

**CARSON CITY REGIONAL TRANSPORTATION COMMISSION
MEETING OF JANUARY 21, 1987
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The following minutes summarize the significant testimony and actions taken at the Carson City Regional Transportation Commission Meeting held on Wednesday, January 21, 1987 at 9:30 a.m. in Conference Room 4 at the Northgate Complex, 2621 Northgate Lane, Carson City, Nevada. A complete recording of the meeting is on file at the Carson City Public Works Department, 2621 Northgate Lane, Suite 59.

PRESENT: Tom Feticc, Harriet Schaller

OTHER PRESENT: Bill Barker, Street Superintendent
Lynn Hamilton, City Manager
Charles Cockerill, Deputy District Attorney
Darlene Cain, Recording Secretary

Vice-Chairman Feticc called the meeting to order at 9:30 a.m. and a quorum was present.

1. UPDATE ON HILLVIEW RIGHT OF WAY

Street Superintendent Bill Barker said that an appraiser is doing an appraisal on the properties concerned and expects to have the information available at the next meeting. (From where the dotted line stops out to Koontz Lane on the map). Extending Saliman to Koontz Lane is going to require additional right of way over the 55 feet that we now have; we need 80 feet. His appraisal is to determine the value of the property involved and what we should offer the residents for the purchase of additional right of way.

Mr. Feticc said that he would like to take the Regional Transportation Commission to the site at the next meeting to view the property.

Deputy District Attorney Charles Cockerill said he met with Steve Johnson, the City appraiser for the project, and noted that Carson View Estates (located to the immediate east of the Hillview right of way) dedicated 25 feet to the east of a section line on their subdivision map to Carson City. A second subdivision went in and didn't use a map, but used a legal description, to dedicate 30 feet of right of way to the west of the same section line. That is where the 55 feet comes from.

The apparent problem is that when the Carson View Estates subdivision did their map they used the proper BLM survey marker; the other subdivision may have used an incorrect (old) survey marker. There were two markers out there, the official approved BLM marker and another one within about 22 feet. The problem seems to be that the subdivision to the west may have used the wrong section line location, but they reference the proper section line. Member Feticc asked that this be put as the last item on the Agenda for next month.

2. TRAFFIC SIGNALS ON ROOP STREET - EQUIPMENT AND PARTS

Mr. Barker stated that it was the opinion of the district attorney that parts do not qualify, because it was a maintenance item. Mr. Reed Ross, Communication Department, stated that he had no need for any test equipment, that what he has is sufficient. Therefore, no parts will be purchased and there will be no expenditure.

Mr. Cockerill added that ongoing repair could not be done with Regional Transportation funds, you have to use general fund or the tax monies coming up for repair and maintenance.

3. JAMES NEWMAN - LOMPA PARK ESTATES & SALIMAN ROAD

Mr. Barker stated that at the last meeting he presented an invoice from Eagle Valley Construction that Jim Newman submitted requesting payment from Regional Transportation Commission for improvements he made. He hooked up streets to Saliman in the amount of \$10,939. The opinion of the district attorney was that we had no agreement to pay for any improvements up to Saliman Road. Our agreement with Mr. Newman was to widen and improve Saliman Road from East Fifth Street to the end of his project at his

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request when he finished construction.

Member Fetic asked if that was where the apartment houses are. Mr. Barker replied it was where the duplexes are on the east side of Saliman Road. The recommendation is that request for payment be denied. Member Fetic asked if Mr. Newman had been contacted. Mr. Barker replied that he was unable to reach him.

Mr. Cockerill said that the contract required the City to widen the road, but Mr. Newman, on his own, then paved to the center of the road. The paving will have to be ripped out. Carson City's agreement is to pave the whole road once; there is no agreement that we would also pave his entrance ways. He is inquiring whether Public Works, in their review of the improvement plans, required Mr. Newman to do the entrances. If so, we may have to reimburse him.

Mr. Barker stated that he has the original plans submitted to Public Works. There are no red lines or any notations indicating that he was required to do it. The hookups are shown, but this is normal. Mr. Newman was not told verbally or in writing to do that. Mr. Cockerill and Mr. Fetic suggested Mr. Barker discuss the situation with Mr. Newman. Then he could appear before the Commission and a decision could be made.

Member Schaller moved to CONTINUE this item, seconded by Member Fetic, and PASSED 2-0.

PUBLIC DISCUSSION ON HILLVIEW RIGHT OF WAY

Mrs. Fran McClain wished to go back to Agenda Item 1, and asked if the appraiser's report would include the present value of their property along with the (lower) value of their property after the City acquires the right of way. Mr. Cockerill replied that the appraiser has not actually begun the appraisals yet.

Lillian Geddes presented a list of concerned residents who were unable to attend the meeting today, which is attached to these Minutes. She asked if there was a timetable for when construction will take place and what funding was available. Mr. Barker replied that there is no timetable as yet, and Regional Transportation funds would be used.

Joyce Bohm asked if the road would end at Koontz or if it would go to Clearview. Mr. Barker replied that the first phase would end at Koontz Lane. The Master Plan for the City for the future is to extend all the way to Clearview.

Mr. Bill Geddes said that the Master Plan takes it further than Clearview. He said that it is planned to connect to Highway 50 from the Lake. He has heard this "piece-meal" approach to Saliman for years. Two years ago, he talked to the mayor and he said they were not there to discuss anything beyond Fifth Street; he wouldn't tell him he was going beyond Fifth Street. He asked Mr. Barker what the Master Plan calls for.

Mr. Barker replied that the ring route, or bypass, would be to follow Bennett, but this is far beyond the present. Mr. Geddes asked what the plan for Saliman Road is. Mr. Barker replied to connect to Bennett Drive and then to Highway 395 and then to Highway 50.

Mrs. McClain said they were told they didn't have to be at the meeting two years ago because it did not and would not concern them. At that time, Mr. Geddes asked how wide Saliman Road would be. He was told three lanes; now it's five. Then a person could drive from the Lake and come by their houses as tourist traffic.

Mrs. Fran McClain said that the Department of Transportation was doing survey work on Saliman. She asked if they were involved with the Saliman extension. They said no, they were doing preliminary survey work for the freeway bypass. She asked them if they were on the wrong road, because that was Saliman, not Edmonds, where she understood the freeway was going to be. Now she is hearing that the freeway is not going to be exactly on Edmonds, but will be west of Edmonds, which is going to be roughly through the

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field.

She thought the planning was poorly done. There is roughly one-quarter of a mile from Hillview (Saliman) to Edmonds now, and then a 120-150 foot wide freeway is being planned in the field just west of Edmonds, along with an 80-foot road from Saliman? They have been getting letters that it would be 1 - 5 years for Saliman; down the street, across the road, their letters said 5-10 years or later. She asked where they would be one year from now.

Vice-Chairman Feticc said that he would like to have a review of the Master Plan as it pertains to Saliman at the next meeting. He asked Mr. Barker for an update on the freeway right of way; it was his understanding that it was going to follow Edmonds alignment.

City Manager Lynn Hamilton suggested inviting a member of the Department of Transportation to the next meeting. He stated that it is inappropriate and unfair for the City to have to defend what the State is doing.

Mrs. McClain said that the original north-south arterial highway was considered Silver Sage, changed to Roop. That has never been widened. Why do you feel that further east you have to put an 80-foot road in one-quarter of a mile from a proposed 120-foot wide freeway? There is a lot of inconsistency in the road design when it is supposed to be taking traffic north and south off the main road. If Saliman is opened clear up to Highway 50, what is the purpose of having two coming off 50 and doing into the same area? Member Feticc said they would try to get some answers.

Lillian Geddes said that there are four roads going north and south besides Carson Street in a small area of less than a mile.

4. DESIGN OF SOUTH SALIMAN FROM KOONTZ LANE NORTH TO LEWIS HOMES PARCEL

Mr. Barker reported that we have an agreement with Mr. Kitchen and Stafford to complete that portion of Saliman when they commence construction on the east side, even though there is not a definite date of when they have to do it. They are completing the west side of the subdivision and will be starting construction over there. Mr. Barker said there would be pressure in the next couple of years to complete that section of Saliman.

Mr. Barker explained that it runs from the end of where the Lewis Homes parcel ends on the east side, south of Colorado and dead ends at Sonoma. Steve Johnson, the appraiser, recommended designing that section which would include the portion affecting the residents on Hillview. He recommends we proceed with the design, it will cost less to do it now.

Mrs. McClain inquired where the Linear Park Ditch was. Member Feticc said it runs through the mobile home park, down and across the prison, and then empties into the ditch off of Lompa; it is a big drainage ditch.

Member Schaller moved to proceed with design work for the extension of South Saliman from Koontz Lane north to Lewis Homes parcel, seconded by Member Feticc, and PASSED 2-0.

5. MANAGEMENT FOR SALIMAN ROAD CONSTRUCTION FROM EAST FIFTH STREET TO LINEAR PARK DITCH

Mr. Barker replied that this has been approved in the Newman agreement. The design was done when the first half was put in to Fairview. Member Schaller asked where it ended. Mr. Barker replied that if you go to Fifth Street where the PDQ market is, to the end of Newmans' project which is at the Linear Park Ditch, that it would be the southern boundary; we are to complete that per the agreement, and are planning on spring time construction.

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Mr. Barker added that they needed to select a consultant to oversee the construction; they have \$260,000 appropriated for the construction which should include the fees for the consultant. member Schaller moved to recommend proceeding with the plans for Saliman Road construction from East Fifth Street to the Linear Park Ditch, seconded by Member Feticc, and PASSED 2-0.

6. APPROVAL OF MINUTES OF APRIL 22, 1986, OCTOBER 15, 1986, AND DECEMBER 17, 1986

Member Schaller moved to APPROVE the Minutes of the Regional Transportation Commission meetings of April 22, October 15 and December 17, 1986, seconded by Member Feticc, and PASSED 2-0.

Lillian Geddes asked how characteristic it is to make agreements with developers concerning building roads between developments, etc. City Manager Lynn Hamilton replied that it is not uncommon for cities to enter into agreements for right of ways, roads, etc. Under current development standards, we will probably not see this happen any more. Cities do not have the money to put in roads just because someone wants to put in a subdivision. The cost of development is the cost of putting in the off site improvements.

There was a lot of controversy surrounding Shenandoah Heights, but the developer was required to put in the roads, curbs, gutters, sidewalks, water and sewer lines, drainage canals, etc. That was all the cost of development. Unless there are some extraordinary circumstances, staff will not enter into these types of agreements in the near future. It is not for him to judge the rationale of the decisions of past administrators.

Mr. Hamilton said that we are not going to require the dedication and the construction of off site improvements whether it is on an arterial street or a minor collector street, because we are not in a position to build those kinds of things. That will have to be considered as part of the cost of development. For some developers, it will be a radical change.

Mr. Cockerill cited the example of the newest phase of Lewis Homes where they widened Saliman Road out to the full width and Lewis Homes was required by the City to do all those improvements - widen, put in sidewalks, curbs, gutters, etc.

Discussion concerned the next meeting date to be held on Wednesday, February 11. The meeting would convene at 5:00 p.m. at the corner of Hillview and Koontz Lane for the on-site inspection and then recess until 6:00 p.m. The formal meeting would reconvene at 6:00 p.m. at the Library or whatever location is selected.

There being no further matters for discussion, Vice-Chairman Feticc adjourned the meeting at 10:20 a.m.

The Minutes of the Carson City Regional Transportation Commission Meeting of January 21, 1987

ARE SO APPROVED August 8, 1987.

_____/s/_____
TOM FETTIC, Vice-Chairman