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Comments: I tried to send this to the website location on the notification card, but it would not send. So I am providing comments directly to you.

They are very similar to what I provided in October of 2014. Any questions please let me know.

Thanks

Vern

City of Reno staff comments regarding Bordertown Transmission Power Line Project

February 23, 2015

The City would prefer either the Mitchell or Peavine alternatives as they would have the least visual, construction or other perceived (e.g. EMF) impacts on City of Reno residents. These two routes also provide complete separation of this proposed 120 KV line from the existing 114 and 106 120 KV lines which supports the primary reason of providing separate and redundant power sources in case of fire or other failure to one of these 120 KV lines.

Both the Peavine/Poeville and the Poeville alternatives would have greater visual, construction and other perceived (e.g. EMF) impacts on residents of the City of Reno; and would be within the same corridor in the Verdi area and along the Truckee River. Locating this new line for several miles in the same corridor as the 114 and 106 120 KV lines would also partially defeat the purpose of providing separate redundant power sources in case of failure to all of these lines due to their close proximity when combined in the same corridor.

As discussed in the applicable permits section of the document, this comment verifies that a Special Use Permit (SUP) would be required to be approved for any section of the 120 KV line located in the City of Reno, because the line is defined as a "Major Utility". In addition to the SUP requirement RMC 18.08.202(e)(13) requires Major Utilities: (a) to be located in an existing utility corridor or facility site adopted in the Regional Plan; (b) shall not be located in the Truckee River Corridor unless it can be demonstrated there will be no detrimental residual impact; (c) shall maintain a 10 foot separation from the property line of licensed K-12 schools, day care centers, residential structures and hospitals; and (d) Major Utilities that cannot meet the requirements of 13 (b) and (c) shall be mitigated with underground construction, low EMF designs, low visibility designs and/or off-site mitigation as described in the Regional Plan. In addition to the above, an amendment to the Regional Plan to create any new utility corridors would have to be approved prior to or concurrent with the processing of the SUP(s) within the City's jurisdiction.

It should be noted that any road grading or other construction activity associated with the project located within the City of Reno jurisdiction which involves one or more of the following would require approval of an SUP for: (1) non residential development located adjacent to or on residentially zoned property; and (2) cuts of 20 feet or more or fills of 10 feet or more. Other potential SUP's that may be triggered would be for grading disturbance of a major drainageway(s), disturbance of wetlands and/or hillside development. All of the applicable SUP's could be processed at the same time as one application.

In addition to the above, another issue that should be investigated relates to the location of the preferred route (Poeville) on the City's Open Space and Greenways Plan on the north and southwest sides of Peavine Mountain. The Open Space and Greenways Plan is available on the City's web site (reno.gov) in the Master Plan section under Community Development.

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