

**WASHOE COUNTY BOARD OF COMMISSIONERS
AND
STOREY COUNTY COMMISSIONERS**

JOINT MEETING/WORKSHOP SESSION

TUESDAY

4:00 P.M.

AUGUST 14, 2001

PRESENT:

WASHOE COUNTY

Jim Shaw, Chairman
Pete Sferrazza, Vice-Chairman
Joanne Bond, Commissioner
Jim Galloway, Commissioner
Ted Short, Commissioner

Katy Singlaub, County Manager
Madelyn Shipman, Legal Counsel
Amy Harvey, County Clerk

STOREY COUNTY

Greg Hess, Chairman
Robert Kershaw, Vice-Chairman
Charles Haynes, Councilmember

Janet Hess, District Attorney
Lorraine DuFresne, Deputy County Clerk

The Washoe County Commission and the Storey County Commission met in joint session in the Commission Chambers of the Washoe County Administrative Complex, 1001 E. Ninth Street, Reno, Nevada. The Boards discussed the following:

**UPDATE – FLOOD CONTROL PROJECT, TAHOE RENO
INDUSTRIAL PARK, TAHOE-PYRAMID LINK AND OTHER
JOINT PLANNING ISSUES**

Paul Urban, Flood Control Manager, updated the Boards on the Flood Control Project using a power point presentation. Mr. Urban said attendance at meetings was at its highest during Phase I when they were coming up with the community concept, but most of the meetings now deal with specific downtown issues. They are hoping to announce some of the modeling results in late September or early October.

Commissioner Galloway asked if detention basins downstream were being considered. Mr. Urban said they were considering narrowing areas so that low-flows would go through unimpeded and high-flows would back up.

In response to Chairman Hess's inquiry, Mr. Urban stated that one of the first steps they took in developing the flood model was to run the 1997 flood through it, they adjusted the parameters in the model to match the 1997 flood so that when other scenarios were run through, it would be as accurate as possible.

Commissioner Haynes said he was very active in the 1997 flood process, and that historically the flooding problems of the greatest concern to Storey County residents have been when the Truckee River rises in conjunction with the Long Valley Creek discharging a larger amount of water than usual, which then causes the Truckee River to rise and backup whereby flooding Rainbow Bend and the lower areas. Mr. Urban said every year is different and all things need to be considered when developing the flood plan.

Commissioner Short inquired if the Storey County Commissioners were being copied with the monthly flood control updates. Mr. Urban said they have not been previously, but if the Commissioners would like to receive that information, he will be happy to mail them copies. Mr. Urban stated that during the flood control process, they would probably need to hold some meetings specifically targeted for the Storey County area.

Chairman Hess thanked the Board for inviting the Storey County Board to meet with them. He advised that Storey County has an Industrial Park ("Park") being developed at the north end of the County. He named a few of the companies already in place there. The Park will be approximately 106,000 acres when completed and will hopefully become one of the largest industrial parks in the nation. They are aware the Park will impact the areas around it, such as Washoe County and Lyon County, and are doing their best to mitigate those impacts. The infrastructure that has already gone into the Park is something that Storey County could not have built by itself. The water and sewer treatment plant could eventually be used by Washoe County if they decide to allow development in that area. He advised that Storey County is trying to get the Patrick Exchange developed, which would go from Patrick to Highway 50 by Silver Springs, and would reduce driving time for people driving to and from the Park.

Vince Griffith, Reno Engineering Corporation, said the current sewer treatment plant is rated currently at 350,000 gallons per day, however all the right-of-way easements and the site where it is located is master planned for 4.3 million gallons per day. The current reservoir where the water is recycled, is sized for full capacity so once it reaches full capacity, they will not have to build any additions.

Commissioner Short asked if residential was planned for at the Park. Chairman Hess said currently there are no plans for residential in that area, as Lyon County has 17,000 acres that is buildable and usable for residential. He has met several times with the Lyon County Commissioners, and they are agreeable to residential being built there and the new freeway would also go through there.

Chairman Hess said they may have a shot at obtaining the land at Mustang, which is already zoned for 400 homes.

Commissioner Galloway asked how many people would be commuting from Lyon County and Washoe County to work at the Park. Chairman Hess said those numbers are available in their service plan, but does not know the number off-hand.

Commissioner Haynes said traditionally Storey County has been a donor county, meaning there are a number of people who live in Virginia City Highlands and elsewhere in the County who do, in fact work and commute to Reno, Sparks and Washoe County. Storey County has been impacted greatly by that. When the master plan was conducted for the Park, they took into consideration a careful balance of Storey, Lyon and Washoe Counties, and to a certain extent Churchill County, and found that there is an even balance of revenues. Storey County will receive the bulk of the revenues provided by the Park, and Lyon, Washoe and Churchill Counties will receive the bulk of the revenues from the residential property taxes and subordinate taxes, due to retail sales, etc.

Commissioner Sferrazza asked if there was any further discussion about building a road through Storey County that would connect the North to the South. Commissioner Haynes stated no, that has not been discussed any further. Chairman Hess said the feasibility of that ever being studied by NDOT is 20 to 40 years down the road. He said they have gone before the legislature trying to obtain money for studies, which he believes have since been appropriated, but will probably take 5 to 8 years to get through.

Commissioner Haynes said the Park and the many changes that will occur because of it, should be considered regional issues. The State should be involved in this as well and participate in helping to mitigate some of the issues that are too large for any of the Counties to individually resolve.

Commissioner Short said there is a real transportation issue for Washoe and Storey County down the Truckee River Canyon, the Lockwood Landfill, as well as the trucks tearing up the roads.

Commissioner Bond asked if there were any estimates of truck and train traffic at full buildout. She advised that she and the County Manager, Katy Singlaub, went out to the Lockwood Landfill on a field trip and discovered that there are major expansion plans to the landfill area. She said there is already a high average of trucks going in and out of the facility. Commissioner Haynes said that the property owners of the Lockwood Landfill own a tremendous amount of property, but only a small fragment of that land is permitted for landfill use. Before any more of the property can be used as landfill, a new special use permit will have to be issued, and if that happens, it will definitely be much different than the current special use permit. This would include being more equitable to the residents of Storey County and certainly one that will put more emphasis on local Nevada waste and less on California waste.

Robert Sader, representing Tahoe-Reno Industrial Center LLC, said there are two phases to the construction of the proposed road. The first phase is the interchange itself, which they call USA Parkway. The State has been approached regarding cooperation, design and construction of the interchange. The first phase of the project will cost \$2.7 million, with the State paying \$1 million for the design and the developer paying \$1.7 million to get the road from I-80 to the Park. He reviewed the second phase of the road from Truckee River to Stagecoach, and noted that there has been no commitment made by the State for that phase.

Greg Krause, Executive Director, Regional Transportation Commission, addressed proposed alignments for the road from Reno through Storey County. He noted they have not received support from the Storey County Commission for that link and will need to solve that problem before it can go any further. They do need to find a corridor that will work and then move to an actual alignment study, which precedes any decision to invest in actual improvements. He believes there is ample opportunity for the Regional Transportation Commission to work with all of the parties that need to be involved in coming up with an acceptable solution.

Commissioner Kershaw stated that Mr. Krause has been very open with him and listening to Storey County's concern about the proposed link. There was only one alignment that had consensus from the Storey County Commission and their Transportation Commission. Mr. Krause stated that particular alignment would be the most difficult and most expensive.

Neil Upchurch, area resident, said he participated on the Citizens Steering Committee for the 20/30 Transportation Plan. He noted there was an alternate plan that did not make it on the maps that were eventually considered and voted on. He reviewed the alternative with the Boards, by using a map on the projection screen.

Gary Schmidt, area resident, suggested the next joint meeting be held in Virginia City. He addressed the land exchange of the Laborde Property from the Bureau of Land Management.

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There being no further business to come before the Boards, the meeting adjourned at 4:30 p.m.

JAMES M. SHAW, Chairman
Washoe County Commission

GREG HESS, Chairman
Storey County Commission

Attest: Amy Harvey, County Clerk

Attest: Doreen Bacus, County Clerk

Minutes Prepared By:
Jeraldine Magee, Deputy County Clerk