

# Parks, Recreation and Community Services

## MEMORANDUM

**DATE:** February 12, 2020

**TO:** Sienna Reid, Senior Planner

**FROM:** Jaime Schroeder, Director of Parks & Recreation  
Jeff Mann, Parks Manager

**SUBJECT:** ANX20-00003 Evans Creek Annexation

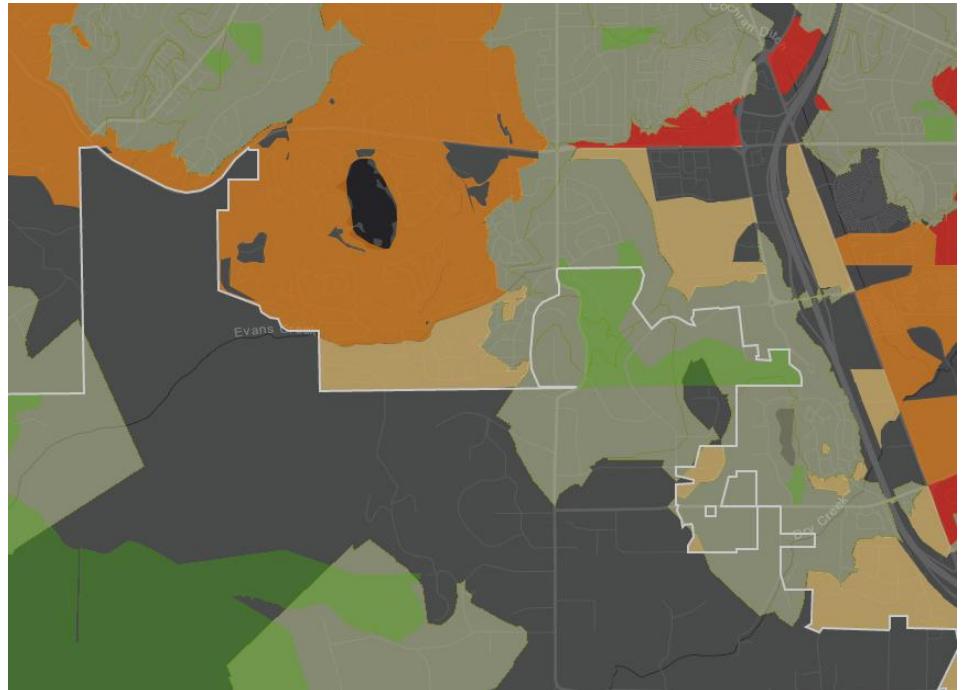
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Parks offers the following comments in regards to this application:

The applicant states that the availability of parks & recreation facilities to support this annexation exceeds the City's level of service target because of the proximity of County and US National Forest open space property. Although these properties offer passive recreational opportunities for the city's current and future residents, they do not provide any neighborhood recreational features to support active or organized recreational demands.

The map below shows that many of the areas immediately adjacent to the subject annexation are already lacking in access to neighborhood parks based on the 10 Minute Walk campaign, of which the city is a member.

Areas in orange indicate a high degree of need for neighborhood parks, while those in tan indicate a moderate need. Annexing this property will likely result in an increased level of need for neighborhood parks in this area.



Map Source: Trust for Public Lands 2019 ParkScore® Ranking

applicants are required to provide cross access easements to adjacent parcels in order to provide adequate access for development while meeting NDOT standards. Applicant may be required to provide a traffic impact study to determine the impacts of any new driveways to the state highway system and any required mitigation strategies. A new access permit is required for an existing access if the site is redeveloped or if there is a change in use.

- e. The State defers to municipal government for land use development decisions. Public involvement for community development related improvements within NDOT right of way should be considered during the municipal land use development process. Significant improvements proposed within NDOT right of way may require additional public involvement. It is the responsibility of the applicant to perform such additional public involvement.

2. NDOT has no comments at this time for the other applications listed in the memorandum.

Thank you for the opportunity to review these applications. NDOT reserves the right to incorporate further changes and/or comments as these applications and design reviews progress. Should you have any questions, please contact Alex Wolfson at (775) 834-8365.

Sincerely,

DocuSigned by:  
  
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Tara Smaltz, PE  
Engineering Services Manager  
NDOT District II

TMS:alw

Cc: Sondra Rosenberg, PTP – NDOT Assistant Director of Planning  
Mike Fuess, PE, PTOE – NDOT District Engineer  
Denise Inda, PE, PTOE – NDOT Traffic Operations  
Alex Wolfson, PE – NDOT Traffic Engineering  
Sienna Reid, AICP – City of Reno Senior Planner  
Marlene Revera – NDOT Administration  
File



**To:** City of Reno, Business License Division

**Business Name:** Evans Creek Annexation      **Case#:** ANX20-00003

**Address:** S McCarran Blvd & Manzanita Ln

**Completed by:** Burow,C 13298

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The following document is submitted for your consideration. The ideas, contents herein are the opinions of the listed, qualified Crime Prevention through Environmental Design (CPTED) Police Officer, and are based on CPTED Principles and Factors. Implementation of the recommendations in no way guarantees a crime-free project. Recommendations listed are designed to make the applicant aware of certain issues which may arise and present possible solutions.

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**Natural Surveillance** (Concept focuses on increased visibility):

Noted Concerns: Due to lack of information regarding development adequate feedback is unable to be provided regarding natural surveillance. Upon future development, steps should be taken to incorporate natural surveillance elements that increase the threat of apprehension by taking steps to increase the perception that people can be seen. Open view windows with 70% visibility are encouraged to increase natural surveillance of normal users into and out of structures. Living portions of residences should be placed toward the front of units to increase likelihood of natural surveillance and create "eyes on the street" effect. Open view CPTED fencing throughout the property helps promote natural surveillance of passing observers. LED lighting with 90 degree cutoff and uniformity of spread in accordance with IES standards (proper color temperature of 4-5k kelvin to illuminate true to color) promotes a decreased perception of crime and increases natural surveillance of normal users and observers.

Possible Solution / Resolution:

**Natural Access Control** (Concept that focuses on entry & exit points):

Noted Concerns: Due to lack of information regarding development adequate feedback is unable to be provided regarding natural access control. Natural access control concepts of physically guiding people through the space by strategic design of streets, building entrances, building layout and landscape should be implemented upon development.

Possible Solution / Resolution:

**Territorial Reinforcement** (Concept of clearly defining ownership over space):

Noted Concerns: Upon development the use of territorial reinforcement should be implemented. The use of pavement treatments to delineate semi-public and private space, landscaping, signage, and open view CPTED fencing all help define ownership of a property which contribute to a reduction in criminal activity and perceived safety.

Possible Solution / Resolution:

**Maintenance and Management** (Concept focuses on how Mgmt. runs/maintains property):

Noted Concerns: Upon development, maintenance and management techniques should be implemented. Proper maintenance plans define territory, controls access, and creates ownership over space which all contribute to the reduction in criminal activity. Landscape should be maintained to CPTED standards with lower tree canopy trimmed up at least 6' and bushes/shrubs trimmed down to 2' to keep open visibility in this desired range.

Possible Solution / Resolution:

**Additional Comments / Concerns:**

Design Guide has been included for reference but is not applicable at this stage of the development.

**Design guide for reviewing project – CHECKLIST**

The design guide is summarized in the form of a checklist. The questions help you to go through the security aspects of a project. The checklist will provide an initial crime prevention through environmental design review for the project.

1. Sightlines
2. Lighting
3. Concealed or Isolated Routes
4. Entrapment Areas
5. Isolation
6. Land Use Mix
7. Activity Generators
8. Ownership, Maintenance, and Management
9. Signs and Information
10. Overall Design

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| <b>Sightlines</b>   | Yes                      | No                       |
|---|--------------------------|--------------------------|
| 1. Can sharp corners or sudden changes in grades that reduce sight lines be avoided or modified?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Does design allow clear sight lines and visibility at those areas where they are desired?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Do areas of concerns such as stairwells, lobbies of high-rise building have clear sight lines?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. If sight lines are blocked, can it be made visible by using glass or can other enhancements such as mirrors or security cameras be provided? | <input type="checkbox"/> | <input type="checkbox"/> |

|   |                          |                          |
|---|--------------------------|--------------------------|
| 5. Does design allow for future sight line impediments such as landscaping in maturity?     | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Does access to hidden areas such as underpasses or parking areas have clear sight lines? | <input type="checkbox"/> | <input type="checkbox"/> |

| <b><i>Lighting</i></b>  | Yes                      | No                       |
|---|--------------------------|--------------------------|
| 1. Is there a need for lighting to be provided if the paths or spaces are not used at night?                          | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Is lighting adequately provided such that a person can recognize a face from about 10 metres?                      | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Does lighting provide uniform spread and reduce contrast between shadow and illuminated areas?                     | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Is lighting provided too glaring?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Are light fixtures provided for areas that require good visibility such as pedestrian routes and entrapment areas? | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Are light fixtures protected against vandalism or made of vandal resistant materials?                              | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Is lighting at areas used during night time e.g. parking lots, space around buildings adequately provided?         | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Is back lane lighting required?  | <input type="checkbox"/> | <input type="checkbox"/> |

| <b><i>Concealed or Isolated Routes</i></b>  | Yes                      | No                       |
|---|--------------------------|--------------------------|
| 1. Can concealed and isolated routes such as staircases, passageways or tunnels be eliminated?    | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Are there entrapment areas within 50 - 100 meters at the end of a concealed or isolated route? | <input type="checkbox"/> | <input type="checkbox"/> |

|   |                          |                          |
|---|--------------------------|--------------------------|
| 3. Is there an alternate route?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. If a pedestrian cannot see the end of a concealed or isolated route, can visibility be enhanced by lighting or improving natural surveillance? | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Are concealed or isolated routes uniformly lit?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Is there natural surveillance by people or activities through various land uses?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Is there formal surveillance?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Is access to help e.g. security alarm, emergency telephones, signage and information available?  | <input type="checkbox"/> | <input type="checkbox"/> |

| <b>Entrapment Areas</b>   | <b>Yes</b>               | <b>No</b>                |
|---|--------------------------|--------------------------|
| 1. Is there an entrapment area and can it be eliminated?                  | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Can it be closed during off hours?                                     | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Is the entrapment area visible through natural or formal surveillance? | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Does design provide for escape routes?                                 | <input type="checkbox"/> | <input type="checkbox"/> |

| <b>Isolation</b>   | <b>Yes</b>               | <b>No</b>                |
|--|--------------------------|--------------------------|
| 1. Does design incorporate natural surveillance?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Do areas of concern such as isolated routes and parking areas provide natural surveillance? | <input type="checkbox"/> | <input type="checkbox"/> |

|  |                          |                          |
|--|--------------------------|--------------------------|
| 3. If providing natural surveillance is not possible, are emergency telephones, panic alarm and attendants provided? | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Can compatible land uses be provided to increase activity?  | <input type="checkbox"/> | <input type="checkbox"/> |

| <b>Land Use Mix</b>   | <b>Yes</b>               | <b>No</b>                |
|---|--------------------------|--------------------------|
| 1. Are different land uses compatible?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Can land uses that raise security concerns e.g. bars and pubs, be located where their impact is minimized? | <input type="checkbox"/> | <input type="checkbox"/> |

| <b>Activity Generators</b>   | <b>Yes</b>               | <b>No</b>                |
|--|--------------------------|--------------------------|
| 1. Can complementary uses that promote natural surveillance be provided? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Does design provide for complementary users?                          | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Does design reinforce activity?                                       | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Is the area programmed for various events or activities?              | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Can a clustering of uses be used to support the intended activity?    | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Are ground level activities incorporated in design?                   | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Can areas be programmed to facilitate increased activity?             | <input type="checkbox"/> | <input type="checkbox"/> |

|   |            |           |
|---|------------|-----------|
| <b>Ownership, Maintenance, and Management</b> | <b>Yes</b> | <b>No</b> |
|---|------------|-----------|

|  |                          |                          |
|--|--------------------------|--------------------------|
| 1. Does the design provide territorial reinforcement through design features?                      | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Does the design allow for easy maintenance?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Are there signs and information to guide people on how to report maintenance concerns?          | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Does the management of space provide maintenance priorities e.g. removal of offensive graffiti? | <input type="checkbox"/> | <input type="checkbox"/> |
| <b><i>Signs and Information</i></b>  | <b>Yes</b>               | <b>No</b>                |
| 1. Are signs visible and legible?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Are signs conveying messages clearly?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Is information adequate?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Are signs strategically located to allow for maximum visibility?                                | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Are signs well maintained?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Are maps provided in large areas such as underpasses, parks, etc.?                              | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Are signs displaying hours of operation?  | <input type="checkbox"/> | <input type="checkbox"/> |

|   |                          |                          |
|---|--------------------------|--------------------------|
| <b><i>Overall Design</i></b>  | <b>Yes</b>               | <b>No</b>                |
| 1. Do quality and aesthetically pleasing built environments compromise security concerns? | <input type="checkbox"/> | <input type="checkbox"/> |

|  |                          |                          |
|--|--------------------------|--------------------------|
| 2. Is the scale of development consistent with neighbors to avoid large gaps on streets? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Is design of the built environment simple and easy to understand?                     | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Is there space that can become dead space?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. How is the built environment used at night time?                                      | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Are construction materials used to enhance safety and security?                       | <input type="checkbox"/> | <input type="checkbox"/> |

Additional Comments / Concerns:



STEVE SISOLAK  
*Governor*

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
1263 S. Stewart Street  
Carson City, Nevada 89712

KRISTINA L. SWALLOW, P.E., *Director*

February 12, 2020

City of Reno ANX20-00003  
Community Development Department  
P.O. Box 1900  
Reno, NV 89505  
Attention: Angela Fuss, AICP – Planning Manager

RE: Development Proposals – Planning Commission March 2020

Dear Ms. Fuss,

Nevada Department of Transportation (NDOT) staff have reviewed the cases tentatively scheduled to be heard by the Reno City Planning Commission in March 2020. Upon review, NDOT has the following comments:

1. **ANX20-00003 (Evans Creek Annexation)** – A request has been made for annexation of four parcels totaling  $\pm 1,019.11$  acres. The subject site is located on the south side of South McCarran Boulevard with frontage spanning  $\pm 1,840$  feet west and  $\pm 1,870$  east of the intersection of South McCarran Boulevard and Manzanita Lane. The subject site has City of Reno Master Plan land use designations of Single-Family Neighborhood (SF) and Unincorporated Transition (UT) and is located within the City of Reno Sphere of Influence (SOI) but does not have City zoning. The subject site has Washoe County zoning designations of Medium Density Suburban (MDS), Low Density Residential (LDR), and General Rural (GR).

**NDOT comments:**

- a. The parcels are located adjacent to South McCarran Boulevard. South McCarran Boulevard is a State-owned facility that is designated as State Route 659 (SR-659).
- b. Prior to any grading within or adjacent to the NDOT right of way, a drainage form must be submitted to the NDOT District II Permits Office. The drainage form can be obtained by contacting the NDOT District II Permits Office at (775) 834-8330.
- c. NDOT will require an occupancy permit for any work performed within the State's right of way. Please contact the NDOT District II Permits Office at (775) 834-8330 for more information relating to obtaining occupancy permits.
- d. NDOT requires the use of only legal, permitted accesses onto State roadways. All driveway accesses to the state highway system will be required to comply with the NDOT Access Management System and Standards, and Terms and Conditions Relating to Occupancy Permits current at the time of application. Some



## REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

February 12, 2020

FR: Chrono/PL 181-20

Ms. Sienna Reid, Senior Planner  
Community Development Department  
City of Reno  
P.O. Box 1900  
Reno, NV 89505

RE: ANX20-00003 (Evans Creek Annexation)

Dear Ms. Reid,

The Regional Transportation Commission (RTC) has reviewed this request for annexation of four parcels totaling approximately 1,019.11 acres. The subject site is located on the south side of South McCarran Boulevard with frontage spanning approximately 1,840 feet west and 1,870 east of the intersection of South McCarran Boulevard and Manzanita Lane. The subject site has City of Reno Master Plan land use designations of Single Family Neighborhood (SF) and Unincorporated Transition (UT) and is located within the City of Reno Spyhere of Influence (SOI) but does not have City zoning. The subject site has Washoe County zoning designations of Medium Density Suburban (MDS), Low Density Residential (LDR), and General Rural (GR).

The 2040 Regional Transportation Plan (RTP) identifies McCarran Boulevard as an arterial with high-access control. To maintain arterial capacity, the following RTP access management standards need to be adhered to:

| Access Management Standards-Arterials <sup>1</sup> and Collectors |               |   |                                   |   |                                     |                                 |                               |
|---|---------------|---|-----------------------------------|---|-------------------------------------|---------------------------------|-------------------------------|
| Access Management Class   | Posted Speeds | Signals Per Mile and Spacing <sup>2</sup> | Median Type                       | Left From Major Street? (Spacing from signal) | Left From Minor Street or Driveway? | Right Decel Lanes at Driveways? | Driveway Spacing <sup>3</sup> |
| High Access Control   | 45-55 mph     | 2 or less Minimum spacing 2350 feet       | Raised w/channelized turn pockets | Yes 750 ft. minimum                           | Only signalized locations           | Yes <sup>4</sup>                | 250 ft./500 ft.               |

<sup>1</sup> On-street parking shall not be allowed on any new arterials. Elimination of existing on-street parking shall be considered a priority for major and minor arterials operating at or below the policy level of service.

<sup>2</sup> Minimum signal spacing is for planning purposes only; additional analysis must be made of proposed new signals in the context of planned signalized intersections, and other relevant factors impacting corridor level of service.

<sup>3</sup> Minimum spacing from signalized intersections/spacing other driveways.

<sup>4</sup> If there are more than 30 inbound, right-turn movements during the peak-hour.

The policy Level of Service (LOS) standard for McCarran Boulevard is LOS E. Policy LOS for intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridor. This project should be required to meet all the conditions necessary to complete road improvements to maintain policy LOS standards.

Since there is no development proposed with this application, RTC has no comments at this time. Once a development proposal is made, new traffic model runs based on the proposed development may be necessary to determine the impacts to the Regional Road System (RRS).

The RTP, the RTC Bicycle/Pedestrian Master Plan and the Nevada Department of Transportation Pedestrian Safety Action Plan, all indicate that new development and re-development will be encouraged to construct pedestrian and bicycle facilities, internal and/or adjacent to the development, within the regional road system. In addition, these plans recommend that the applicant be required to design and construct any sidewalks along the frontage of the property in conformance with the stated ADA specifications.

Thank you for the opportunity to comment on this application. Please feel free to contact me at 775-332-0174 or email me at [rkapuler@rtcwashoe.com](mailto:rkapuler@rtcwashoe.com) if, you have any questions or comments.

Sincerely,



Rebecca Kapuler  
Senior Planner

Angela Fuss, City of Reno Community Development  
Daniel Doenges, Regional Transportation Commission  
Scott Miklos, Regional Transportation Commission  
Tina Wu, Regional Transportation Commission  
Julie Masterpool, Regional Transportation Commission  
Xuan Wang, Regional Transportation Commission  
Brian Stewart, Regional Transportation Commission

February 13, 2020

Angela Fuss, AICP  
Planning Manager  
Community Development Department  
City of Reno  
P.O. Box 1900  
Reno, Nevada 89505

Subject: City of Reno January 2020 Intake

Dear Ms. Fuss:

The Washoe County Health District, Air Quality Management Division (AQMD) respectfully submits comments on the projects listed below.

1. ANX20-00003 (Evans Creek Annexation)
2. LDC20-00045 (Reno Coffee Company Amendment)
3. LDC20-00046 (Sage Point # 7)

The following comments support the goals in the City of Reno's Resolution 8189 (Adopted April 13, 2016). The resolution recognizes the collaborative effort needed by regional partners, such as the City of Reno and Health District, to meet federal air quality standards.

These comments also align with the Ozone Advance Path Forward, ReImagine Reno Master Plan, the City of Reno's Sustainability and Climate Action Plan, the 2019 Truckee Meadows Regional Plan, and the AQMD's Ozone Advance presentation at the January 15, 2020 Reno Planning Commission meeting.

1. National Ambient Air Quality Standards (NAAQS): The U.S. Environmental Protection Agency (EPA) establishes health-based NAAQS for six pollutants including ozone. The ozone NAAQS is 0.070 ppm and Washoe County's most recent design value for 2016-18 is 0.071 ppm. Our ozone levels are directly related to our community's vehicle trips, vehicle miles traveled (VMT), motor vehicle fleet mix, industrial activity, and energy usage. Not meeting the NAAQS can have long-term negative public health and economic impacts.
2. Ozone Advance Strategies: The AQMD is one of 30 areas in the country currently accepted into EPA's Ozone Advance program. Ozone Advance's primary goal is to encourage local governments to take proactive steps that improve air quality and prevent a "non-attainment" designation for ozone. The most effective approach to implementing Ozone Advance is to include those strategies into each jurisdiction's codes. AQMD will continue to participate in Reno's Title 18 update and is committed to incorporating Ozone Advance

**AIR QUALITY MANAGEMENT**

1001 East Ninth Street, Building B-171, Reno, Nevada 89512

AQM Office: 775-784-7200 | Fax: 775-784-7225 | [OurCleanAir.com](http://OurCleanAir.com)

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strategies into Washoe County and Sparks' codes. The following strategies are not uncommon in areas that are designated as "non-attainment" for the ozone NAAQS.

- a. Transportation: Motor vehicles are the largest category of ozone precursors (nitrogen oxides and volatile organic compounds). As appropriate, these projects should include strategies that minimize vehicle trips, VMT, and tailpipe emissions. Example strategies include:
  - i. Providing Employee Trip Reduction information to employees of all business sizes.
  - ii. Requiring specific trip reduction targets for businesses with at least 25 employees, with increasingly higher targets as the number of employees increases.
  - iii. Incorporating Electric Vehicle (EV) charging-ready infrastructure in new construction, especially in areas away from the urban core where cars are the only transportation choice.
  - iv. Park and Ride areas.
- b. Energy: Buildings use large amounts of energy and water. Short-term investments during construction can reduce the consumption of energy and have long-term air quality benefits. As appropriate, these projects should incorporate elements that reduce the long-term energy demands of buildings. Example elements include:
  - i. Constructing to an ENERGY STAR standard.
- c. Areas Around Schools: Schools attract hundreds to thousands of students who must travel to and from school each day. Infrastructure within two miles of a school determines students' transportation choices. Multiple access points before and after school can greatly reduce travel distances for students that walk and bike. As appropriate, these projects should incorporate elements that reduce the number of school-related motor vehicle trips. Example elements include:
  - i. Incorporating elements that could improve pedestrian and bike connectivity, especially in areas within two miles of a school. These can include easier connections to a multi-use path or wider sidewalks 0.5 miles around a school.
  - ii. Considering using a walkability index, such as Walk Score, to evaluate transportation choices around a school.
- d. Urban Heat Island (UHI): Summertime temperatures in the Truckee Meadows have been increasing for several decades. Warmer temperatures increase ozone formation as well as increase the energy demand for cooling buildings and motor vehicles. As appropriate, these projects should incorporate best practices that minimize factors contributing to Washoe County's UHI. Example practices include:

- i. Creating tree canopies for cool corridors and islands.
- ii. Minimizing heat absorbing impervious surfaces.
- iii. Increasing vegetative cover.
- iv. Applying cool roof practices to all buildings. These practices can include a lighter shade of roofing material and green roofs.
- v. Ensuring landscape plans contribute to ReImagine Reno's goal of increasing the tree canopy to 10 percent by 2036.

e. Construction Impacts: Off-road motor vehicles, such as construction equipment, are the second largest category of ozone precursor emissions. Grading operations are also a large source of PM<sub>10</sub>. As appropriate, these projects should: incorporate elements that reduce construction equipment tailpipe emissions. Example elements include:

- i. Requiring contractors to implement policies and technologies that reduce unnecessary equipment idling.
- ii. Discouraging use of older, inefficient, high-polluting construction equipment (Tier 0 or 1 diesel engines). Two funding resources for contractors with older diesel construction equipment are: 1) EPA's Diesel Emissions Reduction Act (DERA), and 2) VW Mitigation Funds.
- iii. Encouraging use of newer, efficient, lower-polluting construction equipment (Tier 3 or cleaner diesel engines).

Again, thank you for the opportunity to provide comments on these projects. Feel free to contact me at 775-784-7200 if I can be of further assistance.

Sincerely,



Francisco Vega, P.E., MBA  
Director, Air Quality Management Division  
Washoe County Health District