Highland Ranch Parkway.



**Appendix B:  
Public Involvement**

**Citizen Advisory Board Meetings**

# SUN VALLEY CITIZEN ADVISORY BOARD

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## DRAFT

The regular meeting of the Sun Valley Citizen Advisory Board held April 11, 2009, at the Sun Valley Neighborhood Center, 115 W. 6<sup>th</sup> Avenue, Sun Valley, Nevada.

1. **CALL TO ORDER** – Chairperson Lancaster called the meeting to order at 9:05 a.m.
  2. **ROLL CALL/DETERMINATION OF QUORUM** – Roll call was heard and a quorum of three members was determined.  
**MEMBERS PRESENT** – Patricia Lancaster (Chairperson), Warren Brighton, Jim Brunson  
**MEMBERS ABSENT** – John Jackson (excused), Linda Woodland (excused), James Georges
  3. **APPROVAL OF AGENDA FOR MEETING OF APRIL 11, 2009** – Warren Brighton moved to approve the April 11, 2009 meeting agenda. Jim Brunson seconded the motion. The motion carried unanimously.
  4. **APPROVAL OF MINUTES FOR MEETING HELD ON MARCH 14, 2009** – Warren Brighton moved to approve the March 14, 2009 meeting minutes as presented. Jim Brunson seconded the motion. The motion carried unanimously.
  5. **PUBLIC COMMENT**
    - A. Bob Fink reported Charter Communications fixed the problem of TV “ghosting” on certain channels and that Gary Schmidt’s case has been overturned by the Supreme Court.
    - B. Tom Noblett, Leon Drive resident, reported that at a recent meeting it was announced water bills would be increased by 10%, but that a TMWA representative he spoke with reported there would only be a 3% increase spread out over a three-year period. Chairperson Lancaster clarified a 10% increase was being proposed and negotiated. Mr. Noblett stated he attended a meeting regarding the pool and that the cost to open the pool would be \$35,000 and not \$70,000 as previously reported. He also noted a trailer from the Carol Drive area was moved to the Leon Drive area. Bert Bracy, Code Enforcement Officer, reported the trailer was being removed. Mr. Noblett thanked Mr. Bracy for his efforts.
  6. **REPORTS AND UPDATES** – The following reports and updates will be limited to five (5) minutes each. Speakers are requested to sign in and move to the front of the meeting area to speak.
    - A. **\*Chair/Board Member Items** –Chairperson Lancaster explained a meeting regarding the Sun Valley Pool was held and that resident input received thus far was in favor of taking action to open the pool, but responses were still being received. She encouraged individuals to attend the GID meeting to be held on Tuesday, April 28, 2009.
    - B. **\*Updates/Announcements/Correspondence** – There were no updates, announcements, or correspondence presented.
    - C. **\*County Commissioner/Community Liaison Updates** – Washoe County Commissioner Bonnie Weber wished everyone a Happy Easter holiday and reported the following:
      - ❖ She attended the meeting regarding the Sun Valley Pool issue. She clarified the \$70,000 amount discussed was to open the pool and to keep it open for the entire summer season. She stated the Board of County Commissioners were willing to work with the GID on the pool issue and encouraged individuals to contact County Commissioners in support of finding and allocating the approximately \$36,000 needed to open the pool.
      - ❖ There will be further discussion at the Commission meeting next week regarding the Northgate Golf Course and whether or not the property would be reverted back to RJB Development. Commissioner Weber stated she and Councilperson Breternitz will be requesting an additional nine months at a cost of \$300,000 in order to have further discussion with the community on the issue, but it was not sure yet where the funding would come from.
      - ❖ There has been discussion regarding water rights funding from the North Valleys Regional Sports Complex. The North Valleys community requested that the funding be earmarked for the park for a pool and a gym. Another suggestion was to use a portion of the funds for a Park Manager to oversee and maintain all parks.
      - ❖ Her “Coffee with the Commissioner” meeting would be held next week at 10:00 a.m. at the Sierra Sage Golf Course. She would provide information regarding foreclosure tips. Commissioner Weber noted there was an effort to save the Sierra Sage Golf Course which was scheduled to close at the end of September.
- Concerns/Comments**
- Tom Noblett thanked Commissioner Weber for her efforts in reviving the three-minute time limit for public comment during County Commission meetings.
  - Susan Severt commented that her concern was being given good information from the Parks Department without inflated costs and provided some examples.
  - Darrin Price noted Doug Dolittle would present a business plan at the April 28<sup>th</sup> GID meeting and that Mr. Dolittle would consider laying off full-time employees if pressured by the County Commission to come up with the \$36,000 needed to open the pool. He thanked Commissioner Weber for attending the meeting in Carson City to obtain approximately \$400,000 for school sidewalks.
- D. **\*Reno Fire Safety Update** – There was no one in attendance to present a report.



**E. \*Washoe County Sheriff's Office Items** – There was no one in attendance to present a report. Chairperson Lancaster noted the Crime Reports handout noted a breaking and entering in the 400 block of Highland Ranch Parkway.

**F. \*Washoe County Regional Parks and Open Space Update, Pah Rah District** – Suzanne Burr, Sun Valley Neighborhood Center Recreation Coordinator, reviewed upcoming park events. She stated volunteers were still needed and announced she would be moving to the Lazy 5 Park by June 1, 2009.

**G. \*GID Update** - Mr. Price reported the next SVGID meeting would be held on Tuesday, April 28, 2009 at 6:00 p.m. and would include a discussion of the Sun Valley Pool. Doug Dolittle would be in attendance for a presentation. Regarding earlier comments about water rate increases, Mr. Price clarified the TMWA residential water rate was being proposed at 3% and the Sun Valley wholesale water rate was proposed at a higher rate, but was being negotiated.

**1. GID Sidewalk Project Update & Request For Community Input** - Darrin Price, SVGID General Manager, distributed and reviewed the Sun Valley Schools Sidewalk Project presentation handout and reported approximately \$400,000 was received for sidewalks which was less than the \$650,000 requested therefore the project would have to be prioritized. Discussion followed to prioritize sidewalks for Sun Valley Elementary School before Lois Allen Elementary School.

#### **Concerns/Comments**

- Chairperson Lancaster noted the May SVCAB meeting has been cancelled due to the Great Truckee Meadows Clean-Up event. There would be free dumping at Lockwood from Monday, April 20 to Wednesday, April 29, 2009.

**7. OLD BUSINESS** – There was no Old Business agenda item for review.

At this time, Chairperson Lancaster opened agenda item 9 to allow time to set up the RTC presentation.

#### **8. FUTURE AGENDA ITEMS (Formerly agenda item 9)**

Future agenda items for the June SVCAB meeting include: (a) Discussion of candidates for the Washoe County School District; (b) Update on Nuisance Ordinance and Administrative Enforcement Ordinance; (c) Update on Washoe County Senior Services Future Plans for Sun Valley Senior Center; (d) Presentation by District Health regarding the Mosquito Abatement program.

**9. NEW BUSINESS** – (The Staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)

**A. \*Corridor Improvements Study** – With a PowerPoint© presentation, Leslie Regas, CH2M Hill Transportation Planner, reviewed the Pyramid Highway/US 395 Connection project which would alleviate traffic congestion on Pyramid Highway and improve east/west connections from the Spanish Springs area. Doug Maloy, RTC Project Manager, noted an open house meeting was held in Spanish Springs and that an open house meeting was being scheduled for the Sun Valley area on Wednesday, April 29, 2009 at the Sun Valley Neighborhood Center. Flyers regarding the open house meeting were made available as well as a sign-up sheet for the project mailing list.

#### **Concerns/Comments**

- A comment was made to install a light on the southbound lane to the freeway on Clearacre due to the fact that the current traffic signal is not visible to oncoming traffic and that the lane drops off when entering the freeway.
- Susan Severt stated her concern was the use of eminent domain to uproot established homes for the benefit of the project. She noted public transportation was a "touchy" subject for Sun Valley residents.
- Tom Noblett commented on establishing safer bus stops.
- Lorrie Adams, Washoe County Community Outreach Coordinator, requested to know if response times for emergency services were being considered with the project. Ms. Regas stated that level of detail has not yet been analyzed.
- Susan Severt requested Sun Valley residents be provided with update information on the project.

**B. Washoe County Senior Services Future Plans For Sun Valley Senior Center** – Grady Tarbutton, Washoe County Senior Services Director, commented on the challenge to expand senior services during the current economic downturn and recent department budget cuts. He noted senior services were not funded by the county general fund, but by grants and the Ad Valorem tax therefore experienced little impact in a reduction in funds. He reviewed proposed locations and the advantages of moving senior services to the Sun Valley Neighborhood Center which would save \$22,000 a year. A decision may be made in a couple of months. Discussion followed regarding concerns about mixing senior services with current youth programs at the Neighborhood Center and the lack of southbound bus transportation in the area. Tom Noblett suggested housing senior services at the Landowners Building. Chairperson Lancaster requested an update at the next SVCAB meeting.

#### **10. ADJOURNMENT**

There being no further business, the meeting adjourned at approximately 11:45 a.m. Warren Brighton moved to adjourn the meeting. Jim Brunson seconded the motion. The motion carried unanimously.

# SUN VALLEY CITIZEN ADVISORY BOARD

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## DRAFT

The regular meeting of the Sun Valley Citizen Advisory Board held November 14, 2009, at the Sun Valley Neighborhood Center, 115 W. 6<sup>th</sup> Avenue, Sun Valley, Nevada.

1. **CALL TO ORDER** – Chairperson Lancaster called the meeting to order at 9:02 a.m.
2. **ROLL CALL/DETERMINATION OF QUORUM** – Roll call was heard and a quorum of five members was determined.  
**MEMBERS PRESENT** – Patricia Lancaster (Chairperson), Warren Brighton, Jim Brunson, James Georges, Linda Woodland  
**MEMBERS ABSENT** – None
3. **APPROVAL OF AGENDA FOR MEETING OF NOVEMBER 14, 2009** – Linda Woodland moved to approve the November 14, 2009 meeting agenda. Warren Brighton seconded the motion. The motion carried unanimously.
4. **APPROVAL OF MINUTES FOR MEETING HELD ON SEPTEMBER 12, 2009** – Garth Elliott noted that on Page 1, item 5E, the third line should read: “He stated that he has some concerns with the regulations as they are written.” Warren Brighton moved to approve the September 12, 2009 meeting minutes as amended. Jim Brunson seconded the motion. The motion carried with Linda Woodland abstaining.
5. **PUBLIC COMMENT**
  - A. Tom Noblett, Leon Drive resident, reviewed issues that he has with the Highway Patrol. He reported that the Bingo Board is arriving this week, and some public dignitaries will be present. Tuesday morning Bingo is doing well. Local establishments have been donating food as prizes. He called the road department to report potholes on Fourth Street, which have since been fixed. He thanked the Pastor of the church on Fourth Street for purchasing three cases of cookies to help raise funds for the Bingo game.
  - B. Garth Elliott reported Commissioners are reviewing the last part of the Nuisance Ordinance due to public concern. He encouraged the Commissioners to address the needs of Sun Valley in this legislation. He asked that a small citizens committee meet before the next reading of the ordinance to decide what is in the best interests of Sun Valley, particularly as it pertains to the vehicle storage provision. If the committee has a formal name, it is possible that the committee would be given more time to address the Commission at the next reading of the ordinance. Mr. Elliott reported that his family is still trying to adopt the Island Ranch Park. He explained his concerns regarding the county's management of volunteers for projects.
  - C. Jim Brunson reported several complaints have been received regarding traffic being blocked from the roadside market stand on Fifth Street on the weekends and that members of the Catholic Church in the area have stopped attending church services for this reason.
  - D. Tanya Bullock reported the Senior Center is doing well. WCDF Industries will be updating the recognition board to recognize all of the residents who have given to the community center. Ms. Bullock reviewed the various people who have donated items to the seniors for holiday baskets as well as other items. Pictures were shown of the Senior Halloween Party. A Holiday Party for seniors will be held the third week in December. She commented that volunteers would be helpful for the various activities that are being planned for the event.
  - E. Susan Severt reported the clock tower has been reset to the correct time, and parts have been ordered to fix the other two clock faces, but that more work may be needed if not fixed by Christmas. More rock has been brought into the regional park, which has blocked off some of the access points. Some portions of the park will be reseeded in the spring using seeds of native plants. Consideration is being given to either replacing the fountain that was damaged or replacing it with something else.
  - F. Brenda Hess, Director of Family Resource Center, reported that food remains the number one need. Outreach will be made to children who are eligible for the free lunch program, but are not currently receiving it. Ms. Hess reported that she attended two community expos sponsored by NV Energy last week. Both sessions were heavily attended, and most attendees were able to receive assistance in the amount of \$100 on their power bill. A community expo is being planned with NV Energy in either Sun Valley or the North Valleys Community Center. She asked to be contacted about families in need.
  - G. John Jackson reported the Food Pantry at the Nazarene Church is serving at least 200 people every week with approximately 25 new applicants each week. Assistance is provided for individuals that want to apply for the Food Stamp Program. “Angel Trees” to donate food/clothing/toys to needy children were being established. Volunteers were also needed for the Food Pantry.
  - H. Brenda Hess commented volunteers are being sought to assist people with filing taxes. The IRS will assist with the training to be held in December, but there is a cost involved.
  - I. Charles Stockford commented on the debris he found near his home on Quartz Lane and asked what can be done to address this issue. Burt Bracy, Washoe County Code Enforcement, suggested his office be called at 328-6191 regarding this issue as well as the ongoing weekend market adjacent to the Catholic Church.

J. James Georges reported that a new store has opened in Sun Valley called "DVDs" where DVDs can be rented. He encouraged residents to support local businesses.

**6. REPORTS AND UPDATES** – The following reports and updates will be limited to five (5) minutes each. Speakers are requested to sign in and move to the front of the meeting area to speak.

**A.\* Chair/Board Member Items** - Board member Brighton suggested submitting complaint forms to the County Commissioners regarding issues that have been repeatedly discussed at CAB meetings. For example, the clock tower issue. Chairperson Lancaster noted volunteer information was provided on the back table.

**B.\* Updates/Announcements/Correspondence** – There were no items to report.

**C.\* County Commissioner/Community Liaison Updates-** Commissioner Bonnie Weber or Commissioner Kitty Jung May Be Present For an Update on County Issues.

- ❖ "Coffee with Commissioner Weber" is held the 3<sup>rd</sup> Saturday of every month at the Sierra Sage Golf Course, 6355 Silver Lake Road in Stead
- ❖ Lorrie Adams, County Liaison for Districts 4 and 5, is available to answer your questions and concerns. Please feel free to contact her at [ladams@washoecounty.us](mailto:ladams@washoecounty.us) or at (775)328-2720. To sign up to receive e-mail updates from the county visit [www.washoecounty.us/cmail](http://www.washoecounty.us/cmail). The written county updates are available online at: [www.washoecounty.us/cab](http://www.washoecounty.us/cab) (follow the link to your CAB).

Commissioner Kitty Jung:

- Encouraged residents to report repair or maintenance issues before they become bigger matters.
- Complemented the community for their proactive steps in addressing community issues such as keeping the swimming pool open this summer.
- Announced the annual Report to the Community regarding regional animal services is now available on the county's website. The service is now ranked number two in the nation. She predicted the service may be ranked number one within a year's time. Commissioner Jung noted many people have had to surrender their pets due to the economy. She encouraged people to become foster parents to animals in shelters for a month.
- Reported that the District Board of Health is considering the elimination of the use of PERC which is a dry cleaning fluid used dry cleaning establishments which may be harmful to the environment. New business would not be allowed to use PERC and existing businesses would have until 2023 in which to change depending on if they meet certain criteria. She noted she would e-mail CAB members the list of the four dry cleaning establishments that do not use PERC.
- Stated that illegal dumping was a major issue discussed at the last Commission meeting. This is linked to the economy since people can't afford to pay for dumping. She has requested that at the next joint meeting with the cities of Reno and Sparks, and Washoe County School District a presentation be given regarding what the next steps should be in addressing this issue. She encouraged residents to report illegal dumping at 328-DUMP and cautioned against directly confronting individuals that are illegally dumping.

**Concerns/Comments**

- An audience member commented that he lives on a private road and has had to confront a neighbor regarding illegal dumping in his area, per the Sheriff's Department. He noted that the Sheriff's Department will not confront reckless driving and speeding in the area since it is a private road, but that he can be held responsible for any injuries or deaths that occur as a result of this. Commissioner Jung commented that she will request that the Sheriff attend the January, 2010 CAB meeting to address this issue.
- Board member Brunson added that he also lives on this road. He noted that there is a law in Utah that states that if the road is used for public access for so many years, it automatically becomes the property of the county. Commissioner Jung replied that Washoe County has a similar law, and she will research this. She asked for the name of the street, and was told that it is East 6<sup>th</sup> and Klondike.
- Charles Stockford reported he had been told household items could be dumped at no charge. He stated the public should be made aware of this fact. Commissioner Jung replied she would need to verify this information.
- Tom Noblett commented that more time was needed for public comment at County Commission meetings. Commissioner Jung reported several complaints were heard regarding this issue so she had requested the matter be agendized. Commissioners voted four to one to keep public comment at two minutes. She noted the Chair sets the time limit, and that, if she becomes Chair, it will be changed to three minutes.

**D.\* Reno Fire Safety Update** – There was no one in attendance to present an update.

**E.\* Washoe County Sheriff's Office Items** – There was no one in attendance to present an update.

**F.\* GID Update** - Chairperson Lancaster announced that the next GID Board meeting is scheduled for Thursday, November 19, 2009 at 6:00 p.m. Agenda items that will be discussed will include parks and pools and water hook-up fees.

**7. OLD BUSINESS**

**A.\* Update Report By Assemblyperson Smith On 2009 Legislative Session** – Assemblyperson Smith will provide an update on the 2009 Legislative session actions which affect Washoe County and the cities of Reno and Sparks,

with emphasis on any adopted bills of importance to the Sun Valley area. This item is informational only. No action will be taken.

There was no one in attendance to present a report.

At this time, Chairperson Lancaster announced there would be a short break in order to set up the presentation for the next agenda item.

## 8. NEW BUSINESS

**A.\* Pyramid Highway/US 395 Connection Study Presentation** – Representatives from the Regional Transportation Commission of Washoe County (RTC) and its consultants, Jacobs Engineering and CH2M Hill, will provide a presentation on the Pyramid Highway/US 395 Connection Study's progress. The study is evaluating alternatives to relieve traffic congestion on the Pyramid Highway and provide improved connectivity from Pyramid to US 395 and east to Vista Boulevard. Alternatives will be developed and evaluated to provide for today's traffic and anticipated future growth through 2040. This study is an environmental and engineering study being conducted by the RTC on behalf of the Nevada Department of Transportation (NDOT) and in cooperation with the Federal Highway Administration (FHWA). For more information, please visit [www.rtcwashoe.com](http://www.rtcwashoe.com) and click on **Hot Topics, Pyramid Highway/US 395 Connection EIS**. Following the presentation, the presenters will answer questions from the CAB and NAB members and the public. (This item is informational only and no action will be taken.)

With a PowerPoint© presentation, Doug Maloy, RTC Project Manager stated the project was to relieve traffic congestion on Pyramid Highway and also provide connectivity from Pyramid Highway west to 395. He reviewed the screening process and reported they were currently at the level three phase of the screening process. One alternative is to establish a freeway. Another alternative was to establish connectivity on the hillside behind commercial businesses in the area. He reviewed possible connection points and challenges with establishing connectivity in a hillside range. Three alternatives were being considered for going west from Sun Valley and connecting to 395. Drafting of the Environmental Impact Statement would be completed in 2010 with a possible decision on a final alternative following extensive review in 2012. Construction was not expected to begin before 2018. Stakeholder meetings were being planned throughout the next several months. A public workshop would also be held in Sun Valley after the first of the year. A public hearing on the draft document would also be held in 2010.

### Concerns/Comments

- Board member Woodland expressed concern about ramps with no yield signs. She suggested installing lights to direct traffic. David Dodson, Project Manager, CH2M Hill, stated interchanges for this project would be designed under current standards. Mr. Maloy reported standards would include designing the length of the ramps to allow drivers to accelerate to the speed of freeway traffic. There is discussion of spacing out interchanges. The RTC was also considering ramp metering on 395 North.
- Board member Brighton suggested avoiding building lanes that drop off.
- In response to Susan Severt's question, discussion followed regarding the proximity of the project to homes and businesses in the area. Ms. Severt asked about the standard easement that would be needed. Mr. Dodson stated that has not been determined because it depends on the type of interchange needed which requires traffic and operation studies. Mr. Maloy added it may be a six-lane facility, which may require an approximately 100-ft easement. He stated they were in the process of completing field work over the proposed area.
- John Jackson pointed out drainage from the Sun Valley area comes down through that area and a dam was in place to prevent flooding in the City of Sparks. He asked if an interchange had been suggested for El Rancho Drive. Mr. Dodson explained that was being considered. Mr. Jackson noted El Rancho Drive was reduced from four lanes to two lanes.
- Board member Brunson stated RTC should have used funding to fix the intersection at Sullivan Lane and El Rancho Drive.
- Garth Elliott expressed his appreciation for including the west Sun Valley area in the project design. He stated he would like RTC to return to discuss using funds for a Mass Transit System. He commented that Sun Valley Boulevard was the biggest dump for vehicles from Pyramid Highway onto the freeway. Mr. Maloy reported a freeway facility as opposed to an arterial facility was being considered for west Sun Valley, but that studies indicate it did not relieve traffic congestion on Pyramid Highway as first thought.
- Chairperson Lancaster suggested widening McCarran Boulevard than building additional roadways.
- Board member Brighton agreed that widening Pyramid Highway down to McCarran Boulevard would provide more room for traffic and less impact to the area.
- Susan Severt stated that, in her opinion, there are no benefits to this project and that the project would increase traffic congestion and removal of some residences. Mr. Maloy stated the project would provide regional connectivity from west to east and to the north on 395 and Pyramid Highway.
- Board member Georges asked about the parallel road to Sun Valley Boulevard. Mr. Maloy stated that was still in the Regional Transportation Plan.
- Board member Brighton requested to know if residents were approached about the project. Mr. Maloy stated that was the purpose of tonight's presentation. Discussion followed regarding funding being spent on this

project. Mr. Maloy noted there would be other opportunities for the public to provide input to the project and that tonight's presentation was to provide an update on the project.

- Chairperson Lancaster stated she did not realize the three alternatives were designed close together. She noted traffic down Sun Valley Drive in the mornings and afternoon was horrendous and will not improve with this project.
- Jim Tatomer asked for information for the north part of the area. Mr. Maloy stated that would be addressed and that information would be provided.
- Board member Brighton noted re-directing traffic north would improve current traffic congestion rather than adding more congestion to the area.

**B.\* Sun Valley Elementary Garden Committee** – Stephanie Braun, Sixth Grade Teacher at Sun Valley Elementary School, will give an update on the Sun Valley Elementary School's Garden Project. The update will include progress made this school year, as well as plans for the next school year.

There was no one in attendance to present a report.

## **9. FUTURE AGENDA ITEMS**

Garth Elliott requested a presentation by RTC regarding an accounting of funding to assist with the 30% reduction in transportation for the area. Mr. Maloy reported he attempted to contact a representative to attend tonight's meeting regarding this issue. He suggested calling Mr. Hanson at 348-0400 about giving a presentation on the future of transportation in the area. Susan Severt suggested agendaizing traffic concerns at El Rancho Drive and noted traffic lights at El Ranch Drive are not aligned and that the road was to be re-stripped, but was delayed due to the weather and that traffic signs posted in the area were blocked by trees.

**Future agenda items include:** (a) Introduction of new WCSD Superintendent, Heath Morrison, (b) RTC presentation regarding the future of bus transportation for the Sun Valley area; (c) Discussion of traffic concerns at El Rancho Drive

## **10. ADJOURNMENT**

There being no further business, the meeting adjourned at 11:09 p.m. It was moved to adjourn the meeting. Warren Brighton seconded the motion. The motion carried unanimously.



**NORTH VALLEYS  
CITIZEN ADVISORY BOARD  
AND  
WARD FOUR NORTH VALLEYS  
NEIGHBORHOOD ADVISORY BOARD**



**DRAFT**

Minutes of the joint special meeting of the North Valleys Citizen Advisory Board and North Valleys Neighborhood Advisory Board held November 16, 2009 at the North Valleys Regional Sports Complex Community Building 8085 Silver Lake Drive, Reno, Nevada

1. **CALL TO ORDER AND PLEDGE OF ALLEGIANCE** – The meeting was called to order at 6:31 p.m. by, Sarah Chvilicek, Chair.
2. **ROLL CALL AND DETERMINATION OF QUORUM FOR NV CAB** – Sarah Chvilicek, Chair, District 5, Francine Donschick, Vice Chair, District 3, Mark Gallegos, District 3 Alternate (arrived at 6:49 p.m.), Frank Schenk, Cold Springs, Earl Walling, North Valleys, Linda Walls, North Valleys and John White, North Valleys.  
**MEMBERS ABSENT** - Eric Arentz, Secretary, Cold Springs, excused  
**ROLL CALL AND DETERMINATION OF QUORUM FOR NVNAB** – Kate McGrath (Chairperson), Garret Idle, Ed Hawkins, Janet Pirozzi and Byron Davis (Left the meeting at 8:19 p.m.).  
**MEMBERS ABSENT** - Lisa LaPier, excused.
3. **APPROVAL OF THE AGENDA** – Francine Donschick moved to approve the November 16, 2009 agenda as posted. Kate McGrath seconded the motion. The motion carried unanimously.
- 4.\* **PUBLIC COMMENT:** Comment heard under this item will be limited to items not on the agenda. Any time limits for this public comment item and for public testimony during an agenda item will be set by the Chair at the beginning of the meeting, but the time limit per person shall be no less than three minutes. The Chair may also grant additional time for persons representing a group at the beginning of the meeting. Testimony during an agenda item shall be limited to the subject of the agenda item. Comments are to be made to the CAB and NAB as a whole.
  - Maia Dickerson, Keep Truckee Meadows Beautiful urged citizens to recycle phone books and recycle Christmas trees after the holiday. Ms. Dickerson provided brochures for the boards and audience. Ms. Dickerson also urged citizens to recycle phone books. AT&T will donate new trees to local parks.
  - Suzy Rogers, City of Reno Emergency Communications urged citizens to recycle cellular phones. Ms. Rogers announced that the new communications manager has assumed his position with the 9-1-1 Emergency Center.
  - Gary Feero announced that the Community Emergency Response Team offers a variety of training of volunteers to respond to emergency situations. Mr. Feero provided copies of the CERT brochure. Mr. Feero urged citizens to volunteer to help with livestock and pets of owners evacuating during wildfires or other emergencies.
  - Jon Johnson speaking as a private citizen stated concern that the City of Reno continues to shut down the use of the ladder truck 15 at the Sun Valley fire station endangering local citizens. Mr. Johnson stated the importance of ladder trucks. Mr. Johnson also stated concern that the City of Reno is choosing not to use available funds to keep fire stations and equipment operating.
  - Ed Hawkins stated concern that a resident has requested sidewalks behind Silverlake School. Mr. Hawkins asked that precautions as well as signage be installed for student safety.
  - Michael Welling brought it to the attention of the board and audience that roadway grindings could cause winter weather run-off to contaminate the Silverlake.
  - Nancy Ann Leeder urged citizens to attend the Board of County Commissioners review of the Nuisance Ordinance that is scheduled to be heard on December 8, 2009. The ordinance includes regulations for unregistered vehicles.
5. **SPECIAL BUSINESS** - (The staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)
  - A. **Echeverria Silver Lake Property Zoning Map Amendment** – In the absence of Andrew Durling, Dave Snelgrove, Wood Rodgers presented the request on the ±289.6 acre subject property (APN 090-030-02; 090-040-02, & 03) is located on the east side of Red Rock Road, ±1,450 feet north of the Red Rock Road/Moya Boulevard intersection, within the Reno Stead Corridor Joint Plan Cooperative Planning area. On behalf of the applicant, The Peter Echeverria Family Ltd. Partnership, we are requesting a Zoning Map Amendment from: General Rural – Reno Stead Corridor Joint Plan (GR-RSCJP) on ±289.6 acres to: PUD on 66.47 acres; OS (Open Space) on ±216.90 acres; and LLR2.5 (Large Lot Residential 2.5 acres) on 4.00 acres. Applicants representative - Andrew D. Durling, AICP Associate, Wood Rodgers, Inc. **MOTION:** Francine Donschick moved to recommend approval of the Echeverria Silver Lake Property Zoning Map Amendment as presented. John White



seconded the motion. The motion carried with Frank Schenk abstaining. Mr. Schenk stated that he would submit his comments and recommendations in writing. Members of the NVNAB provided their comments in writing to City of Reno staff.

### **Comments and Concerns**

- Ed Hawkins stated for the record that he did not get any response from the applicants representatives to his phone calls. Mr. Hawkins asked that the negative impacts to the retention pond need to be addressed. Mr. Hawkins stated concern regarding negative impacts from this proposed project to the ecological site. In response, Mr. Snelgrove stated that the applicant feels that the proposed project is compatible. Mr. Snelgrove asked Mr. Hawkins to call him to discuss concerns.
- In response to questions raised, Mr. Snelgrove stated that the applicant could look at alternative secondary access to the subject property.
- Francine Donschick stated that this application seems to be substantially the same proposed project that the NVCAB had already recommended approval.
- Mr. Snelgrove identified several potential uses that would be compatible with the proposed land uses.
- Sarah Chvilicek asked that the potential for negative impacts from water run-off be addressed.
- Mr. Snelgrove stated that construction of the roadways would be subject to market conditions.
- Mr. Hawkins asked the applicant to address water run-off and flooding issues.
- Michael Welling, resident of Silver Knolls stated concern regarding the amount and source of dirt needed for the site work. Mr. Welling stated concern that the applicant's representatives do not have sufficient details of the proposed project for the community to make a recommendation. Mr. Welling stated that it is premature to make a recommendation on the proposed open space. Mr. Welling was reminded that the development plans would be brought back to the advisory boards upon submission of the applications.
- Edwin Jurdan asked that wildlife protection be addressed by the applicant.
- Sarah Chvilicek thanked the applicants for their efforts to inter into a agreement to preserve open space.

Following agenda item 5. A. Commissioner Kitty Jung was invited to address the boards and the audience. Commissioner Jung urged citizens to adopt homeless animals. Commissioner Jung also urged citizens to provide temporary care of animals that will be available for adoption. Commissioner Jung urged citizens on Cable TV to check their remote controls to see if they can access Washoe County TV. Commissioner Jung stated that new cleaners businesses will not be approved to use carcinogens. Contact Commissioner Jung by calling her at 219-6472.

**B.\* Pyramid Highway/US 395 Co nnection Study Presentation** – Doug Maloy, PE, Project Manager, Regional Transportation Commission (RTC) and David Dotson, Consultant, Jacobs Engineering and CH2M Hill provided a presentation on the Pyramid Highway/US 395 Connection Study's progress. The study is evaluating alternatives to relieve traffic congestion on the Pyramid Highway and provide improved connectivity from Pyramid to US 395 and east to Vista Boulevard. Alternatives will be developed and evaluated to provide for today's traffic and anticipated future growth through 2040. This study is an environmental and engineering study being conducted by the RTC on behalf of the Nevada Department of Transportation (NDOT) and in cooperation with the Federal Highway Administration (FHWA). For more information, please visit [www.rtcwashoe.com](http://www.rtcwashoe.com) and click on Hot Topics, Pyramid Highway/U.S. 395 Connection EIS. Following the presentation, the presenters will answer questions from the CAB and NAB members and the public. Following their presentation, Mr. Maloy and Mr. Dotson were available to address questions and concerns. (This item was informational only and no action was taken.)

### **Comments and Concerns**

- Questions were raised whether RTC has plans to construct a roadway through Winnemucca Ranch Road and U.S. 395.
- Mr. Dotson stated that this proposed roadway is a part of the master plan for east-west, north-south traffic flows and roadway alignments are intended to address increased traffic flows while taking negative environmental impacts into consideration.
- Concerns were raised regarding whether RTC is considering peak and future increased traffic flows.
- Gary Feero stated concern regarding increase traffic directed onto U.S. 395.
- Nancy Ann Leeder stated concern regarding the negative impacts to residential property in the Sun Valley neighborhood.
- Mr. Dotson stated that RTC has looked at the earlier proposed limited access arterial through the Sun Valley area. RTC will schedule a workshop with the Sun Valley residents to address questions and concerns.
- Questions were raised regarding where rapid transit fits into the master plan.
- Mr. Dotson stated that there is not sufficient density to warrant a rail system.
- In response to questions raised by Koyya Pugh, Mr. Dotson stated that they do not have the details at this time to predict construction costs.
- Mr. Dotson stated that Federal funding will be a resource for construction.



**C. Reno-Stead Joint Corridor Plan** – Claudia Hansen, City of Reno and Roger Pelham, Washoe County were available to hear public input on the possible update to, revision of and / or modification of the text of the Reno-Stead Corridor Joint Plan and the maps contained within it. Chad Giesinger, Washoe County Department of Community Development was available to present information and address questions and concerns. The purpose of this meeting is to receive input from the public to assist in creating a list of potential amendments to the joint plan to be agendaized and noticed for possible adoption at appropriate future public meetings. The joint plan area is generally located on both sides of US 395 between the Golden Valley area and Stead Boulevard. The plan and associated maps are available for the public to review prior to the meeting at [http://www.comdev\\_files/cp/101706\\_reno\\_stead\\_corridor\\_joint\\_plan.pdf](http://www.comdev_files/cp/101706_reno_stead_corridor_joint_plan.pdf). CITY STAFF: Claudia Hanson, Deputy Director, 775.334.2381 Washoe County Staff Representatives: Roger Pelham, Senior Planner, 775.328.3622. Ms. Hanson provided a sign-up sheet and invited citizens to participate in the planning process. **MOTION:** Francine Donshick moved to recommend maintaining the Reno/Stead Joint Corridor Plan and facilitate bringing the plan into compliance with the Regional Plan through community involvement. Frank Schenk seconded the motion. The motion carried unanimously. Members of the NVNAB would submit their comments in writing to Reno staff.

#### **Comments and Concerns**

- Questions were raised regarding why it took so long for Reno staff and Washoe County staff to coordinate a hearing for a proposal from George Peek.
- Ms. Hanson stated that it is difficult to coordinate meetings with each entity.
- Sarah Chvilicek stated that staff needs to realize that the entities have elected representatives that need to answer to citizens and be available to work with citizens.
- Mr. Giesinger reviewed the history and intent of the Joint Plan and the planning process.
- Ms. Chvilicek stated that she supports joint planning and recommends cleaning up the plan and bringing it into conformity. The process is disingenuous to hearing public input when noticing is subject to lines that determine whether property owners will or will not be notified of applications. It is also disingenuous when the entities use budget constraints as a reason for not noticing property owners that will be impacted by development projects. This is a joint corridor is critical enough that public input needs to be heard. The City of Reno has not been acting as a good neighbor when they do not publicly notice impacted unincorporated Washoe County property owners and ignore public input.
- Francine Donshick in agreement with Ms. Chvilicek stated that the joint corridor plan needs to stay in place and citizens within the County and City need to be involved in the planning process for any development within the joint corridor. Ms. Hanson agreed that any proposed projects need to be noticed and brought before the NVCAB for review.
- Frank Schenk stated concern that City of Reno's elected officials ignore comments coming from county residents on any development projects.
- Mark Gallegos stated opposition to the 750 foot noticing rule and supported increasing the noticing beyond the minimums.
- John White commented on the background of the joint corridor planning process and laws should coincide with what citizens want.
- Earl Walling agreed with the preceding comments and supported increased opportunities for citizens comments to be heard.
- Ms. Chvilicek reiterated that the joint plan needs to be brought into conformity with the specific plan and the spirit of the document needs to be kept in place. Support was stated for developing a glossary of terms and a common language for Washoe County, City of Reno and City of Sparks that citizens can understand.
- Commissioner Bonnie Weber urged everyone to work as a team in the development planning process. Commissioner Weber supported expanded noticing levels to include all residents within the impacted area.
- Ms. Chvilicek stated that citizens are showing a willingness to work together and entities need to do the same.
- In response to questions raised, Ms. Hanson and Mr. Giesinger identified neighborhood plans which are in the City of Reno or within the city sphere of influence.
- Suzanne Robbins stated concern that the corridor along North Virginia needs a plan that provides positive visual impacts for residential neighbors and keeps its market values and desirability for property owners
- Ms. Chvilicek noted that two properties developed within the TOD (Transit Oriented Development) are now vacant and the property owners need to be held accountable to keep the properties in repair.
- Gary Feero stated for the record that the Reno-Stead Corridor plan was to guarantee that residents in the county have a voice in the planning process. The Joint Corridor plan was found in compliance in 1998. The TOD corridor does not align with the intended uses particularly when it aligns through an industrial corridor.
- Michael Welling emphasized that this planning process is important to residents and stated concern that the City of Reno does not comply with their own stated standards as posted on the City web-site. Mr. Welling stated concern that residents in the unincorporated areas of Washoe County will be absorbed into the city boundaries and will be subject to high densities. Mr. Welling asked that public notices be posted in different

colors to differentiate between types of proposed projects and changes to meeting dates and locations. Mr. Welling also objected to the City of Reno creating islands and then requiring annexation into the city. Mr. Welling stated that the corridor needs to stay in place.

- Dave Snelgrove asked that plans within the joint corridor be presented on specific dates. Mr. Snelgrove suggested that joint plans could be submitted for review on a quarterly basis. Mr. Snelgrove supported having a consistent set of rules for developers to follow including the 2 map system.
- Gary Neilson supported keeping the joint planning process and also stated that the county has been 'walked all over us' by the city. Mr. Neilson stated that when they went to the City of Reno, they were ignored because they were not residents of the city.
- In response to questions raised, Mr. Giesinger provided information on the Sphere of Influence (SOI). The City has planning jurisdiction for the development within the SOI.
- Greg Peek reviewed the background of development of his property and committed to bringing any development project to the NVCAB and NVNAB. g as submitted. Linda Walls seconded the motion. The motion carried unanimously.
- Ms. Hanson stated that she hopes to have some working groups to develop neighborhood plans.
- Ms. Chvilicek stated that the boundaries of the joint corridor plan could be expanded to include more property owners.

## **6. APPROVAL OF MINUTES**

**A. FOR THE NVCAB MEETING OF SEPTEMBER 14, 2009. – MOTION:** Francine Donshick moved to approve the minutes of the September 14, 2009 meeting as submitted. Linda Walls seconded the motion. The motion carried unanimously.

**B. FOR THE NVNAB MEETING OF OCTOBER 19, 2009. – MOTION:** (Name of the motion maker was not provided for the record) moved to approve the minutes of the October 19, 2009 meeting as submitted. (Name of the motion maker was not provided for the record)The motion was seconded. The motion carried unanimously.

**7.\* REPORTS AND UPDATES** – The following reports and updates will be informational only and no action will be taken and will be limited to five minutes each.

**A. UPDATES/ANNOUNCEMENTS/CORRESPONDENCE** – CAB files and correspondence which are part of the public record are on file in the Washoe County Department of Community Development and are available for public review. Written correspondence and testimony will be included in the public record when a request is made to make the document a part of the public record and when a copy is provided to the CAB Chair, who forwards the document to the County.

### **Comments and Concerns**

- Commissioner Bonnie Weber invited everyone to attend the Coffee with Commissioner Weber the third Saturday of each month.

**B. WASHOE COUNTY SHERIFF'S OFFICE ITEMS** – A representative of the Sheriff's Office was not available to present a report on public safety issues within the CAB's area, to include recent calls for service. Please refer to the County Updates provided online at: [www.washoecounty.us/cab](http://www.washoecounty.us/cab) (follow the link to the North Valleys CAB).

**C. FIRE DEPARTMENT REPORT** – John Howe, Silver Knolls announced that open burning season is closed. A representative of the Reno Fire Department and/or the Lemmon Valley Volunteer Fire Department was not available to present a report on fire safety issues within the CAB area, including recent calls for service and information related to residential fire safety. Please refer to the County Updates provided online at [www.washoecounty.us/cab](http://www.washoecounty.us/cab) (follow the link to the North Valleys CAB).

**D. STEAD AIRPORT UPDATE** – Skip Polak, Stead Airport Manager supported that format of this evenings meeting. Mr. Polak reported that the Army and Air Force are holding maneuvers locally. Call 328-6570 to report any disturbances from flights over their homes. Mr. Polak reported that he recently attended the Job Corps open house and complimented the students and instructors.

**E. SIERRA NEVADA JOB CORPS UPDATE** – Helena Sina, Sierra Nevada Job Corps was available to present a report on activities at the Sierra Nevada Job Corp. Ms. Sina reported on an event held in conjunction with the Sparks Kiwanis. 20 students have completed their CERT certifications. Students are working with habitat for humanity and involved in other community projects. Call Ms. Sina at 789-0803 with questions and concerns.

## **8.\* ANNOUNCEMENTS/BOARD MEMBER ITEMS**

**A. Next NVCAB Agenda Items:-** Francine Donshick stated that this meeting room is very cold. Sarah Chvilicek asked that the ladder truck for Station 15 be added to the next agenda.

**B. Future NVNAB Agenda Items:** Station 15 Ladder Truck, Utility Corridor Update and Update on the WalMart site.

**9. ADJOURNMENT** – Francine Donshick moved to adjourn the meeting at 9:43 p.m. Kate McGrath seconded the motion. The motion carried unanimously.

Respectfully Submitted By: Allayne Donnelly-Everett, Recording Secretary

# SPANISH SPRINGS CITIZEN ADVISORY BOARD



DRAFT

The special meeting of the Spanish Springs Citizen Advisory Board held January 13, 2010 at the Lazy 5 Regional Park - 7100 Pyramid Lake Road, Spanish Springs, Nevada

1. **CALL TO ORDER** – The meeting was called to order at 7:01 p.m. by Max Bartmess, Acting Chair. Max Bartmess led the salute to the flag.
2. **ROLL CALL AND DETERMINATION OF QUORUM** – Max Bartmess, Vice Chair, John Bilka, At-Large, Edward Goodrich, Alternate CAC - City of Sparks, Richard Johnstone, At Large, Greg Prough, At Large, Darcy Smernis, At Large and Nick Zufelt, At-Large  
**MEMBERS ABSENT** – Steve Grosz, Chair., At-Large, excused and Kevin Roukey, At Large Alternate
3. **APPROVAL OF THE AGENDA** – Greg Prough moved to approve the January 13, 2010 agenda as posted. Nick Zufelt seconded the motion. The motion carried unanimously.
4. **APPROVAL OF THE MINUTES** – Greg Prough moved to approve the minutes of the November 10, 2009 meeting as submitted. John Bilka seconded the motion. The motion carried unanimously.
- 5.\* **PUBLIC COMMENT:** Comment heard under this item will be limited to items not on this agenda and will also be limited to three minutes per person. This three-minute rule shall also apply to public testimony given during an agenda item. The Chair may modify this time limit for all public comment and testimony at the beginning of the meeting, but the time per person shall be no less than two minutes. Testimony during an agenda item shall be limited to the subject of the agenda item. Comments are to be made to the CAB as a whole.
  - Garth Elliott reported that he returned home to find six Washoe County Deputies on his porch who were responding to a theft of a neighbor's dog complaint. Mr. Elliott stated concern that so many Deputies responded to the call when the call should have been reported to Animal Control. Mr. Elliott urged citizens to consider the record of elected officials when electing new Washoe County Commissioners and other elected officials.
  - Gary Schmidt introduced himself and announced that he is a candidate for the local State Senate seat. Mr. Schmidt urged citizens to consider a change in elected state and local officials when elections are held. Mr. Schmidt urged citizens to review their property taxes and present an appeal to the Board of Equalization.
  - Max Bartmess asked for further public comment and hearing none, closed this item.
- 6.\* **COUNTY COMMISSIONER UPDATES** –
  - A. Commissioner Robert Larkin was available to address questions from the audience and reported that the Washoe County Board of Commissioners will hold a Strategic Planning Retreat on Thursday, January 21, 2010, at 2:00 p.m., at the Washoe County Health Department Building - North/South Auditorium, 1001 E. 9<sup>th</sup> Street, Reno, Nevada
  - B. Lorrie Adams, County Liaison for Districts 4 and 5, is available to answer your questions and concerns. Please feel free to contact her at [ladams@washoecounty.us](mailto:ladams@washoecounty.us) (775) 328-2720. To sign up to receive email updates from the County, visit [www.washoecounty.us/cmail](http://www.washoecounty.us/cmail). The written County updates are available online at [www.washoecounty.us/cab](http://www.washoecounty.us/cab) (follow the link to your CAB).
- 7.\* **UPDATES/ANNOUNCEMENTS/CORRESPONDENCE** – (CAB files and correspondence which are part of the public record are on file in the Washoe County Department of Community Development and are available for public review. Written correspondence and testimony will be included in the public record when a request is made to make the document a part of the public record and when a copy is provided to the CAB Chair, who forwards the document to the County. Copies of correspondence should be on file in the Washoe County Department of Community Development and are available for public review). There were no updates, announcements or correspondence presented.
  - Battalion Chief Joe DuRousseau, Reno Fire Department presented updated information on the status of fire protection including the locations of fire equipment and apparatus. Chief DuRousseau reported that there will be an increase in response times for the Spanish Springs valley. Chief DuRousseau stated that the contract read that there would be no lay-offs unless the economy warrants reductions in costs.
- 8.\* **ACTION PLAN/COMMITTEE REPORTS**
  - **Parks Issues and Updates** – John Bradbury thanked everyone who attended the crafts fair. They raised nearly one thousand dollars to donate to the park. Mr. Bradbury also reported that five tons of recycle telephone books were collected at the Lazy 5 Regional Park. Mr. Bradbury announced that there will be free gardening seminars at the Bartley Ranch Park. The meetings will be held on Tuesday evenings at 6:30 p.m.
  - **Search and Rescue** – Max Bartmess reported that practice searches have been held over the last two months. Mr. Bartmess reported on an emergency landing at the Spanish Springs airport
  - **Citizen Advisory Committee (CAC)** – Edward Goodrich reported that the Sparks CAC did not have a meeting in December and new members to serve on the CAC have yet to be appointed.

**9. NEW BUSINESS** - (The staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)

**A.\* Conversion From a One-Map Based Planning System to a Two-Map Based Planning System** – Eric Young, Ph.D., Planner, Department of Community Development presented information on the conversion of the county's current planning system which relies on one map to represent both the master plan and zoning to a system that utilizes separate master plan and zoning maps. Dr. Young will discuss the reasons for the transition, provide some details on how the new system would function, and answer any questions. There will be a community wide public review in February. Information on the dates and times for the presentations will be announced. Dr. Young stated that the first presentation to the Planning Commission will be in June and, if approved, will be presented to the Board of County Commissioners. Dr. Young provided printed PowerPoint information for review. Dr. Young stated that information is available on the Washoe County web-site. (This item was informational only and no action was taken.)

**Comments and Concerns**

- Concerns were raised that this process would be costly to taxpayers what benefit it is to citizens.
- Questions were raised whether the change would be cost effective now and in the future.
- Dr. Young stated that there would not be any additional cost for the planning and presentation process for staff but there would be costs of mailing/noticing to citizens.

**B.\* Washoe County Regional Open Space and Natural Resources Management Plan** – Jennifer Budge, Park Planner (823-6513) Washoe County Regional Parks and Open Space and presented the 2008 Regional Open Space and Natural Resources Management Plan as it pertains to open space in Spanish Springs. Topics may include existing open space, future plans for property acquisitions, and potential coordination with the Bureau of Land Management at the Spanish Springs Airport site. Following her presentation, Ms. Budge addressed questions and concerns. Lynda Nelson, Planning Manager (823-6511) can be contacted with questions. (This item was information only and no action was taken.)

**Comments and Concerns**

- Ms. Budge identified the property designated as open space on the master plan map and addressed questions regarding the lease and potential purchase process.
- Questions were raise regarding potential recreational uses of the adjacent property. Ms. Budge stated that they want to file the intent with BLM in order to prevent the property to be disposed of in the future.
- Concerns were raised regarding possible illegal use of the trails by motorized bike riders.

**C.\* Notification to Property Owners Regarding Martin Murietta's Proposed Use of Explosives at the Spanish Springs Aggregate Pit** – Pierre Hascheff presented an overview of the blasting protocols and the plan regarding their proposed use of explosives at the Spanish Springs Aggregate Pit (APN 89-160-08) sometime during February 2010. The aggregate pit was originally approved under Major Project Review Case No. MPR7-6-88. Condition #16 of the approved permit requires the applicant to notify all affected property owners prior to any use of explosives and post warning signs specifying the dates and times of explosives use. The pit is located at the west end of Sha Neva Road, approximately one mile west of State Route 445 (Pyramid Highway). Following the presentation, representatives of Martin Marietta would address questions and concerns from the CAB members and the public, and Shelby Olsen was available to answer questions not related to blasting. Mr. Hascheff stated that they will notify mailed notices to possible impacted residential properties. Mr. Hascheff stated that the Spanish Springs Airport is the closest adjacent property. Blasting should occur from 11 a.m. to 3 p.m. Mr. Hascheff stated that they will come back to the CAB when blasting commences. Mr. Hascheff introduced James Nicholson, Senior Environmental Engineer, Kim Duvall, Plant Manager, and Joe Threatte, Blasting Program Technician who were available to address questions and concerns. (This item was for information only and the CAB took no action.)

**Comments and Concerns**

- In response to questions raised, Mr. Hascheff stated that they would not be blasting in Stormy Canyon. The plan is to blast only when it is needed and not necessarily each day. They will have a seismograph to measure the blasting impacts.
- The applicant was not able to provide exact quantities of blasting materials, nor the total area that would be blasted.
- The applicant was encouraged to invite students from the University to observe the blasting.
- Max Bartmess discussed the plan to notify pilots of the blasting events.
- The applicant was asked to notify the Chairs of adjacent HOA's so they can notify the residents.
- Mr. Hascheff stated that the Health Department will be notified of the blasting and request direction for handling dust controls.
- Concerns were raised regarding negative impacts to dwellings including new drywall cracks and excessive noise.
- Greg Prough stated for the record that blasting should not negatively impact structures beyond 3000 foot distance.

- A representative from the Sparks Tribune who was in attendance, offered to provide notification of scheduled blasting.
- D.\* Pyramid Highway/US 395 Connection Study Presentation** – Doug Maloy, P.E. Regional Transportation Commission and Bryan Gant, Jacobs Engineering provided information by PowerPoint on the Pyramid Highway/US 395 Connection Study's progress. The study is evaluating alternatives to relieve traffic congestion on the Pyramid Highway and provide improved connectivity from Pyramid to US 395 and east to Vista Boulevard. Alternatives will be developed and evaluated to provide for today's traffic and anticipated future growth through 2040. This study is an environmental and engineering study being conducted by the RTC on behalf of the Nevada Department of Transportation (NDOT) and in cooperation with the Federal Highway Administration (FHWA). For more information, please visit [www.rtcwashoe.com](http://www.rtcwashoe.com) and click on **Hot Topics, Pyramid Highway/US 395 Connection EIS**. Following the presentation, Mr. Maloy and Mr. Gant were available to answer questions from the CAB and NAB members and the public. (This item was informational only and no action was taken.)
- E. Pedestrian Access** – Due to the late hour, this item was postponed to the March agenda. Discussion and possible recommendations to the Board of County Commissioners regarding the lack of safe pedestrian access to local shopping centers and to the Lazy 5 Regional Park.
- F. Spanish Springs Area Plan Update** – Due to the late hour, this item was postponed to the March agenda. Eric Young, Ph. D, Planner, Department of Community Development, will be present to listen to CAB concerns and possible recommendations regarding the timing and scope of future Spanish Springs Area Plan updates and more narrowly-focused amendments. The discussion will include a review of the differences between pursuing narrowly-focused amendments vs. pursuing broad-based updates.
- 10. OLD BUSINESS** – There were no Old Business items scheduled for review.
- 11.\*CHAIRMAN/MEMBER COMMENTS** - (This item limited to announcements of topics/issues posed for future workshops/agendas.)
- **Next Agenda Items:** Spanish Springs Area Plan Update and Pedestrian Access
- 12. ADJOURNMENT** – Greg Prough moved to adjourn the meeting at 10 04 p.m. The motion was seconded. The motion carried unanimously.

Respectfully Submitted By: Allayne Donnelly-Everett, Recording Secretary

# SUN VALLEY CITIZEN ADVISORY BOARD



## DRAFT

The regular meeting of the Sun Valley Citizen Advisory Board held April 10, 2010, at the Sun Valley Neighborhood Center, 115 W. 6<sup>th</sup> Avenue, Sun Valley, Nevada.

1. **CALL TO ORDER** – Chairperson Lancaster called the meeting to order at 9:02 a.m.
2. **ROLL CALL/DETERMINATION OF QUORUM** – Roll call was heard and a quorum of five members was determined. Chairperson Lancaster requested a moment of silence in memory of the passing of James Georges' wife.  
**MEMBERS PRESENT** – Patricia Lancaster (Chairperson), Warren Brighton, Jim Brunson, Bruce England, Linda Woodland  
**MEMBERS ABSENT** – James Georges (excused)
3. **APPROVAL OF AGENDA FOR MEETING OF APRIL 10, 2010** – Linda Woodland moved to approve the April 10, 2010 meeting agenda. Warren Brighton seconded the motion. The motion carried unanimously.
4. **APPROVAL OF MINUTES FOR MEETING HELD ON MARCH 13, 2010** – Warren Brighton moved to approve the March 13, 2010 meeting minutes. Bruce England seconded the motion. The motion carried with one abstention from Linda Woodland.
5. **PUBLIC COMMENT**
  - A. Brenda Hess, Director, Family Resource Center, announced today would be the last Saturday to receive assistance with completing taxes. She reported approximately 130 taxes were completed to-date in the Sun Valley area with \$150,000 in refunds. During the first quarter of this year, the Center has served over 611 individuals. The Prescription Drug Round-Up event will be held on Saturday, April 24, 2010 from 9:00 a.m. to 2:00 p.m. The "Give Kids A Boost" event will be held on Saturday, May 1, 2010 at the Sun Valley Neighborhood Center from 10:00 a.m. to 1:00 p.m. Volunteers for the event were welcomed. Handouts regarding both events were made available.  
**Concerns/Comments**
    - Garth Elliott commented on an elderly gentleman in the area who has to travel to the city to obtain his GED. He asked if GED programs could be made available in the Sun Valley area. Ms. Hess reported both GED and ESL classes were held in the area for years in partnership with Northern Nevada Literacy until funding was lost for outreach.
  - B. Garth Elliott announced he was running for County Commissioner District 5.
  - C. John Jackson announced the grand opening of "God's Clothes Closet" will be held on Saturday, April 17, 2010 in the Blue Building. Everyone was invited to attend. "God's Clothes Closet" will open regularly on Tuesdays, Thursdays, and Saturdays.
  - D. Susan Severt announced the annual all-you-can-eat Pancake Breakfast will be held on Sunday, April 18, 2010 at 8:30 a.m. in Gepford Park. Admission is \$4. A family of three can eat for \$10. The "Pitch, Run and Throw" contest will follow for children up to 16 years old.
6. **REPORTS AND UPDATES** – The following reports and updates will be limited to five (5) minutes each. Speakers are requested to sign in and move to the front of the meeting area to speak.
  - A.\* **Chair/Board Member Items** – There were no Chair/Board Member items presented.
  - B.\* **Updates/Announcements/Correspondence** – Member Brighton made the following announcements:
    - ❖ An Open House will be held with all CABs to discuss development code definitions. Chad Eslinger, Senior Planner and Adrian Freud can be contacted for more information.
    - ❖ Residential and Free Dump Days will be scheduled for April to allow individuals to dispose of bulky household items free of charge and municipal solid waste at a reduced rate. For more information, individuals can call 329-8822.
    - ❖ Free Dump Days at Lockwood will be held on April 1-3, April 15-17, and April 29, 30 and May 1, 2010. They will be open Monday through Friday from 8:00 a.m. to 4:30 p.m. and Saturday from 8:00 a.m. to 3:30 p.m.
    - ❖ The Washoe County Commission will be holding another budget meeting on Monday, April 12, 2010.
    - ❖ The Nevada Humane Society will be holding a special event for cat owners in the Sun Valley area. There will be a \$10 fee for spay and neutering.
    - ❖ Community Development was looking for CAB recruitments.  
**Concerns/Comments**
  - Chairperson Lancaster noted two shots were recommended for cats at \$5 each. Appointments were needed.
  - Garth Elliott encouraged individuals to inform residents of the Nevada Humane Society event.
  - C.\* **County Commissioner/Community Liaison Updates** – Commissioner Bonnie Weber or Commissioner Kitty Jung may be present for an update on County issues.
    1. "Coffee with Commissioner Weber" is held at 10:00 a.m., the 3<sup>rd</sup> Saturday of every month at the Sierra Sage Golf Course, 6355 Silver Lake Road in Stead.



2. Lorrie Adams, County Liaison for Districts 4 and 5, is available to answer your questions and concerns. Please feel free to contact her at [ladams@washoecounty.us](mailto:ladams@washoecounty.us) or at (775)328-2720. To sign up to receive e-mail updates from the county visit [www.washoecounty.us/cmail](http://www.washoecounty.us/cmail). The written county updates are available online at: [www.washoecounty.us/cab](http://www.washoecounty.us/cab) (follow the link to your CAB).

Washoe County Commissioner Kitty Jung reported the following:

- ❖ Individuals that cannot attend the Prescription Drug Round Up event can properly dispose of prescription drugs in the trash with coffee grounds or cat litter.
- ❖ She donated business suits to the community clothing drive event.
- ❖ She will provide a hard copy of budget hearing information to the NABs and CABs she represents for input.
- ❖ The County Commission will hear a presentation regarding animal trapping laws along congested areas in Washoe County on Tuesday, April 13, 2010 at time certain of 5:45 p.m. Commissioner Jung noted trapping season ended March 31, 2010.

Washoe County Commissioner Bonnie Weber apologized for not being in attendance for the past few months due to her mother's illness. She reported the following:

- ❖ Her "Coffee and Conversation with the Commissioner" was still being held the third Saturday of the month beginning at 10:00 a.m. The next event will be held on Saturday, April 17, 2010 from 10:00 a.m. to approximately 12:00 p.m.
- ❖ She will look into establishing a GED program in the Sun Valley area.
- ❖ NACO Prescription Drug Cards will be made available to Sun Valley residents and can also be used for pet prescriptions. The National Association of Counties will also be developing a discounted dental program.
- ❖ Sierra Sage Golf Course was in operation and doing very well. Lower rates were being offered to returning golfers. The biggest turn-out occurred during the Presidents' holiday. Commissioner Weber commended the GID for their efforts in the community.
- ❖ Commissioner Weber encouraged residents to provide input regarding ways to combat recent budget cuts.

#### **Concerns/Comments**

- On an unrelated issue, Susan Severt reported a repair service was being contracted to repair the clock tower, but a timeline on the repair work has not been provided. She noted she sent an e-mail regarding other clock damage that needs to be repaired. Discussion was heard regarding the lack of County Commission effort on this issue.
- Board member Brunson stated he had a complaint about the alarm fee being processed in Colorado. He asked why Nevada residents could not be tasked with this job. Commissioner Jung stated that issue was presented to the County Commission, but there was no local business eligible to perform the task. The Commission would conduct another review of the ordinance due to additional concerns. Board member Brunson noted his only issue was that the money was going out of state.
- Robert Fink pointed out the single tower design was to resemble a tree under the special use permit.
- Commissioner Weber noted she held a meeting regarding the clock tower after the last Sun Valley CAB meeting. She commented that it was her understanding that Susan Severt would be in charge of this issue.
- Susan Severt noted Community Development and Tower Co. were beginning to address the clock tower issue. She reported residents had requested the other single tower have a flag on it or be designed as a tree, but the issue was dropped as it went through the process.
- In response to Mr. Fink's comments, Commissioner Weber agreed the special use permit for the single tower should be researched and carried out. She reported she spoke to Community Development about Sandy Monsalve's needed involvement in the clock tower issue.
- Susan Severt commended the County Commission for addressing the illegal dumping issue. She reported there would be a clean-up event in the Sun Valley area on Saturday, May 8, 2010. Individuals can volunteer for the event at [Keep Truckee Meadows Beautiful.com](http://KeepTruckeeMeadowsBeautiful.com).
- Board member Brighton pointed out Susan Severt was not a County employee with the legal authority to enforce agreements. Commissioner Weber expressed appreciation for Ms. Severt and Mr. Fink's assistance by providing history on this issue.

Assemblywoman Debbie Smith for Assembly District 30 reported the economy was slowly improving. A Bill was passed during the special session in September to create road jobs. She reviewed upcoming renewable energy projects.

#### **Concerns/Comments**

- Board member Brighton commented on restrictions in State law regarding investments, which could be used to generate a new source of income for the State. He expressed concern about imposing taxes, especially on Nevada's Mining Industry. Assemblywoman Smith stated the mining issue was a constitutional issue.
- Board member Brunson commented that taxing Nevada's Mining Industry would keep revenue from that industry in the State.
- John Jackson commented on the length of time it takes to do business at the DMV, which may prevent individuals from obtaining current driver's licenses. Assemblywoman Smith explained the problem was due to



a combination of budget cuts, which closed some DMV offices and the Real ID Program, which requires individuals to show up in person with documentation. She commented that she can be contacted directly if an individual has an issue that requires supervisory assistance. She stated for the record that she was not a fan of the Real ID Program and that the Legislative Commission will discuss the issue in May and may decide to suspend the program, if they have the authority to do so.

- Robert Fink commented on the importance of investing in the State.

**D.\* Reno Fire Safety Update** – There was no one in attendance to present a report.

**E.\* Washoe County Sheriff's Office Items** – There was no one in attendance to present a report.

**F.\* GID Update** – Board member Woodland read the following statement from Darrin Price:

“Hello Sun Valley Citizen Advisory Board Members:

Water – The Sun Valley General Improvement District takes every measure to ensure the water coming out of your tap is safe for consumption and meets all State and Federal regulations. On a monthly basis we take 15 water samples from designated sites throughout the valley for regulatory compliance to monitor the quality of the drinking water and to identify any indicators of potential contamination. On March 16<sup>th</sup> 2010 the results of one of 15 samples came back positive for E Coli. The results of this one sample alone did not determine that there was any contamination in the water distribution system, but there was a potential that there could be. The G.I.D. staff immediately began the process of re-sampling at the positive site and an additional two sites, one upstream and one downstream of the location. Working directly with Washoe County Health Department a Boil Water Warning was issued to the entire Sun Valley G.I.D. Service Territory as a precautionary measure for the protection of the residents until we could verify through the second set of samples that there was truly an issue with the water or that it was safe for consumption. The results of the second set of sampling came back negative for E Coli or any other indicators of possible pathogenic organisms and the Boil Water Warning was lifted. To verify the second set of results we again re-sampled the same three locations and the results again came back negative. The extensive testing proved that there was never any contamination to the water supply. We apologize for any inconvenience to our customers caused by the Boil Water Warning but it was a precautionary measure taken to ensure the safety of the public. The Sun Valley GID buys water wholesale from TMWA (Truckee Meadows Water Authority) and is subject to any rate increases that are passed down from this organization similar to when NV Energy imposes an electrical rate increase. In March of this year, the TMWA Board of Directors voted to raise rates to all its customers 4-5%. As the Sun Valley GID is currently in the budget process, we are looking at ways to mitigate passing this expense on to our customers.

Wastewater – The District has recently completed cleaning and flushing the entire wastewater collection system.

Solid Waste – A reminder that the District operates its solid waste program under Washoe County's franchise agreement with Waste Management. We have no control over rate increases or service problems other than to lobby our county representatives.

Recreation – The new recreation fee has been billed to customers of the District and we are preparing to operate and maintain Sun Valley's recreation including the pool, parks, and all the buildings including the Neighborhood Center building. The Sun Valley GID Board of Trustees has established a discount for qualified customers. Those customers who are disabled or meet low-income qualifications can receive a 100% discount. Seniors (65 or older) can apply and receive a 20% discount. The discount will apply to the monthly recreation fee. The Sun Valley GID partnered with Washoe County Parks and Recreation to apply for a park improvement grant and we were successful in obtaining \$240,000 dollars for improvements to the Sun Valley Pool. Construction on these improvements will begin this month and be done in time for the upcoming swim season.”

Board member Woodland noted applications for discounts were available on the back table.

#### **Concerns/Comments**

- Robert Fink commented that the \$3 recreation fee was a pool fee.
- Garth Elliott commented that Sun Valley residents were upset with “double-dipping” or having to pay Washoe County taxes and GID fees. He stated he would like the Sun Valley area to become its own city under the GID.

**7. OLD BUSINESS** – There was no Old Business agenda item for review.

#### **8. NEW BUSINESS**

**A.\* Washoe County Building & Safety Department Programs** – Don Jeppson, County Building Official, from the Building & Safety Department will be in attendance to present two new Building & Safety Department Programs. The “Got Permits” Program is to educate the public about when permits are required and the value of having required permits. The Residential Amnesty Program beginning May 1, 2010 to October 31, 2010 will allow homeowners to obtain permits without additional penalties for projects completed without a permit and to have information recorded about the unpermitted work against the property. Penalties for work completed without a permit will be significantly increased and strictly enforced after conclusion of the program. This item is informational only; no action will be taken by the CAB.

Don Jeppson, Director, Washoe County Department of Building & Safety, made available information regarding the “Got Permits” Program. He explained the Residential Permit Amnesty Program will run from May 1, 2010 to October 31, 2010 and will waive penalties for home owners who have had work completed on their homes without obtaining permits. He commented on licensed contractors completing work without permits and stated the EZ Permit Program

was for individuals to easily submit applications and obtain permits by fax, e-mail, or in the mail and to pay permit fees over the phone by credit card. They were working with Lowe's and Home Depot on educating the public about the importance of obtaining permits. Mr. Jeppson reviewed some home improvement projects that require permits. He added insurance companies have indicated they may not pay off claims for damage done from work that did not have permits. He noted the Building and Safety Department primarily deals with structures and that Washoe County does not require permits for paving or decks as long as it's not more than thirty inches off the ground.

#### **Concerns/Comments**

- Board member England asked about consequences for individuals who do not obtain permits. Mr. Jeppson stated the Department tries to work with home owners and also issues citations and warnings. They would look into increasing penalty fees for licensed contractors that complete work without permits and impose administrative fees against a property through the Nuisance Ordinance and Administrative Enforcement Code.
- Discussion followed about the difference between built homes and mobile homes that needed to be in compliance with the State and the need to streamline the code.
- Susan Severt stated residents completed work without permits because of the "run-around" they got from the Department a couple of years ago. She commended the Amnesty Program, but stated individuals will not turn themselves in for fear of retribution. She commented on the need for completing inspections on fences after issuing permits.
- John Jackson asked if the Building & Safety Department works with the Assessor's Office. Mr. Jeppson replied no.
- Gary Schmidt questioned what is considered a structure and commented on the safety of structures with campaign signage.

**B. Update on the Improvements to El Rancho Drive** – The Sun Valley CAB may provide a written recommendation to the Washoe County Board of Commissioners expressing the Sun Valley community's reaction to the road improvements to El Rancho Drive between Sun Valley Boulevard and McCarran Boulevard. The improvements are safety related and will change El Rancho Drive from 4 lanes in this area (2 travel lanes each direction) to 3 lanes (1 travel lane each direction, a center turn lane, and 2 bike lanes). Garth Oksol, Project Manager with the Regional Transportation Commission (RTC).

Garth Oksol, Project Manager, Regional Transportation Commission (RTC), reported nighttime work would begin in May and that 265 survey notices were issued and 14 responses were received, which is considered a statistically valid survey.

#### **Concerns/Comments**

- Susan Severt stated that many individuals in the community were upset with the project because of the way it was advertised, because the merging lane is not clearly marked, and because construction material has been left on the site. Mr. Oksol explained temporary striping was put down because of the delay in federal funding for the project. He stated he would contact the City of Sparks regarding storage of material on the site.
- Discussion was heard regarding concern about reducing four lanes to two lanes and including bike lanes.
- A suggestion was made to widen lanes to allow vehicles to go around buses. Mr. Oksol commented that areas had been widened in the past to allow vehicles to go around buses, but had been reduced because vehicles were not allowing buses back into the flow of traffic after stops.

Warren Brighton moved to recommend that the area go back to four lanes from El Rancho Drive/McCarran to Sun Valley Boulevard. Linda Woodland seconded the motion. The motion carried unanimously.

**C. Pyramid Highway/US 395 Connection Project** - The Sun Valley CAB may provide a written recommendation to the Washoe County Board of Commissioners expressing the Sun Valley community's reaction to the proposed road improvements to the Pyramid Highway/US 395 Connection project. The proposed Pyramid Highway/US 395 Connection project will address the following: (1) existing congestion problems on Pyramid Highway; (2) existing and forecasted population growth; (3) existing travel inefficiencies; (4) safety concerns on Pyramid Highway; (5) existing and future mobility and access needs, and (6) consistency with regional and local planning efforts. Doug Maloy, Project Manager with the Regional Transportation Commission (RTC).

Doug Maloy, Project Manager, Regional Transportation Commission (RTC), explained the project was on hold because RTC was again reviewing population forecasts in the region. A new traffic demand model was being developed based on information received that there would be less population.

#### **Concerns/Comments**

- Chairperson Lancaster reported the community does not believe that cutting through the lower part of the valley is not sensible because land would be taken and because of the increased traffic congestion in the area. It was suggested the project be re-routed north where there would be less impact.
- Discussion was heard regarding the negative impact the project would have in the area.
- Tom Greco, Senior Planner, RTC, stated for the record that he moved to the Sun Valley area in 1951. He provided background on the RTC's Regional Plan. He noted a Sun Valley arterial plan was included in the 2030 Plan and would be built by 2018, but additional roadway capacity was needed in order to meet demand.

- Chairperson Lancaster commented that the need was there with the 2004 Plan, but the problem is that the focus is on the south. She asked about the impact the project would have if built to the north. Mr. Greco explained alternative roadways were being analyzed, but studies have shown individuals will not deviate from the direction they are traveling in even if there was less of a delay in doing so.
- Board member Woodland commented on the increased traffic congestion since the installation of Highland Ranch Road and the additional traffic from the Spanish Springs area if this project is completed.
- John Jackson commented that if a project to direct traffic north is not done now there will be a significant traffic problem in the future. Mr. Maloy stated more work still needs to be done in developing the project and that he would present more information to the Board at a future meeting, if requested.
- Chairperson Lancaster requested this item be re-agendized for the July meeting under Old Business.

Warren Brighton moved to inform the County Commission that the position of the SV CAB is for the project connection to go from Pyramid Highway to 395 north of Sun Valley. Jim Brunson seconded the motion. The motion carried unanimously.

On an unrelated issue, Chairperson Lancaster announced there were flyers on the back table regarding donating to Brandon Ramirez's trip to the Junior National Young Leaders Conference. She noted \$2,300 was needed to be raised for the trip. She reminded individuals to contact Community Development if interested in serving on the SV CAB.

#### **9. FUTURE AGENDA ITEMS**

- **Future agenda items include: (a)** Pyramid Highway/395 Connection Project (under Old Business)

**10. ADJOURNMENT** – There being no further business, the meeting adjourned at 12:04 p.m. Linda Woodland moved to adjourn the meeting. Warren Brighton seconded the motion. The motion carried unanimously.

# SUN VALLEY CITIZEN ADVISORY BOARD

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## DRAFT

The regular meeting of the Sun Valley Citizen Advisory Board held January 8, 2011, at the Sun Valley Neighborhood Center, 115 W. 6<sup>th</sup> Avenue, Sun Valley, Nevada.

1. **CALL TO ORDER** – Chairperson Brighton called the meeting to order at 9:01 a.m.
  2. **ROLL CALL/DETERMINATION OF QUORUM** – Roll call was heard and a quorum of five members was determined.  
**MEMBERS PRESENT** – Warren Brighton (Chairperson), John Jackson, Bruce England, James Georges, Jim Brunson  
**MEMBERS ABSENT** – Pat Lancaster (excused), Linda Woodland (excused)
  3. **APPROVAL OF AGENDA FOR MEETING OF JANUARY 8, 2011** – John Jackson moved to approve the January 8, 2011 meeting agenda. Bruce England seconded the motion. The motion carried.
  4. **APPROVAL OF MINUTES FOR MEETING HELD ON NOVEMBER 13, 2010** – James Georges moved to approve the November 13, 2010 meeting minutes. Jim Brunson seconded the motion. The motion carried with one abstention from John Jackson.
  5. **PUBLIC COMMENT**
    - A. Jesse Dorum, Boy Scout Troop 585, stated they were leading the Pledge of Allegiance for their Citizenship in the Community Merit Badge.
    - B. Garth Elliott encouraged residents need to speak out about the 395 project. In his opinion, a bounty should be placed on graffiti taggers. Sun Valley property owners should appeal property taxes because assessed values were approximately \$10,000 to \$15,000 too high. Appeals can be filed by January 15, 2011.
  6. **REPORTS AND UPDATES** – The following reports and updates will be limited to five (5) minutes each. Speakers are requested to sign in and move to the front of the meeting area to speak.
    - A.\* **Chair/Board Member Items** – Board member Jackson reported the Sun Valley Food Bank would now be open only on the first, third and fifth Mondays of the month rather than every Monday. Chairperson Brighton reported the following:
      - The Washoe County Regional Parks and Open Space was inviting a CAB representative to assist with determining community planning events for the grant money being received for Red Hill from the National Park Services, Rivers, Trails, and Conservation Assistance Program.
      - The Attorney General's Office was alerting consumers of a property deed scam.
      - The Washoe County School District would be hosting a Sun Valley community meeting on Saturday, January 15, 2011 at 10:00 a.m. at the Sun Valley Neighborhood Center to discuss the future of schools in the Sun Valley area. Chairperson Brighton could be contacted for more information.
    - B.\* **Updates/Announcements/Correspondence** – There was no information to report.
    - C.\* **County Commissioner/Community Liaison Updates** – Commissioner Bonnie Weber or Commissioner Kitty Jung may be present for an update on County issues.
      1. "Coffee with Commissioner Weber" is held the 3<sup>rd</sup> Saturday of each month at 10:00 a.m. at the Sierra Sage Golf Course, 6355 Silver Lake Road in Stead.
      2. Lorrie Adams, County Liaison for Districts 4 and 5, is available to answer your questions and concerns. Please feel free to contact her at [ladams@washoecounty.us](mailto:ladams@washoecounty.us) or at (775)328-2720. To sign up to receive e-mail updates from the county visit [www.washoecounty.us/cmail](http://www.washoecounty.us/cmail). The written county updates are available online at: [www.washoecounty.us/cab](http://www.washoecounty.us/cab) (follow the link to your CAB).
- There was no one in attendance to present a report. Board member England stated the "Coffee with Commissioner Weber" events would now be held at the Community Center in Golden Valley.
- D.\* **Reno Fire Safety Update** – There was no one in attendance to present a report. Garth Elliott commented on the slow response to fires due to the "brown out" of fire stations in the area. He encouraged residents to contact the County Commissioners about eliminating this practice.
  - E.\* **Washoe County Sheriff's Office Items** – Deputy John Edwards reviewed calls for service. He reported all suspects have been arrested for the robberies that have occurred at the 7-11. There has been a rash of vehicle burglaries in the area due to unlocked vehicles. He reminded residents to lock their vehicles and residences.
  - F.\* **GID Update** – There was no one in attendance to present a report. Chairperson Brighton mentioned RTC meetings will be held at the Sun Valley Neighborhood Center on January 19<sup>th</sup> and 27<sup>th</sup>, 2011 regarding the 395 project.
7. **NEW BUSINESS** – (The Staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)
  - A.\* **Central Truckee Meadows Remediation District (CTMRD) Contaminant Boundary Update** – Chris Benedict, Remediation District Program Manager for the Washoe County Department of Water Resources will provide an overview of the CTMRD program, the District's current and proposed contaminant boundaries and the resulting fee

changes. There will be a brief presentation, after which Mr. Benedict will answer questions and receive comments from the CAB and audience. This proposal is tentatively scheduled to be heard by the Board of County Commissioners in May 2011. (This item is informational only and the CAB will take no action.)

Chris Benedict, Remediation District Program Manager, Washoe County Department of Water Resources, stated he wanted to provide an update before it would be presented to the Board of County Commissioners in May. An update would be provided to all of the NABs and CABs within the boundary area. He distributed a handout regarding the proposed changes. He stated the Remediation District was created in 1995 to address widespread ground water contamination problems. The service area boundary covers the entire Truckee Meadows and some of the outlying valleys that are serviced by the Truckee Meadows Water Authority (TMWA). With a presentation map, he reviewed the proposed change to the contaminant boundary. He stated the change was needed because either there was no longer a contaminant or because it was being addressed by the State. There would also be a \$2 increase in remediation fees.

#### **Concerns/Comments**

- Board member Jackson commented that the most contaminated areas were in the downtown Reno-Sparks area. He asked why TMWA customers outside of the contaminated area would have remediation fees increased when there was not a vote to increase the tax. Mr. Benedict stated that was a policy issue. He explained remediation fees were for all residents within the service area because the service area was supported by ground water during emergencies. Board member Jackson commented that it was his understanding the contaminated wells were closed. He asked if they were still being used. Mr. Benedict stated they were still being used and were a part of TMWA's distribution system.
- Susan Severt asked why remediation fees were being increased if the contaminated areas were being decreased. Mr. Benedict mentioned residents within the contaminated area pay a higher remediation fee than residents outside the contaminated area and that fees may stay the same if the program's budget is reduced.
- Garth Elliott commented on Ken Stover's desire to find the individuals who contaminate a water source. He encouraged residents to e-mail Dick Gammick about pursuing the individuals who caused the contamination rather than making the residents pay for the problem. Mr. Benedict commented on a similar water problem in California whereby individuals were sued, but to-date the water problem is still prevalent. He stated Washoe County's approach has been to fix the water problem first and then work towards identifying the responsible parties and going after them.
- Board member England stated he did not understand why fees were being increased for residents outside of the contaminated area and lowered for residents inside the contaminated area and why individuals responsible for the contamination cannot be sued. Mr. Benedict explained fees are higher for residents within the contaminated area and that fees will be lowered once residents are no longer within the contaminated area and the difficulty with identifying individuals responsible for the contamination.
- Board member Jackson asked if there were lawsuits against gas and oil organizations who contributed to the contamination. Mr. Benedict stated that is a different issue. The Remediation District Program deals only with PCE.
- Susan Severt asked if remediation fees would continue as the contaminated area continues to be reduced. Mr. Benedict stated the intent of the program was to fix the problem indefinitely.
- A question was asked about the location of residents who pay remediation fees. Mr. Benedict stated residents within the TMWA service area pay into the program.
- Chairperson Brighton asked about meeting dates for presentation of this item. Mr. Benedict stated there would be a series of public hearings. The first public hearing is in May. Boundaries and fees would be proposed to the County Commission in May for final approval in June. Chairperson Brighton requested the final proposal be presented to the Board at a future CAB meeting. It was discussed that the final proposal would be presented to the Board during the May CAB meeting.

**B.\* Pyramid Highway/US 395 Connection Study** – Representatives from the Regional Transportation Commission of Washoe County (RTC), and its consultants Jacobs Engineering and CH2M HILL, will provide a brief update on the Pyramid Highway/US 395 Connection Study's progress and provide information regarding an upcoming community workshop to be held in Sun Valley on January 19, 2011. The purpose of the workshop is to share information and seek community input. The study is evaluating alternatives to relieve congestion on the Pyramid Highway and provide improved connectivity from Pyramid to US 395 and east to Vista Boulevard. Alternatives are being developed and evaluated to provide for today's traffic and anticipated future growth through 2030. This study is an environmental and engineering study being conducted in cooperation with the Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA). For more information, please visit [www.rtcwashoe.com](http://www.rtcwashoe.com) and click on Hot Topics, Pyramid Highway/US 395 Connection EIS. (This item is informational only and no action will be taken.)

There was no one in attendance to present this item at this time. This item was addressed later in the meeting.

**C.\* Legislative Presentation** – Debbie Smith, Legislative representative, will be in attendance to present Legislative issues for discussion before the next legislative session is to begin. (This item is informational only and no action will be taken by the CAB.)

There was no one in attendance to present this item at this time. This item was addressed later in the meeting.

## 8. OLD BUSINESS

**A.\* Update on Repairs to Damaged Clock Tower** – Warren Brighton will provide an update on the needed repairs to the clock tower that was damaged during the storms in December. (This item is informational only and no action will be taken.)

Chairperson Brighton read the following e-mail excerpt from David Hockey:

“Our operations team has confirmed that it is going to take 5 weeks to fabricate and construct the new clock face panels, and then another week to ship out to Nevada. I’d build about another 3-4 days into that in order to have the work started and completed. Because of the New Year’s holiday, I would set the expectation that the clock (no pun intended) for this time starts on Monday. Therefore, I would expect all work to be completed by February 15<sup>th</sup>. I will certainly keep you updated on the progress and if anything changes.”

At this time, Chairperson Brighton stepped down as Chair for this item and Board member England presided over the meeting as Chair.

### Concerns/Comments

- Garth Elliott commented on graffiti activity that has occurred on the clock tower. Discussion followed about enforcement being complaint-driven.
- Susan Severt stated the CAB has to file a formal complaint in order for enforcement to occur.
- Board member Jackson stated there was a special use permit for the clock tower and that everyone was in violation of the permit. Discussion was heard that the design was of a cell tower with a clock face and that the structure was now un-structurally sound and needs to be fixed.
- Board member Jackson commented that this is now a safety issue.

At this time, agenda item 7C was presented.

**7. NEW BUSINESS (Re-opened)** – (The Staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)

**C.\* Legislative Presentation** – Debbie Smith, Legislative representative, will be in attendance to present Legislative issues for discussion before the next legislative session is to begin. (This item is informational only and no action will be taken by the CAB.)

Assemblywoman Debbie Smith was in attendance to make a presentation. Ms. Smith reported the next Legislative session will begin on February 7, 2011. Budget hearings will begin two weeks prior. The Governor will give his State of the State Address on January 24, 2011. She provided handout information regarding Town Hall Meetings to be held in Reno and Las Vegas on January 29, 2011 at the County Commission Chambers and the 211 Help Line. She stated the Legislature will update the size of the legislative districts to include the new congressional seat. She commented on the importance of legislative districts for Northern Nevada in order to have a voice in the Legislature. Legislative information was available on-line. Ms. Smith stated she would provide legislative booklets for the next CAB meeting and that she could be contacted at her office for information. She reviewed policy issues that will be discussed regarding education, construction, and infrastructure problems. She distributed and reviewed a “State of Our State” handout from John Ocegüera, the new Speaker of the Assembly regarding the negative impact the budget downturn has had on the State.

### Concerns/Comments

- Marge Cutler commented the University of Las Vegas wants to separate and have two Board of Regents’. She asked how that would affect taxes. Ms. Smith stated there was not an appetite for separate governance, but how to better allow them to manage their money otherwise universities will be forced to close.
- Garth Elliott asked if there were other avenues being considered to fund education. He commented that Nevada was number one in mineral wealth and asked about extracting further taxes from that industry. Ms. Smith stated that a change in the mining tax structure would require a constitutional amendment of which there have been never enough votes for a change.
- Chairperson Brighton stated he attended an Investors Conference in Southern California last September and that the feeling was that investors would not invest in the State of Nevada because they felt Nevada has not followed through on infrastructure goals. He commented on fragmented governments in the State and the lack of responsibility.
- Board member Jackson asked about establishing toll roads. Ms. Smith commented that would be one extra problem for attracting tourists to the State. She noted there were never enough votes for establishing a lottery within the State.
- Susan Severt commented on the retirement of Senator Raggio. She asked how Northern Nevada can prevent all of the focus to be directed to Southern Nevada. Ms. Smith commented on the difficulty of finding a replacement with Senator’s Raggio’s expertise and knowledge.
- Chairperson Brighton requested Ms. Smith be agendized for the March CAB meeting if available.

At this time, agenda item 7B was presented.

**B.\* Pyramid Highway/US 395 Connection Study (Re-opened)** – Representatives from the Regional Transportation Commission of Washoe County (RTC), and its consultants Jacobs Engineering and CH2M HILL, will provide a brief update on the Pyramid Highway/US 395 Connection Study’s progress and provide information regarding an upcoming community workshop to be held in Sun Valley on January 19, 2011. The purpose of the workshop is to share

information and seek community input. The study is evaluating alternatives to relieve congestion on the Pyramid Highway and provide improved connectivity from Pyramid to US 395 and east to Vista Boulevard. Alternatives are being developed and evaluated to provide for today's traffic and anticipated future growth through 2030. This study is an environmental and engineering study being conducted in cooperation with the Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA). For more information, please visit [www.rtcwashoe.com](http://www.rtcwashoe.com) and click on Hot Topics, Pyramid Highway/US 395 Connection EIS. (This item is informational only and no action will be taken.)

Doug Malloy, RTC, stated there would be a public workshop on the project on Wednesday, January 19, 2011 from 5:30 p.m. to 8:30 p.m. at the Sun Valley Neighborhood Center. Workshop notices were made available. Mr. Malloy provided a brief review of the project and the different public workshops to be held for public input.

#### **Concerns/Comments**

- Susan Severt stated her concern was that individuals at the workshops understand the project and the impact of the project to their community. Mr. Malloy stated presentation material for the workshop has been developed to make the project understandable.
- An audience member stated he lives within the project area, but that he did not receive information regarding public workshops. Mr. Malloy commented on advertising for the workshops.
- Board member Jackson asked if the RTC would attend the GID meeting on January 27, 2011. Mr. Malloy stated they would be in attendance and would provide a scaled down version of information presented at the workshop. Board member Jackson requested a notice be issued about attendance at the GID meeting.
- Susan Severt expressed her thanks to Mr. Malloy for the information he provides to the CAB.
- Chairperson Brighton requested to know the real reason why the road being proposed is going through when the community has voiced their objection against it. Mr. Malloy stated that was a question for the workshop.

#### **9. FUTURE AGENDA ITEMS**

**Future agenda items include:** (a) Presentation of the Final Proposal for the Central Truckee Meadows Remediation District Contaminant Boundary (May meeting); (b) Legislative Presentation

- 10. ADJOURNMENT** – There being no further business, the meeting adjourned at 11:15 p.m. John Jackson moved to adjourn the meeting. Jim Brunson seconded the motion. The motion carried.



# SPANISH SPRINGS CITIZEN ADVISORY BOARD



DRAFT

The regular meeting of the Spanish Springs Citizen Advisory Board held January 12, 2011 at the Spanish Springs Community Center - 7100 Pyramid Lake Hwy., Spanish Springs, Nevada

1. **CALL TO ORDER** – The meeting was called to order at 7:03 p.m. Greg Prough, Chair. Greg Prough led the salute to the flag.
2. **ROLL CALL AND DETERMINATION OF QUORUM** – Greg Prough read into the record that William Steward has been appointed by the Board of County Commissioners to serve on the SSCAB as the representative of the Sparks CAC. **MEMBERS PRESENT** - John Bilka, At-Large, Secretary, Christopher Mirando, At-Large, Steve Grosz, At-Large, Vice Chair, Greg Prough, At Large, Chair. William Steward, CAC representative.  
**MEMBERS ABSENT** – Max Bartmess, At Large, unexcused, Kevin Roukey, At Large Alternate, unexcused Darcy Smernis, At Large, excused, and Alfonso Zamora, At-Large, unexcused.
3. **APPROVAL OF THE AGENDA** – Steve Grosz moved to approve the January 12, 2011 agenda as posted. Christopher Mirando seconded the motion. The motion carried unanimously.
4. **APPROVAL OF THE MINUTES** - Steve Grosz moved to approve the minutes of the November 10, 2010 meeting as submitted. John Bilka seconded the motion. The motion carried unanimously.
- 5.\* **PUBLIC COMMENT:** Comment heard under this item will be limited to items not on this agenda and will also be limited to three minutes per person. This three-minute rule shall also apply to public testimony given during an agenda item. The Chair may modify this time limit for all public comment and testimony at the beginning of the meeting, but the time per person shall be no less than two minutes. Testimony during an agenda item shall be limited to the subject of the agenda item. Comments are to be made to the CAB as a whole.
  - John Bradbury thanked everyone in the community for supporting the annual craft fair and reported that the crafters donated \$17,887 to the Lazy 5 Regional Park.
  - Greg Prough asked for further public comment and hearing none, closed this item.
- 6.\* **COUNTY COMMISSIONER UPDATES**
  - A. Commissioner Robert Larkin was not available to present a report.
  - B. Lorrie Adams, County Liaison for Districts 4 and 5, is available to answer your questions and concerns. Please feel free to contact her at [ladams@washoecounty.us](mailto:ladams@washoecounty.us) (775) 328-2720. To sign up to receive email updates from the County, visit [www.washoecounty.us/cmail](http://www.washoecounty.us/cmail). The written County updates are available online at [www.washoecounty.us/cab](http://www.washoecounty.us/cab) (follow the link to your CAB).
- 7.\* **UPDATES/ANNOUNCEMENTS/CORRESPONDENCE** – (CAB files and correspondence which are part of the public record are on file in the Washoe County Department of Community Development and are available for public review. Written correspondence and testimony will be included in the public record when a request is made to make the document a part of the public record and when a copy is provided to the CAB Chair, who forwards the document to the County. Copies of correspondence should be on file in the Washoe County Department of Community Development and are available for public review).
  - Greg Prough announced that Darcy Smernis has resigned and local citizens are encouraged to consider volunteering to serve on the SSCAB.
  - Greg Prough stated for the record that he does not care for holding CAB meetings every other month because some important information gets to the community too late to be of service.
  - Greg Prough reported that citizens can log onto [www.washoesheriff.com/firearms](http://www.washoesheriff.com/firearms) that identifies areas that are designated as congested and shooting of firearms is prohibited. Mr. Prough reported that the Nevada Attorney General has filed against Bank of America regarding engaging in deceptive trade practices servicing mortgage home loans. Citizens are encouraged to file complaints with the Attorney General's office and/or contact Representative Dean Heller. Mr. Prough also reported that the ground breaking for phase one of the Renown emergency center has been extended with completion expected in 2016.
- 8.\* **WASHOE COUNTY SHERIFF'S OFFICE ITEMS** – Sergeant Harry Dixon, Washoe County Sheriff's Office was available to report on public safety issues within the CAB area, including recent calls for service. Sgt. Dixon reported that recent crimes reported in Spanish Springs have primarily been vehicle burglaries. Citizens are encouraged to keep their vehicles locked and valuables out of sight. Sgt. Dixon announced that deputies are wearing new badges honoring the centennial celebration of the Sheriff's Department. Sgt. Dixon also encouraged citizens to report any items that could be evidence to help solve crimes. Citizens are reminded that peddlers must have permits issued by the Sheriff's Department.  
**Comments and Concerns**
  - The Sheriff's Department was commended for their rapid response times and attention to calls for service.

- In response to questions raised, Sgt. Dixon encouraged citizens to call 328-3002 for a service request to investigate graffiti. Information is available at: [www.washoesherriff.com](http://www.washoesherriff.com).
- Questions were raised regarding a report of a recent vehicle hit and run incident on Alena.
- In response to questions raised, Sgt. Dixon stated that the Sheriff's Department has received some grant funding for equipment for several law enforcement units. Sgt. Dixon also reported that there have been new hires that are working in the jail at this time.
- Greg Prough asked that in the future, reports from the Sheriff's Department include how funding is being allocated.

#### **9.\*ACTION PLAN/COMMITTEE REPORTS**

- **Search and Rescue** – Max Bartmess was not in attendance to report on recent activities by the search and rescue team operating out of the Spanish Springs Airport.
- **Citizens Advisory Committee (CAC)** – Bill Steward, representative of the City of Sparks was available to present a report on matters discussed by the City of Sparks CAC at their most recent meeting. The Sparks City Council was advised by the CAC that public safety and infrastructure is a funding priority.

#### **10. NEW BUSINESS** - (The staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)

- A.\* Pyramid Highway/US 395 Connection Study** – Doug Maloy, Regional Transportation Commission (RTC) presented a brief update on the Pyramid Highway/US 395 Connection Study's progress and provided information regarding an upcoming community workshop to be held in Sun Valley on January 19, 2011. The purpose of the workshop is to share information and seek community input. The study is evaluating alternatives to relieve congestion on the Pyramid Highway and provide improved connectivity from Pyramid to US 395 and east to Vista Boulevard. Alternatives are being developed and evaluated to provide for today's traffic and anticipated future growth through 2030. This study is an environmental and engineering study being conducted in cooperation with the Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA). For more information, please visit [www.rtcwashoe.com](http://www.rtcwashoe.com) and click on Hot Topics, Pyramid Highway/US 395 Connection EIS. The representative of Jacobs Engineering and CH2M HILL was not available to address questions and concerns. (This item was informational only and no action was taken.)

##### **Comments and Concerns**

- Mr. Maloy stated that there are plans to schedule stakeholders meetings.
- Mr. Maloy stated that the draft document should take about a year to be ready for presentation and hold public hearings in approximately 2013.

- B. Master Plan Amendment Case No. MPA10-002** – Eric Young, Ph. D. presented a request to amend the Washoe County Master Plan, Volume Two, Spanish Springs Area Plan, to delete Policy SS.17.2.c, otherwise known as the "Commercial Cap," and incorporate other beneficial changes as may be identified during the public input process and properly related to the establishment of commercial and industrial zoning in the Spanish Springs planning area. Staff contact: Eric Young, Planner, 328-3613 or [eyoung@washoecounty.us](mailto:eyoung@washoecounty.us) This item is tentatively scheduled to be heard by the Planning Commission on Wednesday, February 2, 2011. The SSCAB did not make a formal recommendation on this item.

##### **Comments and Concerns**

- Steve Grosz stated that he would like to see the zoning map, how much is built out and what is not yet built. Dr. Young stated that he would include this information in the staff report.
- In response to questions raised, Dr. Young confirmed that the CAB's and community would have the opportunity to submit comments into the record on requests for zoning changes and master plan amendment requests.

- C. Amendment of Conditions Case No. AC10-011 (La Posada Bar and Grill)** – Derek Wilson, Rubicon Design Group presented information on the request to amend condition number 2 of the approved Special Use Permit, Case No. SB09-005 to extend the time for completion of the project. The project site is located at 8995 La Posada Drive, at the northeast corner of La Posada Drive and Pyramid Highway. The ±1.21-acre parcel is designated General Commercial (GC) in the Spanish Springs Area Plan and is situated in a portion of Section 35, T21N, R20E, MDM, Washoe County, Nevada. The property is located in the Spanish Springs Citizen Advisory Board boundary and Washoe County Commission District No. 4. (APN 534-092-04) Staff Representative: Sandra Monsalvè, AICP, Senior Planner 775.328.3608. This item is tentatively scheduled to be heard by the Board of Adjustment on February 3, 2011. Mr. Wilson stated that the building could not be removed until the gas line issue was resolved. A landscaping bond is place and a paving and circulation plan is out for approval. Mr. Wilson stated that they are not able to provide a completion date at this time. **MOTION:** Steve Grosz moved to recommend denial of Amendment of Conditions AC10-011 LaPosada Bar and Grill to the Board of Adjustment. Christopher Mirando seconded the motion. The motion carried unanimously.

##### **Comments and Concerns**

- Questions were raised regarding restrictions to allow a variance. Mr. Wilson stated that the variance was allowed.

- Concerns were raised regarding widening of Pyramid Highway and whether this project has the approval from Nevada Department of Transportation (NDOT).
- Concerns were raised regarding advertisements and debris on the temporary fencing that is an eyesore. Mr. Wilson stated that he would speak to the contractor regarding keeping the site maintained.
- Concerns were raised that the longer the project is delayed, the longer the proposed project is extended, the longer the site is not being maintained.
- Concerns were raised that the applicant is not in attendance and available to address concerns.
- Greg Prough stated that it is not that the community opposes business, but there are concerns about customers leaving the establishment having been drinking alcoholic beverages and then driving the roadways.
- Mr. Wilson stated that he could not confirm a completion date at this time.
- Concerns were raised that the proposed project should have been complete in June 2012 and now the applicant wants to extend completion to 2013. Would the applicant then come back for an additional extension leaving the site unimproved and not maintained.
- Concerns were raised that the request for an extension is premature since the applicant has two more years to complete the project now.

**D.\* Central Truckee Meadows Remediation District (CTMRD) Contaminant Boundary Update -** Chris Benedict, Remediation District Program Manager for the Washoe County Department of Water Resources provided an overview of the CTMRD program, the District's current and proposed contaminant boundaries and the resulting fee changes. Following his presentation, Mr. Benedict was available to address questions and hear comments from the CAB and audience. This proposal is tentatively scheduled to be heard by the Board of County Commissioners in May 2011. (This item was informational only and the CAB took no action.)

**Comments and Concerns**

- Mr. Benedict stated that the areas impacted are served by Washoe County and within the TMWA service area.

**E. Lights at Eagle Canyon Park –** Steve Bennett, area resident provided historic information regarding lighting at Desert Winds Park and at every discussion with Washoe County Parks and Recreation that adjacent residents have opposed installation of lights. Mr. Bennett stated that opposition included concerns regarding the noise, trash and other negative impacts that result from late night time use of the park. Mr. Bennett stated that residents do support safety lighting in the parking lot.

**Comments and Concerns**

- John Bradbury provided background information on the installation of lighting at local parks.
- Greg Prough stated that as far as the SSCAB is concerned, approval of the lighting is not a 'done deal' and encouraged Mr. Bennett and his neighbors to get significant support from local residents on a petition to restrict the number of hours the lights would remain on.
- Support was stated for increased law enforcement patrols at the park.

**11. OLD BUSINESS**

**A. Intersection of Calle de la Plata and Pyramid Highway –** Greg Prough introduced this item for continued discussions on various options and may provide recommendations to the Washoe County Commission expressing the CAB's and community's interest to have the intersection of Calle de la Plata and Pyramid Highway improved. Mr. Prough reported that he is pursuing recognition of the issues from the Governor. There was no updated information from Susan Martinovich, Nevada Department of Transportation (NDOT) and from the consortium of developers regarding plans for the intersection. No action was taken by the CAB.

**Comments and Concerns**

- Greg Prough read an e-mail from Rob Ernst regarding traffic issues at the intersection of Calle de la Plata and Pyramid Hwy. into the record. A copy of the e-mail will be available for review at the Department of Community Development.
- Concerns were raised that the issues will increase with increased development in the immediate area.
- John Bradbury encouraged getting a video of the traffic violations and presenting them to the Governor.
- John Bilka supported the value of photographs of the intersection.
- Greg Prough stated that he would request targeted enforcement at the intersection.

**12.\*CHAIRMAN/MEMBER COMMENTS -** (This item limited to announcements of topics/issues posed for future workshops/agendas.)

- Greg Prough reported that Roger White at The Lakes Grill and Manny and Olga's Pizza have agreed to post the SSCAB agendas. Mr. Prough stated that Washoe County has not approved using the media such as Facebook and Twitter as unofficial public information sources. Mr. Prough stated that he is still researching other possible local posting locations.
- William Steward asked if there is any information that this board would like brought to the attention of the Sparks CAC.
- **Next Agenda Items:** Public notification of the SSCAB agendas

**13. ADJOURNMENT –** It was moved and seconded to adjourn the meeting at 9:01 p.m. The motion carried unanimously.

Respectfully Submitted By: Allayne Donnelly-Everett, Recording Secretary

# SUN VALLEY CITIZEN ADVISORY BOARD

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**DRAFT:** *Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where changes to these minutes are approved by the CAB.*

The regular meeting of the Sun Valley Citizen Advisory Board held July 9, 2011, at the Sun Valley Neighborhood Center, 115 W. 6<sup>th</sup> Avenue, Sun Valley, Nevada.

1. **CALL TO ORDER** – Chairperson Brighton called the meeting to order at 9:00 a.m.
2. **ROLL CALL/DETERMINATION OF QUORUM** – Roll call was heard and a quorum of seven members was determined. .  
**MEMBERS PRESENT** – Warren Brighton (Chairperson), Bruce England, Patricia Lancaster, James Georges, Jim Brunson, Lisa Louengo, Ralph Spain  
**MEMBERS ABSENT** – None
3. **APPROVAL OF AGENDA FOR MEETING OF JULY 9, 2011** – Chairperson Brighton stated that he would request that the Election of Officers be moved to the last item on the agenda. Bruce England moved to revise the agenda and place the Election of Officers as the last agenda item. James Georges seconded the motion. The motion carried. Chairperson Brighton noted that Commissioner Bonnie Weber would be joining the meeting, but would be late. He introduced the new CAB members, Lisa Louengo and Ralph Spain.
4. **APPROVAL OF MINUTES FOR MEETING HELD ON May 14, 2011** - Pat Lancaster moved to approve the May 14, 2011 meeting minutes, as presented. Lisa Louengo seconded the motion. The motion carried.
5. **REPORTS AND UPDATES**
  - A. **Updates/Announcements/Correspondence** – Chairperson Brighton reported that the following information is available for anyone wishing to review it: a revised CAB member roster which contains information regarding the new CAB members; a memorandum from Kelly Mullin, Water Management Planner, regarding the Central Truckee Meadows Remediation District Program 2011 Boundary and Fee Ordinance Amendments; a flyer from the Washoe County Sheriff’s Office regarding the ALERT ID Program, and what you can do about graffiti; a memorandum from Lorrie Adams, County Liaison, titled “Washoe County Update”. He noted that the last page lists the May, 2011 responses by the Truckee Meadows Fire Protection District. Lastly, the Washoe County School District has sent a report regarding the budget, as set by the Board of Trustees, in lieu of an in-person attendance at a CAB meeting to discuss issues pertinent to the children in Sun Valley. Chairperson Brighton commented that he would again attempt to get a School District representative to attend the CAB’s September, 2011 meeting. Board member England reported that the Sun Valley Boy Scouts, Troop 52, are holding a rummage sale, car wash and bake sale this week and next weekend at the LDS Church in order to raise funds to enable some members to attend camp.
  - B. **Washoe County Update** – Commissioner Bonnie Weber or Commissioner Kitty Jung may be present for an update on County issues.
    1. “Coffee with Commissioner Weber” will not be held in July or August, but will resume in September on the 3<sup>rd</sup> Saturday of each month at 10:00 a.m. at the Sierra Sage Golf Course, 6355 Silver Lake Road in Stead.
    2. Lorrie Adams, County Liaison for Districts 4 and 5, is available to answer your questions and concerns. Please feel free to contact her at [ladams@washoecounty.us](mailto:ladams@washoecounty.us) or at (775) 328-2720. To sign up to receive e-mail updates from the county visit [www.washoecounty.us/cmail](http://www.washoecounty.us/cmail). The written county updates are available online at: [www.washoecounty.us/cab](http://www.washoecounty.us/cab) (follow the link to your CAB).Commissioner Jung reported:
    - In order to comply with the federal law which is based on the most recent Census data, Washoe County re-districting is underway. She noted there is a possibility that Sun Valley would come under her responsibility rather than that of Commission Weber. The goal is to have the decision in place by October, 2011.
    - She welcomed the new CAB members.
    - Washoe County lost the lawsuit regarding the property appraisal rate for Incline Village residents, and the Nevada Supreme Court has ruled that Washoe County will repay approximately \$40 million to the Incline Village residents. At this time, it has not been determined where these funds will come from.
    - The Nevada Supreme Court has ruled that the State of Nevada cannot sweep local funds. Washoe County has requested that the \$21 million that was previously swept by the state be returned to the county.
    - The county is again operating in “emergency mode”, and there is a possibility that property taxes will need to be increased in order to pay back the residents of Incline Village per the court’s ruling. Bob Fink requested to know the rate of interest that will be imposed on the funds owed. Commissioner Jung responded that this is not known at the present time, but a meeting with legal counsel regarding this issue is scheduled for next week.
    - She is now the point person for issues pertaining to the clock tower rather than Commissioner Weber.

### **Concerns/Comments**

- James Petch requested to know how property taxes can legally be increased, which in effect fines the current property owners for the Appraiser's actions regarding the appraisal rates for Incline Village residents. Commissioner Jung replied that, at this time, she does not have the answer to this question. Board member Lancaster requested to know if Washoe County has risk insurance that would cover this type of action by a county official. Commissioner Jung replied that she will bring this up with legal counsel at the upcoming meeting.

- Susan Severt requested information regarding the Washoe County Commission's action pertaining to fire services. Commissioner Jung reported this will save the county approximately one million dollars per year. She noted that she voted against this action because it was reported by the Fire Coordinators that this would increase the response time in outlying areas.

Chairperson Brighton noted that Commissioner Weber would not be holding a "Coffee with Commissioner Weber" sessions in July or August, 2011.

**C. Reno Fire Safety Update** - There was no one in attendance to present a report.

**D. Washoe County Sheriff's Office Items** - There was no one in attendance to present a report.

**E. GID Update** – Darrin Price, Sun Valley GID General Manager, reported the following:

- The next Board meeting will be held on Thursday, July 14, 2011 at 6:00 p.m. at the GID office. Doug Malloy, Project Engineer for the 395 Interchange Project, will be in attendance to provide an update.

- There are recreational fee discounts available for Sun Valley residents who meet the criteria.

- On July 17, 2011, the Sun Valley Fun Sunday event will be held at this location, and funds that are raised will be used to assist the Sun Valley schools.

- On July 28, 2011, Judge Higgins from the City of Sparks will be attending the meeting to report on the graffiti process and how those individuals are prosecuted through the court system. This will help to educate residents so that it can be determined how the citizens can best assist in addressing this issue. He noted that local governmental graffiti programs have either been eliminated or severely reduced.

- There are over five hundred fire hydrants in Sun Valley, and many of the water storage tanks located throughout the valley are to assist in fire suppression.

### **Concerns/Comments**

- Chairperson Brighton requested to know if there would be an increase in water fees. Mr. Price replied that possibly there would be an increase in October or November, 2011.

**F. Red Hill Update** – Board member Brunson reported that work is still going on regarding this project. A meeting was held, and ideas were discussed. Susan Severt reported that both she and Board member Brunson are members of the Red Hill Working Group. The goal of the group is to turn this area into a regional park that could be shared by several communities. Last year, a meeting was held with incoming sixth graders to share the vision for this area and obtain their input. On September 30, 2011, a meeting with the new sixth graders will be held to get their input. On October 21 and 22, 2011, a workshop will be held, and some landscape architects have volunteered their time to design the park at this workshop incorporating the input that has been received from various entities. She pointed out that Washoe County Parks and Recreation Department and the National Parks and Recreation Division of the National Forest Service, as well as many other interested parties, have participated in the planning.

**G. Sun Valley Clock Tower Update** – Chairperson Brighton thanked Commissioners Jung and Weber, as well as Susan Severt for their efforts in trying to resolve this issue. He reported that the clock tower company can't find a local contractor to work on the tower, set the time, etc. He noted that there is an agreement between the property owner and Washoe County regarding the maintenance and support of the clock tower. He questioned why the county staff hasn't determined how they can enforce the contractual agreement that is in place with them, and commented that it is his opinion that what is happening is unacceptable.

### **Concerns/Comments**

- Chairperson Brighton was asked who has the schematics on the clock. It was noted that Susan Severt has a set as well as Washoe County. A representative from Washoe County Planning commented that the builder of the tower is now gone, and it has changed hands approximately three times. Commissioner Jung requested to know if the tower company could be fined, and the Washoe County representative replied that she did not know due to the language in the Special Use Permit and Conditions. She commented that the county is working with the tower company to try to get the issue resolved and they have set the end of 2011 as the time limit to accomplish this. If they don't repair it by then, Code Enforcement would get involved. The issue is that if the tower was not there, it could affect public safety in the area as there would then be no cell facilities nearby.

- Susan Severt requested that the County Commissioner direct her staff to cite the tower company as they are not in compliance. Her issue is that the tower company is collecting fees for the use of the tower from companies that are using it, but they are not maintaining it in violation of the Special Use Permit.

- Commissioner Jung stated that she will work on the issue as soon as possible.

- A member of the audience agreed that this has been an ongoing issue for the past few years, and it is time to get it solved.

- Barry Bouchard commented that there was an article that appeared in a publication a few months ago that spoke of the clock tower, and the conclusions in that article perhaps were premature according to what is being said now.

- Chairperson Brighton suggested that legal counsel be present at the upcoming meeting of county staff scheduled to discuss the issue. Also, the issue regarding who will pick up the trash on the site has not been resolved. He requested that a representative from Washoe County be present at the next CAB meeting to provide a status report. Commissioner Jung agreed.

- A member of the audience requested to know if there has to be a clock in the tower since a clock would always require ongoing maintenance. Chairperson Brighton replied that this is what the agreement states. Commissioner Jung requested to know if a clock in the tower was mandatory. Chairperson Brighton replied that at the present time this is a requirement, and the current issue needs to be resolved first. Following that, a discussion could be held if the company wants to propose something else.

- Darrin Price suggested that a petition be written and placed at the GID offices regarding whether or not the residents are satisfied with how the clock tower is maintained. Those signatures could then be turned over to Washoe County to use in further action by the county.

## 5. **REPORTS AND UPDATES** - Reopened

**B. Washoe County Update** – Commissioner Weber reported:

- The recent court ruling regarding the Incline Village property tax case will be difficult for Washoe County to comply with, but the involvement of the community in issues is very helpful. Commissioner Jung reiterated that she would be the point person for the Sun Valley Clock Tower issue, and has requested that this issue be placed on the Washoe County Commission meeting agenda.

- “Coffee with Commissioner Weber” is not being cancelled, but rather is on summer break for July, August and possibly September, 2011. She encouraged everyone to attend when the sessions resume

- Welcomed the new CAB members.

- Graffiti is an issue in Sun Valley as well as other areas. She has requested that the Washoe County Sheriff's Office make a presentation to the County Commission regarding the Graffiti Program that they have in place, and believes this would be a helpful presentation to make at a CAB meeting as well since this program needs to be community-based.

### **Concerns/Comments**

- An audience member requested to know how to address a property that has items dumped in front of it. In particular, she referred to a property across from the Water District office, and she has called to see what could be done about it. It was noted that this depends on the Code regulations, and this particular property has been addressed by county staff and is now in compliance with the Code. Commissioner Jung commented that there are regulations that address serial garage sales. Commissioner Weber stated that people need to take responsibility for their own property. She pointed out that Code Enforcement is complaint-driven, and encouraged people to address issues on their own when possible since the amount of staff available to work on them has been reduced.

- Vicky Maltman commented there is an issue with a residence at Fourth and Lupin Streets. She has filed several complaints about the condition of the property, but it still has not been fully addressed. A county representative reported that Washoe County has ongoing cases regarding this property. The owner has taken some steps to comply, but financial constraints incurred with the removal of debris have slowed the process. Board member England commented that this particular property is running an illegal recycling business without a permit or license to do so. It was moved, seconded and carried to place the Code Enforcement process on the next meeting agenda for discussion.

## 6. **PUBLIC COMMENT**

**A.** Garth Elliott commented that graffiti is a very big issue in Sun Valley. He requested a summit to discuss the issue, and requested Washoe County's assistance in setting this up.

**B.** James Petch requested that discussion be held regarding the quantity of chickens, particularly roosters, located in Sun Valley. He suggested that a limit on the number of chickens, and ratio of roosters to hens, that a residence could have be put in place. Chairperson Brighton suggested that this be discussed under the agenda item about animal control.

**C.** Susan Severt reminded those present that some fuels reduction is going to be done in the Sun Valley Regional Park area, mainly along the private property lines, starting in November, 2011 through April, 2012.

**D.** Board member Georges commented that Washoe County did a great job on the sidewalks and other recent construction.

## 7. **NEW BUSINESS** – (The Staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)

**A. Administrative Permit Case No. AP11-001–Terry Forcom–Nevada Transmission Exchange** – To allow the operation of an automotive transmission repair facility (Automotive and Equipment-Automotive Repair Use Type). The parcel is located on the east side of 5350 Sun Valley Boulevard, approximately 600 feet south of its intersection with 4<sup>th</sup> Avenue, Sun Valley (APN 085-155-18), and is 1.078 acres in size, is zoned General Commercial (GC), is

located within the Sun Valley Area Plan. This request is authorized in Article 302, Allowed Uses, in the Washoe County Development Code, is in Commission District 5, within Section 19, T20N, R20E, MDM Washoe County, NV.

Terry Forcom commented that the business is not open yet. Chairperson Brighton stated that former CAB member John Jackson had contacted him and encouraged the CAB to approve the opening of this business.

#### **Concerns/Comments**

- Susan Severt commented that she is very happy to see a new business opening in Sun Valley, and hopes that they will be a good neighbor.
- Garth Elliott stated that he also supports the opening of this business, and agreed that this was important to the revitalization of Sun Valley.
- A member of the audience commented that she believed that the business did a great job of cleaning up the existing building and making it more attractive.
- Bob Fink pointed out that the key to the business is that the work is being done inside the building.
- Board member Lancaster requested confirmation that in order for this business to open, it needed a petition with one hundred signatures in support of the business even though it is in a Commercial Zone. Terry Forcom replied that signatures from everyone within five hundred feet of the business, or approval by the Board of Adjustment, was required in order to open the business. Commissioner Jung pointed out that all land use changes are required to come through the CAB first, or they would need to secure their own signatures, such as in this case.

Pat Lancaster moved to approve the opening of Nevada Transmission Exchange and welcome the business to the Sun Valley community. Jim Brunson seconded the motion. The motion carried.

**B. Special Use Permit Case No. SB11-004 – Valle Vista** – To establish a gated manufactured home park consisting of 75 units on private streets. The parcel is located at 550 E. 4<sup>th</sup> Avenue, Sun Valley (APN 085-122-03), and is 15.33 acres in size, is zoned Medium Density Suburban (MDS), is located within the Sun Valley Area Plan. The request is authorized in accordance with Article 314, Manufactured Home Parks, in the Washoe County Development Code, is in Commission District 5, within Section 20, T20N, R20E, MDM, Washoe County, NV.

Gary Probert introduced himself and stated that he was representing the applicant.

#### **Concerns/Comments**

- A member of the audience commented that he owns property adjacent to this project. He noted that there is a natural drainage ditch that runs through that property. He requested to know how this would be handled as he recently tried to get a permit to put in a fence in this area, and Washoe County denied it because eight feet of his property was in the Flood Zone. It took several discussions with county personnel, but he was finally able to obtain a permit. He requested to know how homes could be built on this drainage ditch.

A suggestion was made that the applicant's representative provide a presentation on the project prior to further discussion

Sandra Monsalve commented that she was the Senior Planner for Washoe County, and she would be the one writing the staff report and putting the conditions together to take to the Planning Board.

Gary Probert reviewed the project site, and noted that the project will be a private, gated community with 75 manufactured homes on private streets built to Washoe County standards. There will be recreational amenities, and will be controlled by a Home Owners' Association (HOA). Mr. Probert stated that this project is out of the drainage line.

- A neighbor adjacent to the property commented that she was not pleased with the prospect of the traffic coming and going out of this project right next to her home.
- Board member Lancaster requested to know if there was only one entrance and exit for seventy-five homes. Mr. Probert replied that there is a secondary emergency exit with a gate that would tie into Pearl Drive.
- Mrs. Berg, resident on Gepford Parkway, requested to know why this project is necessary. She expressed concern regarding the noise and traffic as a result of the project.
- Robert Fink requested confirmation that the area where the ditch is located is not included in the developed area. Mr. Probert agreed, and commented that the ditch is not on their property. Mr. Fink requested information regarding the fencing that will be put in. Mr. Probert replied that there is different fencing for different areas, and he and Ms. Monsalve reviewed the Code requirements. Mr. Fink commented that some areas of fencing needed to be reviewed very closely due to the issues with the drainage ditch.
- Board member England requested to know what is going to be done regarding maintenance of the public roads in that area, particularly since they are presently only two lanes and the project will be increasing the traffic volume significantly. Sandra Monsalve stated that she needs to have further discussion with the Traffic Engineers to see if there will be enough of a traffic volume increase to require a Traffic Report. Board member England requested a review of the difference between the issuance of a Special Use Permit and a Building Permit. Ms. Monsalve replied that the Special Use Permit process is to allow development that has potential impact, and conditions can be imposed to mitigate any potential negative impact. The Building Permit can't be issued until these conditions are met in the developer's plans.



- James Petch requested to know if walk paths or sidewalks will be put in place between the project and Scolari's. Ms. Monsalve replied that this would have to be required by Engineering, and she didn't know if this would be a requirement.

- Board member Brunson requested to know who will be doing the maintenance of the property on an ongoing basis since it will be rental property. Gary Probert replied that the common areas and any properties that weren't leased would be maintained by the HOA. The HOA will oversee any leased properties, and properties will need to be maintained in compliance with the regulations that have been adopted by the HOA and recorded with Washoe County.

- Board member Brunson expressed his concern with just one entrance and exit. In his opinion, Fourth Street was big enough to handle it. He suggested that another main entrance be put in place that goes out onto Gepford Parkway. Mr. Probert responded that the project does not have excess to Gepford Parkway as there is private property between the project site and Gepford Parkway.

- Susan Severt requested to know where the drainage from the project will be directed. Mr. Probert replied that any drainage will be retained on site and directed towards the back side of the project's recreational area where a retention pond will be put in place. Ms. Severt commented that there is a lot of water that collects in this area, and it has been her experience that retention ponds are not maintained. She stated that Sun Valley has worked very hard to get away from the mobile home image, and the requirement that a home be on a minimum of one-third acre was put in place to help facilitate this. Also, she has a major concern regarding having only one entrance and exit. Mr. Probert commented that the project is outside of FEMA's One Hundred Year Flood Plane, as is the retention pond.

- Garth Elliott commented that he hopes the project uses construction techniques that help keep it from becoming a target of graffiti.

- A member of the audience stated that she lives on top of the hill, and when it rains or snows, the area under discussion gets flooded. Also, Fourth Street is not constructed to handle a significant increase in traffic volume. She noted that just having the church there and the traffic that it generates creates overcrowding of the street. She pointed out that she will be looking down on the project, and she doesn't want to look down on an eyesore.

- A member of the audience spoke about the drainage problems that he has seen going across his property in the several years he has lived in Sun Valley.

- Board member Brunson requested to know if the developer has funds to totally complete the project as he didn't want to see any more half-finished projects. Gary Probert replied that the project will be built in four phases, and he reviewed them.

- A member of the audience requested to know how the project will attract customers who would rather have their own land, particularly given the current situation that one in five homes in Sun Valley are empty.

- Darrin Price commented that water and sewage facilities are currently in place, but the project will have to bring the water rights. He suggested that the storage area be placed at the back of the project rather than at the front.

- A member of the audience requested to know if people are going to be allowed to bring their own manufactured homes into the project, or will they all be new. Mr. Probert responded that they could bring their own homes into the project, but they will have to be manufactured homes rather than mobile homes and they will need to meet certain criteria.

- Board member Lancaster stated that concerns have been expressed regarding the one entrance and exit that will increase traffic flow on Fourth Street. Also, there are concerns about the Flood Plane and the upkeep of the project. She requested to know the timeframe of the project. Mr. Probert replied that the developer has requested the ability to start the project at a later time, based upon the economy, with a maximum timeframe of six years. Board member England commented that he doesn't want to see a project that would be under construction for years.

- Chairperson Brighton stated that, in his opinion, neither the traffic issues on Fourth Avenue nor the water issues have been properly addressed. He suggested that this project be brought back for further discussion after more research is done. Board member Spain suggested that a community meeting with the engineers, developers and residents who live in the area be scheduled. It was noted that the CAB should take some action at this meeting because the developer will move to the next level with or without this action. It could then be brought back to the CAB for further discussion as suggested. Susan Severt suggested that the CAB take action stating that at this time they do not support the Special Use Permit due to the issues that were brought up at the meeting.

Jim Brunson moved that Special Use Permit Case No. SB11-004 – Valle Vista not be approved as presented. Ralph Spain seconded the motion. The motion carried.

**C. Washoe County Regional Animal Services Update** – Lt. Bobby Smith, Washoe County Regional Animal Services, introduced himself. He reviewed statistics for the past fiscal year: the service responded to 34,769 calls for service, which equates to approximately 2,300 calls per officer; about one-third of the calls received were for stray animals; staffing has been reduced from nineteen to fifteen officers, and it is possible that further reductions will be made. Due to staff reductions, dispatch has been brought in-house. Lt. Smith commented that a new civil penalty process has been instituted whereby people who have not paid the fines that have been issued to them can have their tax returns levied. It was noted that payment from the property owner can also be pursued if no payment is received from a tenant. He reviewed steps that can be taken to address the issue of an animal that is running loose

such as taking a picture or video of the animal and writing a statement that the animal is frequently running loose. Lt. Smith stated that in response to an earlier comment, the issue of roosters making noise can be addressed through the civil penalty complaint process. He pointed out that the department does have video cameras that can be used to record what is happening in your neighborhood. The dispatch number is 322-3647. Lastly, it was noted that in Sun Valley dogs can be under "voice control" as there is no leash law. A leash law would need to be instituted by action of the Washoe County Commissioners.

**E. CERT Presentation** – Kaydie Paschall, CERT Coordinator, introduced herself. She reported that the CERT Program is a volunteer program that allows residents to learn about disaster preparedness. This is a twenty-four hour course that is open to all interested residents. Classes are held four or five times a year, and they are also available for groups and organizations. CERT volunteers are trained to handle an emergency until first responders can get on scene, and they also provide support services during a community disaster. Ms. Paschall noted that brochures and applications are available for anyone who is interested.

**Concerns/Comments**

- Board member England requested to know how he could take the course since he can't make the established meeting schedule of two consecutive weekends. Ms. Paschall replied that if you take the first weekend course, then you could take the second portion with one of the special sessions for organizations or businesses, or take it during the next regularly scheduled course session.

**8. OLD BUSINESS** – There is no Old Business agendized for review.

**9. CHAIR/MEMBER COMMENTS** - No comments were offered.

**Future agenda items include:** (a) Discussion with representative from Washoe County School District; (b) Sun Valley Clock Tower update; (c) Code Enforcement Process; (d) Special Use Permit Case No. SB11-004 – Valle Vista

**7. NEW BUSINESS** – Reopened

**D. Election of Officers** – Jim Brunson nominated Warren Brighton for the office of Chairperson. Pat Lancaster seconded the nomination. The motion carried. Warren Brighton nominated Bruce England for the office of Vice-Chairperson. Ralph Spain seconded the motion. The motion carried. Bruce England nominated Lisa Louengo for the office of Secretary. Pat Lancaster seconded the motion. The motion carried.

**10. ADJOURNMENT** – There being no further business, the meeting adjourned at 11:42 a.m. Ralph Spain moved to adjourn the meeting. James Georges seconded the motion. The motion carried.

# SUN VALLEY CITIZEN ADVISORY BOARD

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**DRAFT:** *Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where changes to these minutes are approved by the CAB.*

The special meeting of the Sun Valley Citizen Advisory Board held November 5, 2011, at the Sun Valley Neighborhood Center, 115 W. 6<sup>th</sup> Avenue, Sun Valley, Nevada.

1. **CALL TO ORDER** – Chairperson Brighton called the meeting to order at 9:02 a.m.
2. **ROLL CALL/DETERMINATION OF QUORUM** – Roll call was heard and a quorum of five members was determined.  
**MEMBERS PRESENT** – Warren Brighton (Chairperson), Patricia Lancaster, Ralph Spain, Bruce England, Lisa Luengo  
**MEMBERS ABSENT** – James Georges, Jim Brunson
3. **PUBLIC COMMENT** – Any person is invited to speak on any item on or off the agenda during this period. Action may not be taken on any matter raised during this public comment period until the matter is specifically listed on a future agenda as an action item. Comment under this item will be limited to three minutes per person.  
**A.** Leo Horishny requested to know why there was no non-motorized access to the Sun Valley area. He suggested Scottsdale to 1<sup>st</sup> Avenue be considered for non-motorized traffic.
4. **APPROVAL OF AGENDA FOR MEETING OF NOVEMBER 5, 2011** – Pat Lancaster moved to approve the November 5, 2011 meeting agenda. Bruce England seconded the motion. The motion carried.
5. **APPROVAL OF MINUTES FOR MEETING HELD ON SEPTEMBER 10, 2011** – Pat Lancaster moved to approve the September 10, 2011 meeting minutes. Ralph Spain seconded the motion. The motion carried.
6. **REPORTS AND UPDATES - The following reports and updates will be limited to five minutes each.** (These items are informational only and no action will be taken by the CAB.)  
**A. Updates/Announcements/Correspondence** – Chairperson Brighton reported the following:
  - Washoe County was looking for volunteers for the Volunteer Income Tax Assistance (VITA) program.
  - He received the Board of Adjustment Action Order regarding the Valle Vista project. He stated all questions regarding this project have been covered.
  - There was a parvo virus alert for the Washoe County area. Dogs under four months should not be off-lease and vaccinations should be current.
  - Flu shots were currently available.
  - The Washoe County Health District's Air Quality Management Division (AQMD) will begin issuing a daily air quality color code with regards to wood burning.
  - A pet cemetery ordinance was being developed for the Washoe County area.

Board member Lancaster reported the Sun Valley Post Office was currently under review. It will take five months to close it. She stated residents had approximately one week to write letters opposing the closure.

## **Concerns/Comments**

- Susan Severt provided flyers with mailing label information of all elected officials. She encouraged residents to write letters opposing the closure.
- B. Washoe County Update** – Commissioner Bonnie Weber or Commissioner Kitty Jung may be present for an update on County issues. Unless a specific topic is listed and scheduled for consideration in connection with any of these reports, the CAB may not deliberate towards a decision or take any action on items raised during these reports until the items are specifically included on a later agenda.
1. “Coffee with Commissioner Weber” is held on the 3<sup>rd</sup> Saturday of each month at 10:00 a.m. at the Sierra Sage Golf Course, 6355 Silver Lake Road in Stead.
  2. Lorrie Adams, County Liaison for Districts 4 and 5, is available to answer your questions and concerns. Please feel free to contact her at [ladams@washoecounty.us](mailto:ladams@washoecounty.us) or at (775) 328-2720. To sign up to receive e-mail updates from the county visit [www.washoecounty.us/cmail](http://www.washoecounty.us/cmail). The written county updates are available online at: [www.washoecounty.us/cab](http://www.washoecounty.us/cab) (follow the link to your CAB).

There was no one in attendance to present a report.

**C. Activity and Incident Reports by Regional/County Department** - These reports are based on need as determined by the departments as well as the availability of presenters. Unless a specific topic is listed and scheduled for consideration in connection with any of these reports, the CAB may not deliberate towards a decision or take any action on items raised during these reports until the items are specifically included on a later agenda.

1. **Reno Fire Safety Update** – There was no one in attendance to present a report. Chairperson Brighton stated he received a press release announcing Chief Mike Greene's resignation effective November 10, 2011, due to health reasons.

**2. Washoe County Sheriff's Office Items** – Sgt. Morgan Jack reported a full-time deputy was assigned to investigate graffiti cases in addition to the clean-up crews.

**Concerns/Comments**

- Vicky Maltman stated she receives the alerts from the Sheriff's Office. She asked about the cause of the recurring activity in the 5600 Sun Valley Boulevard area. Sgt. Jack stated it was not due to a business, but that the area was the natural focal point for juveniles and gang activity.
- Leo Horishny asked how Washoe County interacts with BLM with regards to graffiti activity occurring outside of the county. Sgt. Jack stated it would be useful to provide Washoe County with graffiti activity occurring outside of the County, but the County has a good working relationship with BLM.
- Darrin Price asked how many warnings have been issued with regards to the new cell phone law. Sgt. Jack stated, to-date, approximately 155 written warnings have been issued, but that there has been a significant decrease in cell phone use while driving since the new law.
- Vicky Maltman asked if scooters were street legal. Sgt. Jack replied yes. He stated bicycle rules of the road apply to scooters.
- Robert Fink thanked the Sheriff's Office for patrolling the area.

**D. GID Update** – Darrin Price, SVGID General Manager, reported the following:

- They were preparing the "Wish Tree", which will provide gifts to children in the Sun Valley area during the Christmas holiday.
- A free Veteran's Day Celebration BBQ will be held on Friday, November 11, 2011 at the Sun Valley Community Center from 1:00 p.m. to 3:00 p.m.
- GID residents may be eligible for garbage fee and recreational fee discounts.
- A graffiti presentation was given at the GID Board meeting. Information was provided on the website.
- TMWA was proposing a water rate increase by next summer.
- He thanked Washoe County for reviewing available Community Development Block Grants (CDBG) for the area.
- They would be discussing events for the area with the Reno Big Horns at the Thursday, November 10, 2011 GID meeting.
- The Board of County Commissioners will be reviewing the 2011-12 Snow Removal Plan at their November 8, 2011 meeting. The plan and map information could be reviewed on the Washoe County website.

**Concerns/Comments**

- Chairperson Brighton noted the graffiti presentation will be presented to the SVCAB at the January 2012 meeting. GID and non-GID information can be reviewed at [www.svgid.com](http://www.svgid.com).

**E. Red Hill Update** – Susan Severt reported a two-day workshop was held to develop maps and plans for the Red Hill Regional Park. A formal presentation will be made in the future to obtain public input. She provided a brief summary of the proposed plans that would provide access to non-motorized traffic and would close open caves.

**Concerns/Comments**

- Board member Spain asked how close the US 395 Interchange project would be to the park. Ms. Severt stated it would not affect the park area.
- Leo Horishny asked if another workshop will be held to present the plan or will it be presented to the CAB. Ms. Severt stated it may be presented to the CAB.

**F. Sun Valley Clock Tower Update** – Chairperson Brighton reported the clock is working, so discussion can begin about replacing it with a less maintenance-intensive system. David Hockey, TowerCo, explained all three motors in the clock tower have been replaced, so the request is to leave the clock tower as is until another maintenance issue occurs.

**Concerns/Comments**

- Darrin Price asked who would be providing maintenance to the clock tower. Mr. Hockey reviewed the operational agreement in place with Amalgamated. Mr. Price suggested there should be more commitment from TowerCo regarding maintenance, because of the public effort that was needed to get maintenance for the tower up to this point.

**7. NEW BUSINESS** – (The Staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)

**A.\* Washoe County School District Redistricting Plan Update** – Randy A. Drake, Chief General Counsel for the Washoe County School District, will give a presentation regarding proposed changes to the Washoe County School District Board of Trustee boundaries resulting from the 2010 Census. Mr. Drake will discuss why redistricting is needed and what criteria is used in establishing new district boundaries, present several possible map redistricting proposals, and identify what impacts these new boundaries might have on the community. The School District is seeking input from the CAB members and citizens. (This item is for information only and no action will be taken by the CAB.)

With a slide and map presentation, Randy A. Drake, WCSD General Counsel, reviewed Public Trustee information and the redistricting plan that could affect the Sun Valley area. He explained current statute allows for redistricting

based on population density. He stated feedback information could be provided on their website and given to the Trustees on November 22, 2011 for review and vote.

#### **Concerns/Comments**

- Barbara Clark commented on reviewing this issue as a community.
- Robert Fink asked if the trustee would come from within the district. Mr. Drake stated, by state law, the trustee would have to live within the district they represent, but not within the region.
- Board member Lancaster asked how this would affect the middle and high school. Mr. Drake stated only the elementary schools would be affected.
- Susan Severt stated she had no issue with this plan because all four schools would be represented.

**B. Amendment of Conditions Case No. AC11-007 (Complete Wireless on the Sun Valley Clock Tower for Verizon Wireless)** – To amend condition number 1 of approved Special Use Permit Case No. SW0010-023, to colocate nine (9) additional antennas onto the wireless monopole/clock tower. The proposed facility is located at 105 E. Gepford Parkway, in Sun Valley, just east of Sun Valley Boulevard (APN 085-155-021). The ±1.10-acre parcel is designated Public Semi-Public Facilities (PSP) in the Sun Valley Area Plan. This request is authorized in Article 810, Special Use Permits in the Washoe County Development Code, is in Commission District 5, within Section 19, T20N, R20E, MDM, Washoe County, Nevada. Staff Representative: Sandra Monsalve, AICP, Senior Planner, 775.328.3608, [smonsalve@washoecounty.us](mailto:smonsalve@washoecounty.us). This amendment is tentatively scheduled to be heard by the Planning Commission on December 6, 2011.

Lana Shearer, Verizon Wireless, distributed photographic information for review and explained the request was to increase the height of the Sun Valley Clock Tower to hide the proposed antennas. She clarified the request was to colocate twelve (12) antennas.

#### **Concerns/Comments**

- Board member England suggested painting the clock tower to bring attention back to the clock tower. Darrin Price noted it would have to be approved by the Planning Commission.
- Robert Fink commented that upgrades could be done as long as the clock remains working.
- Sandra Monsalve stated condition upgrades could be submitted to the Design Review Committee for approval.
- Chairperson Brighton stated that, in his opinion, the upgrade to the communication back bone for Sun Valley was more important than the clock tower.
- Susan Severt stated she had great concerns over the operation of the clock. She suggested graffiti found on the proposed fencing be taken care of immediately.

Pat Lancaster moved to approve amendments of Special Use Permit Case No: SW0010-023. Ralph Spain seconded the motion. The motion carried.

At 10:25 a.m., Chairperson Brighton called for a short break. At 10:34 p.m., the meeting reconvened.

### **8. OLD BUSINESS**

**A.\* Discussion regarding citizen concerns relating to proposed locations for the Pyramid Highway/US 395 Connector Project** – Bob Larkin, Washoe County Commissioner and Washoe County Regional Transportation Commissioner, will provide an update on the Pyramid Highway/US 395 Connection Project and address citizen concerns regarding the proposed southern routes versus possible northern routes. The proposed Pyramid Highway/US 395 Connector Project is part of a federal study for an east-west connector which must comply with the National Environmental Policy Act (NEPA) that requires consideration of all reasonable alternatives. The Regional Transportation Commission Board is currently only looking into various possible routes for the connector and no decisions regarding the final route have been made at this time. (This item is informational only and no action will be taken by the CAB.)

Washoe County Commissioner, Bob Larkin stated this project was comprised of four separate, but inter-related projects. With presentation maps, he reviewed the locations of the four projects. He stated it was a \$600 million project and that District 4 has seen an increase in growth and congestion problems.

#### **Concerns/Comments**

- Darrin Price commented on air quality and speeding concerns. He suggested some of the economic savings from the project be invested back into the Sun Valley community for such things as sidewalks. Commissioner Larkin encouraged residents to submit to him specific projects. Mr. Price stated bike plans have been submitted.
- Leo Horishny expressed his concern with the overpass and additional traffic in the area when there is no access for non-motorized traffic.
- Vicky Maltman stated, in her opinion, this project is not good for the Sun Valley community and that this project should not be forced onto the Sun Valley residents. Commissioner Larkin commented on the need for economic growth for the region.
- Robert Fink suggested roads be better planned for areas.
- Susan Severt stated that, in her opinion, the big issue is that this project was kept secret from Sun Valley residents; therefore, trust has been broken.

- Board member Lancaster stated she does not understand why the northern approach has been setback and not completed first. She expressed her opposition to the overpass. Board member Lancaster asked why the northern portion will not be completed first. Commissioner Larkin explained the State of Nevada wanted the emphasis to be on the portion that would be the state highway.
- Board member Spain stated he is one of the residents that will be affected by this project and that RTC was not notifying residents affected by this project or answering questions. He commented that this project would not help, but hinder traffic congestion already in the area.
- Board member England questioned if this project is still needed because the RTC was going off of data from 2000 and that RTC went on record saying that if the project did not work, they would just “put it back”.
- Discussion followed regarding the lack of communication from RTC to Sun Valley residents and for the RTC to provide written answers to some of the most commonly asked questions by residents regarding this project.
- Darrin Price clarified the GID never voted on this project, but were directed to inform RTC staff of resident concerns.
- Commissioner Larkin suggested Chairperson Brighton be authorized to present a written list of questions and concerns at the next RTC Commission meeting on Friday, November 18, 2011 at 9:00 a.m. during public comment.

**9. CHAIR/MEMBER COMMENTS** - This item is limited to announcements by CAB members of topics/issues posed for future workshops/agendas.

There was no information presented.

**10. PUBLIC COMMENT** – Any person is invited to speak on any item on or off the agenda during this period. Action may not be taken on any matter raised during this public comment period until the matter is specifically listed on a future agenda as an action item. Comment under this item will be limited to three minutes per person.

**A.** Vicky Maltman informed the CAB that the cell phone store is open.

**B.** Susan Severt stated no special use permit was needed for the cell phone store and that students were being re-zoned. Construction was being completed on Sun Valley Elementary. She encouraged residents to petition the closure of the post office and noted that, if the post office closes, the building will go back to the Washoe County Parks and Recreation Department.

**C.** Nick Taylor asked if Spanish Spring students would have to find another way besides the bus to get to school. Ms. Severt explained the goal is to have current students complete their schooling at their current school and not be re-zoned.

**D.** Darrin Price stated volunteers were needed for the Sun Valley Landowners Association.

**11. ADJOURNMENT** – There being no further business, the meeting adjourned at 11:44 a.m. Bruce England moved to adjourn the meeting. Ralph Spain seconded the motion. The motion carried.





# Sun Valley Citizen Advisory Board

## Meeting Agenda

October 3, 2016, 6:00 P.M.

115 West 6th Street, Sun Valley, NV 89433

**Accessibility.** Accessibility. The meeting location is accessible to the disabled. If you require special arrangements for the meeting, call the Office of the County Manager, (775) 328-2000, two working days prior to the meeting.

**Following the agenda.** All number or lettered items on this agenda are hereby designated for possible action as if the words for possible action were written next to each, except for items marked with an asterisk (\*). Items on this agenda may be taken out of order, combined with other items, discussed or voted on as a block, removed from the agenda, moved to another agenda of another later meeting as discretion by the Chairman.

**Public comment and time limits.** Public comments are welcomed during the Public Comment period for all matters, whether listed on the agenda or not, and are limited to three minutes per person or as designated by the Citizen Advisory Board Chair at the beginning of the meeting. Additionally, public comment will be heard during individually numbered items on the agenda. Persons are invited to submit comments in writing on the agenda items and/or attend and make comment on that item at the Citizen Advisory Board meeting. Persons may not allocate unused time to other speakers.

**Forum restrictions and orderly conduct of business.** The Citizen Advisory Board is an advisory body providing community comments and recommendations to Washoe County governing boards. The presiding officer may order the removal of any person whose statement or other conduct disrupts the orderly, efficient or safe conduct of the meeting. Warning against disruptive conduct may or may not be given prior to removal. The viewpoint of a speaker will not be restricted, but reasonable restrictions may be imposed upon the time, place and manner of speech. Irrelevant and unduly repetitious statements and personal attacks which antagonize or incite others are examples of speech that may be reasonably limited.

**Responses to public comments.** Responses to public comments. The Citizen Advisory Board can deliberate or take action only if a matter has been listed on an agenda properly posted prior to the meeting. During the public comment period, speakers may address matters listed or not listed on the published agenda. The Open Meeting Law does not expressly prohibit responses to public comments by the Commission. However, responses from Citizen Advisory Board members to unlisted public comment topics could become deliberation on a matter without notice to the public. On the advice of legal counsel and to ensure the public has notice of all matters the Citizen Advisory Board will consider, Citizen Advisory Board members may choose not to respond to public comments, except to correct factual inaccuracies, ask for County staff clarification, or ask that a matter be addressed on a future meeting or district forum. CAB members may do this either during the public comment item or during the following item: "CHAIRMAN/BOARD MEMBER ITEMS/NEXT AGENDA ITEMS"

**Posting locations.** Pursuant to NRS 241.020, this notice has been posted at the Washoe County Administration Building (1001 E. Ninth Street, Bldg. A); Washoe County Courthouse (75 Court Street), Downtown Reno Library (301 S. Center St.), Sparks Justice Court (1675 East Prater Way), 115 West 6th Street, Sun Valley, NV 89433, [notice.nv.gov](http://notice.nv.gov) and online at [www.washoecounty.us/cab](http://www.washoecounty.us/cab).

**Support documentation.** Support documentation for the items on the agenda, provided to the CAB is available to members of the public at the County Manager's Office (1001 E. 9th Street, Bldg. A, 2nd Floor, Reno, Nevada), Jennifer Oliver or Sarah Tone, Management Analysts in Constituent Services Program (775)328-2000.



# AGENDA

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

**2. \*PLEDGE OF ALLEGIANCE**

**3. \*PUBLIC COMMENT** – Limited to no more than three (3) minutes. Anyone may speak pertaining to any matter either on or off the agenda. Additionally, during action items [those not marked by an asterisk (\*)], public comment will be heard on that particular item before action is taken. The public is requested to submit a “Request to Speak” form to the Board Chairman. Comments are to be addressed to the Board as a whole.

**4. APPROVAL OF AGENDA FOR THE REGULAR MEETING OF OCTOBER 3, 2016**

**5. APPROVAL OF THE MINUTES FOR THE MEETING OF JUNE 6, 2016**

**6. ELECTION OF OFFICERS** – Elections by the CAB members will be held to elect the Chair and Vice-Chair to serve for the 2016/2017 term of office which will be effective from the time of election through June 30, 2017 or until a successor is elected. Officers will assume their role immediately after the election.

**7. \*UPDATES/ANNOUNCEMENTS AND CORRESPONDENCE** – This item is limited to updates and announcements from CAB members, or review of correspondence received by the CAB.

**8. \*PUBLIC OFFICIAL REPORTS**

**A. \*Washoe County Commissioner Update** – Washoe County Commissioner Jeanne Herman will provide updated information on discussions and actions by the Board of County Commissioners (BCC). Following her presentation, Commissioner Herman will be available to address questions and concerns from the CAB and audience. Commissioner Herman can be reached at (775) 501-0002 or via email at [jherman@washoecounty.us](mailto:jherman@washoecounty.us) (This item is for information only and no action will be taken by the CAB).

**B. \*District Attorney’s Office Update** – District Attorney, Christopher Hicks, will provide a general update regarding the community services provided by the District Attorney’s office, including: Civil division, Criminal Division, Family Support division, Investigation, Fraud, and Victim Advocacy. Mr. Hicks can be reached at 775-328-3200 or via email at [districtattorney@da.washoecounty.us](mailto:districtattorney@da.washoecounty.us).

**9. \*COMMUNITY ORGANIZATION REPORTS**

**A. \*Regional Transportation Commission (RTC) Update** – A RTC representative will provide information related to the Sun Valley area. After the update, the representative will gather community and CAB member input as it relates to traffic operations analysis and improvements, safety improvements, pedestrian and bicycle connectivity and transit service needs in the Sun Valleys area. For more information please visit [www.rtcwashoe.com](http://www.rtcwashoe.com). *(This item is for information only and no action will be taken by the CAB.)*

**B. \*Sun Valley General Improvement District Update (SVGID)** – A representative from SVGID, General Manager Darrin Price, will provide an update on Sun Valley General Improvement District activities. For additional information please visit [www.svgid.com](http://www.svgid.com) *(This item is for information only and no action will be taken by the CAB.)*

**10. DEVELOPMENT PROJECTS** – The project description is provided below with links to the application or you may visit the Planning and Development Division website and select the Application Submittals page:

[http://www.washoecounty.us/comdev/da/da\\_index.htm](http://www.washoecounty.us/comdev/da/da_index.htm).

**A. Case Number: SB16-009** - CSA Pre-K – CSA is a non-profit providing early education services to children 0-5. They are requesting to put in a preschool to service 20 children in the Mary Hansen Building located within Sun Valley Park in Sun Valley. Hours of operation would be Monday through Friday 8:00 a.m. – 1:00 p.m.

**Owner:** Sun Valley General Improvement District, 5000 Sun Valley Blvd., 775-673-2220. [dprice@svgid.com](mailto:dprice@svgid.com).

**Applicant:** Kristen Demara (CSA), 1100 E 8<sup>th</sup> St., Reno, NV 895112, [kdemara@csareno.org](mailto:kdemara@csareno.org).

**APN:**

**Staff:** Roger Pelham, [rpelham@washoecounty.us](mailto:rpelham@washoecounty.us).

**Reviewing Body:** This case will be tentatively heard by the board of Adjustments on October 6, 2016.

**11. \*COUNTY UPDATE** – Jennifer Oliver, Management Analyst with Office of the County Manager will provide an update on County services. Ms. Oliver is available to answer questions and concerns. Please feel free to contact her at [joliver@washoecounty.us](mailto:joliver@washoecounty.us) or (775) 328- 2720. To sign up to receive email updates from the County visit [www.washoecounty.us/cmail](http://www.washoecounty.us/cmail). *(This item is for information only and no action will be taken by the CAB).*

**12. \*CHAIRMAN/BOARD MEMBER ITEMS** - This item is limited to announcements by CAB members and topics/issues posed for future workshops/agendas.

**13. \*PUBLIC COMMENT** – Limited to no more than three (3) minutes. Anyone may speak pertaining to any matter either on or off the agenda. The public are requested to submit a “Request to Speak” form to the Board chairman. Comments are to be addressed to the Board as a whole.

**ADJOURNMENT**



## Sun Valley Citizen Advisory Board

**DRAFT:** Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where changes to these minutes are approved by the CAB. Minutes of the regular meeting of the Sun Valley Citizen Advisory Board held October 3 at 6:00 P.M. at the Sun Valley Neighborhood Center 115 West 6<sup>th</sup> Street, Sun Valley, NV 89433.

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

**Members Present:** Vicky Maltman, Margaret Reinhardt, Carmen Ortiz, Michael Ryder, Carol Burns

### 2. \*PLEDGE OF ALLEGIANCE

### 3. \*PUBLIC COMMENT –

Gail Perry spoke about code violations. She said Ray's Tire Shop has stacks of tires and that she is concerned with the hundreds of tires. That area is turning into a pick and pull. That needs to be addressed.

Allayne Everett said she represents the noise abatement panel. She said they did generate suggestions to residents for best practices to mitigate the noise. If you have any questions regarding noise issues, please contact Richard Miller, 775-328-6967 with any questions. NV Energy, Rehab advisors, and other partners have provided information.

Garth Elliott said he reported the tire issue to Kitty Jung. He said he doesn't feel she doesn't support Sun Valley. There are also houses with cars parked in front of it. He said he is the liaison between Washoe County and Seniors, especially with regards to nutrition services and programs. They have a meeting this Wednesday. He said Sun Valley had a CAB a while back and now that it is back, lets support it. He said we use to have 40-50 people each meeting. Let's get that back.

### 4. APPROVAL OF AGENDA FOR THE REGULAR MEETING OF JUNE 6, 2016

Carmen Moving item number 8A to the end of the agenda as item 11. Margaret Reinhardt moved to approve the agenda with changes. Vicky Maltman seconded the motion to approve the agenda with changes. The motion passed unanimously.

### 5. APPROVAL OF THE MINUTES FOR THE MEETING OF OCTOBER 3, 2016

Margaret Reinhardt move to approve the Minutes for the meeting of October 3, 2016. Vicky Maltman seconded the motion. Michael Abstained. The motion passed.

**6. ELECTION OF OFFICERS –** Elections by the CAB members will be held to elect the Chair and Vice-Chair to serve for the 2016/2017 term of office which will be effective from the time of election through June 30, 2017 or until a successor is elected. Officers will assume their role immediately after the election.

**MOTION:** Margaret Reinhardt nominated Carmen Ortiz for Chair person. Michael Ryder seconded the nomination for Carmen for Chair. Carol and Vicky opposed. Motion passed 3 to 2 in favor of Carmen for Chair.

**MOTION:** Carol Burns nominated Vicky Maltman for Vice Chair. Vicky Maltman seconded the nomination for Vicky to be Vice Chair. Margaret, Michael and Carmen opposed. The nomination was denied; vote was 2 to 3 in favor of Vicky as Vice Chair.

**MOTION:** Michael Ryder nominated Margaret Reinhardt for Vice Chair. Carmen seconded the nomination. Carol and Vicky opposed. The motion passed 3 to 2 in favor of Margaret as Vice Chair.

**7. \*UPDATES/ANNOUNCEMENTS AND CORRESPONDENCE –** There were no updates or correspondence.

### 8. \*PUBLIC OFFICIAL REPORTS

**A. \*Washoe County Commissioner Update – (moved to item 11)** Commissioner Jung can be reached at (775) 219-5472.

Commissioner Herman was in attendance and said the Sun Valley CAB meetings are coming along well. She encourages everyone to attend the trash franchise agreement meeting. She said if you don't like what is in it, please let the commissioners know. They have worked hard to negotiate it. Single stream is a tough one – 95% of the people don't want the single stream and only a very few she spoke about want it. Single Stream is a container for all recycling – with only certain type of plastic and paper. You will have a container for trash. Michael Ryder said they are concerned about the cost. There are people with lower income and fixed incomes. Commissioner Herman said the commissioner meetings are on the 2<sup>nd</sup> or 4<sup>th</sup> Tuesday. She said she wants it to stay the same service. She encourages everyone to attend to let the Commission know their opinions.

Sarah Tone said October 11 will be a hearing for cargo containers. Vicky wanted to know about the billboards. The GID is looking to move forward in the review process. It hasn't gone to any reviewing body. Mr. Elliott said we have been shot down. Sarah said they

haven't been in front of any decision making body. Susan S. said we could make a board further down by 7<sup>th</sup> Avenue in case we are shot down by the Board of Adjustments. A community member said the writing on the board is too small.

**B. \*District Attorney's Office Update** – District Attorney, Christopher Hicks, will provide a general update regarding the community services provided by the District Attorney's office, including: Civil division, Criminal Division, Family Support division, Investigation, Fraud, and Victim Advocacy. Mr. Hicks can be reached at 775-328-3200 or via email at [districtattorney@da.washoecounty.us](mailto:districtattorney@da.washoecounty.us).

Chris Hicks introduced himself. He is the DA for Washoe County and was elected in January 2015.

He gave an overview of what DA office does:

- Public outreach – it's important people understand everything the DA office does.
- He said he has been a prosecutor for 15 years after school and has been involved in criminal justice program. They have had success in DA office.
- The DA's office has 180 employees; 64 attorneys – largest law firm in Nevada
- Achieve justice and welfare of community
- Criminal Division- is the 'second leg of the race'; sheriffs begin the race with the arrest. The DA office finishes the race with justice. Felony cases, serious crimes, unincorporated misdemeanor.
- Victim witness assistance center – very important center; issues house sepias, grand jury presentations.
- Fraud check unit works with local business. \$9Million dollars in restitution for the community.
- Child advocacy center – dedicated to investigating crimes against children. Because of the child advocacy group, they are able to hold offenders accountable and help children heal from those crimes. Not only are the children being able to heal quicker, but we are doing better in court. 2015 91% conviction rate.
- Priorities: victim services; domestic violence cases; victim advocates; therapy dogs; public safety; improving outcome with public safety; veterans' courts; drug courts – specialty courts to have successful outcomes. Two attorneys work with judge in specialty courts. Aggressive stance against crimes against children, habitual criminals. He said he hopes to get an elder abuse division. Public outreach is important for the community to know about the DA office. He said he wants everyone about the services. Michelle Bays is supervising investigators, PIO. Increase in media releases. Increase in efficiencies. He said they are trying to be lean with best bang with their buck.

Michael Ryder thanked Chris Hicks and his office. Mr. Elliott thanked them too. They are busy entities.

## **9. COMMUNITY ORGANIZATION REPORTS**

**A. \*REGIONAL TRANSPORTATION COMMISSION (RTC) UPDATE** –A RTC representative will provide information related to the Sun Valley area. After the update, the representative will gather community and CAB member input as it relates to traffic operations analysis and improvements, safety improvements, pedestrian and bicycle connectivity and transit service needs in the Sun Valleys area. For more information, please visit [www.rtcwashoe.com](http://www.rtcwashoe.com). *(This item is for information only and no action will be taken by the CAB.)*

An RTC representative gave an overview of the Pyramid Hwy, US 395 projects

The work being done on Pyramid Hwy/US 395 will provide relief to McCarren; it's approximately 12 miles; federally funded \$700 million project; an Environmental Impact Statement has been conducted. It still needs approval. 2035 is the projection date with a 6-lane facility near Parr/Dandini interchange, to go over Sun Valley Blvd. and connect back to Sparks Blvd. It is the preferred alternative over a 20-year period of studying the area. He said they want to widen Pyramid, and create a connector (timeline of 2022 – 2026) depends on needs, priorities and funding.

Next steps: Final Environmental Impact Statement and provide alternatives to be published next summer; get public input, and begin design within that timeframe.

Discussion:

Michael asked about the resident impacts; how many homes would have to be taken via eminent domain. The RTC representative said it had been reduced from 100 homes down to 50-70 properties that will be affected during design. He said they took the narrowest corridor to reduce the impact. Michael said the traffic is bad from North Valley. The RTC representative said they are already doing studies to address those issues. He said once improvements are in place, congestion will be improved down by McCarren. He said this is a priority.

Vicky Maltman asked about the people on Rapine and those who live in the apartments and gas station. He said yes, some would be impacted and some would remain, as well as the other side of Sun Valley. He said it's an undevelopable corridor behind those apartments, that's why they chose that location.

Carmen Ortiz said since the Pyramid and McCarren projects begun, she said she has noticed increase of traffic 200%. She said she hopes they keep that in mind. It's a huge impact to the community. The RTC representative said both projects and priorities are important. He said there will be some relief of that congestion. She said people are cutting around into and speed through Sun Valley. Once the intersection is complete, hopefully that won't be an issue anymore.

Mike Moreno from RTC said he gives stakeholder updates weekly and he will include a notice stating 'if you are using alternative routes, please respect the limits and corridors.' Michael Ryder said we are having the highest fatalities; our community is at risk. Please alleviate those risks.

Vicky Maltman said she was a stakeholder for the Sun Valley Blvd. improvements. She asked when will we be able to look at those set of improvements. He said the Sun Valley corridor projects will begin with pedestrian improvements between 2<sup>nd</sup> – 4<sup>th</sup> Street. He said they expect to make those improvements next year. He said he couldn't address it specifically because it's an NDOT project. He said there will be public outreach. Vicky said there was discussion regarding bus stops on Clear Acre and another one by the phase two project. He said she would like to see information regarding what was proposed. He said he knows the County is looking at projects between the 2<sup>nd</sup> and 5<sup>th</sup> Street intersections. Transit is here to answer those other questions.

Michael Moreno from the RTC said the short range transit plan is 5-year business plan. Public outreach, review current services, fares, and comparisons with other cities and peers to get an idea if we are staying within the norm. He said we will produce possible service changes and CIP projects short and long term. For the considerations, they will be keeping services status quo. Revenue neutral; adjust hours on routes for non-production buses; move the buses to meet needs to vets going to the VA hospital. He said they will address more bus hours in the middle of the day to address senior needs. He said they determine they can increase service 1.9%, 1 million dollars. It's up to the RTC board. Possibilities include: Provide more coverage, and increase frequency/service during the day. They can choose one of those options. Many more ideas with services to Redfield campus and Del Webb. He said fixed route public service (ride) paratransit service for those who are disabled is an option as well as setting aside money for that service. They are surveying around the routes. He said it makes sense to allow local service to provide those services. The board is having a workshop on November 18. They will be discussing transit 101 for the new board members. Any service changes that we may be planning will be brought before the board in January with implementation in Fall of 2017.

He said the project you are seeing on Sun Valley is for bus stops. They have been funded as a result of the Sun Valley study. He said they try not to locate Bus stops locations mid-block. As that encourages J-walking.

Vicky Maltman said if they decide to take bus service out of the area that you now service, you also have to provide the access portion to that area. He said we are providing the service on route 5. He said paratransit is on-demand. She asked about the 'access to health care.' He said that is provided by social services. They are overbooked two months out. It's provided for free. It's a cost for the paratransit access service. Vicky asked about the access to outside the area. He said they service outside the 3-mile buffer.

Susan Seever asked about the access point from Sun Valley Blvd. Doug, RTC Maloy representative, said that was an alternative. She said there won't be access from Sun Valley Blvd. She asked how far will you have to go up Bandini in order to access. Doug said we didn't want to put ramps in at Sun Valley Blvd. The interchange is just to the west. You can make that connection on 1<sup>st</sup> or 2<sup>nd</sup>. Susan said that will impact the school.

Darrin Price asked about Washoe County's involvement in the conservation land act – they identify large parcels. He said that's right in that area being discussed. It shouldn't impact the school. There is a lot of morning traffic. He said Sun Valley Blvd can't take more traffic. Doug said BLM is a participating agency. Washoe County is getting that land. There is a large parcel where it's proposed and wanted to use for other things.

Mr. Elliott said he spoke to business owners on Sun Valley Blvd. and they are concerned about the impact to their businesses. More accessibility to other businesses.

Carmen Ortiz asked when the meetings will be. The representative said July/August. He encouraged people to visit the website: [www.pyramidandUS395connection.com](http://www.pyramidandUS395connection.com). Gail Perry asked for the streets impacts. Mike (RTC) mentioned project specific websites. Short range RTC transit plan is also available on their website or facebook, washoeRTC e-news subscriptions.

**B.\*Sun Valley General Improvement District (SVGID)** – A representative from SVGID, General Manager Darrin Price, will provide an update on Sun Valley General Improvement District activities. For additional information please visit [www.svgid.com](http://www.svgid.com) *(This item is for information only and no action will be taken by the CAB.)*

Darin Price, General Manager for Sun Valley General Improvement District, gave an updated:

- October 22 –early voting. Vote anywhere.  
Annual Veterans appreciation – Saturday November 12, in this room.
- GID: Tariff changes – the fee for being disconnected for non-payment increased from \$20 to \$60. He said we will always work with you on outstanding payments.
- If you have questions about water or sewer services, please don't hesitate to call.
- Carol asked about the donation - \$1000 for a free swimming day. Special commercial business to assist with swimming cost. It costs \$1500 a day to operate the pool.
- Michael asked about the garbage; Washoe County is negotiating with services. They are working on legal issues. Kevin Schiller will give a presentation at the GID.
- The GID Board meets twice a month.
- Darin said we hosted electronic recycling day which was successful. He said the GID will have one again in the spring. He said they are negotiating on a television recycling day for free or small donation.
- He encouraged everyone to go to [SVGID.com](http://www.svgid.com) calendar of events and Facebook page to get updates. He said he would be happy to mail information. The quarterly newsletter is mailed.
- Gail Perry asked about avenue for hazardous waste – Darin said that would be the county via waste management. He said those numbers are available on the GID website or if you call the office.
- Vicky Maltman asked about the two free dump days in two weeks. Darin said that was for Washoe County residents. He said we are trying to get extra services for Sun Valley so it doesn't impact the rates. Washoe County has the franchise agreement. You will still be charged for the additional tote for single stream recycling.

**10. DEVELOPMENT PROJECTS** – The project description is provided below with links to the application or you may visit the Planning and Development Division website and select the Application Submittals page:

[http://www.washoecounty.us/comdev/da/da\\_index.htm](http://www.washoecounty.us/comdev/da/da_index.htm).

A. **Case Number: SB16-009** - CSA Pre-K – CSA is a non-profit providing early education services to children 0-5. They are requesting to put in a preschool to service 20 children in the Mary Hasen Building located within Sun Valley Park in Sun Valley. Hours of operation would be Monday through Friday 8:00 a.m. – 1:00 p.m.

**Owner:** Sun Valley General Improvement District, 5000 Sun Valley Blvd., 775-673-2220. [dprice@svgid.com](mailto:dprice@svgid.com).

**Applicant:** Kristen Demara (CSA), 1100 E 8<sup>th</sup> St., Reno, NV 895112, [kdemara@csareno.org](mailto:kdemara@csareno.org).

**APN:**

**Staff:** Roger Pelham, [rpelham@washoecounty.us](mailto:rpelham@washoecounty.us).

**Reviewing Body:** This case will be tentatively heard by the board of Adjustments on October 6, 2016.

Roger Pelham, Senior Planner with Washoe County Planning and Development was in attendance to answer any policy or procedure with regards to the project.

Vicky Maltman said with all the businesses that move in and out in the area, she didn't understand why this has to go before planning. Roger said this one needed an administrative permit, which is a similar process. He said it depends on the zoning of the particular use. This will go before the board on Thursday. He said he is recommending approval in his staff report. He can include the CAB's comments; concerns will be presented during the Board of Adjustment meeting. Vicky said she didn't appreciate that it didn't come before the board sooner. Roger said it depends on a cycle – Board of Adjustments meets every other month. If it doesn't meet the timing of the meeting, the CAB board members get a worksheet with information.

Michael said he is in support of this project. He said it use to be the teen center. He said it prevents vandalism. We need to utilize the building. Carmen said she is also in support of the project here. Margaret said it's a great location.

Kristen Demara said we use to have a Headstart facility located in Sun Valley. She said we are excited to come back. She said they love the space and 20 four-year-olds are being prepared for kindergarten. She said they provide food, clinics, etc. she said they are ready to go.

Vicky said she is confused; she said she thought this was an individual requesting this for kids 0-5 years old. She said there wasn't enough information. Kristen said we are an agency that provides Headstart and other programs for children.

Michael said he thinks it's a great idea.

Darrin Price said we are strongly behind this project. The SVGID own the building. He said they were disappointed when they lost the funding before. He said please support the project. It's for the children in this community. It will fill the building with programs and activities.

Susan said she is in support of this program. She thinks this will be great for the community. She said we need pre-k in this community. She said she hates to think that some other developments will come up and won't be heard before this board.

MOTION: Michael moved to approve Case Number: SB16-009. Margaret second the motion to approve Case number SB16-009. The motion passed unanimously.

**11. \*COUNTY UPDATE** – Jennifer Oliver, Office of the County Manager will provide an update on County services. Ms. Oliver is available to answer questions and concerns. Please feel free to contact her at [joliver@washoecounty.us](mailto:joliver@washoecounty.us) or (775) 328- 2721. To sign up to receive email updates from the County visit [www.washoecounty.us/cmail](http://www.washoecounty.us/cmail). *(This item is for information only and no action will be taken by the CAB).*

Jennifer Oliver introduced herself and provided an update:

- Gabrielle with the Community Grant Block Program (CBG) will host a public meeting on October 19 at the Washoe County offices, Caucus room. It's a federal grant project passed to Washoe County to administer for community facilities, economic development. Pedestrian enhancements in this grant cycle. She wants feedback for next year.
- Sarah Tone said she has worked with Kevin Schiller on Trash franchise agreement; they will be bringing that draft forward in October. Kevin worked with this community to get input which has been included in the trash franchise agreement. Single stream recycling is included. Vicky asked about the WM representative who spoke about possible dump days with driver license. Sarah said so far that is included in the draft.
- Susan asked about the funding for the next cycle of the community grant block grants. She said they have changed the CBG. They couldn't give the money away last time. They had left over money. There is economic piece of that, and Sun Valley was shot down. She said we couldn't show we were a large economic development. Jennifer said that is the emphasis now. She will follow up on that.

**12. \*CHAIRMAN/BOARD MEMBER ITEMS** - This item is limited to announcements by CAB members and topics/issues posed for future workshops/agendas.

- Carmen requested single stream recycling updates
  - Vicky requested the results from the last district forum and Al Rogers said he would provide them, and we haven't seen them.
- Michael thanked every board member for making this CAB successful.

**13. \*PUBLIC COMMENT** –

Bonnie Weber, former County Commissioner, said she is running for Nevada State Assembly in District 27. She thanked the board for serving. She apologized for the franchise agreement single stream. She encouraged everyone to speak out against it if they don't want it because it's costly. She encourages people to vote for her. She said she has worked well with this community in the past.

Mr. Elliott spoke about the RTC and bus route. He said he was on the advisory board in the past. 5 years ago, they destroyed route 5. It was the best route in all the County. It was serving many people up on the hill who were seniors. He said he gives them rides now. He said, as a CAB, you need to keep their feet to the fire. Get our route 5 back before the expand in other areas.

Carmen Ortiz said if you can't attend the Board of County Commissioners' meeting, please write a letter.

**ADJOURNMENT – the meeting adjourned at 7:43 p.m.**

Number of CAB members present: 5

Number of Public Present: 12

Presence of Elected Officials: 1

Number of staff present: 2