



## INITIAL REVIEW MEMORANDUM

TO: Nathan Gilbert, City of Reno  
Tim Evans, Washoe County

FROM: Chris Tolley, TMRPA

DATE: April 1, 2024

SUBJECT: **REVISED – TMRPA initial review of the City of Reno case LDC24-00015 and Washoe County case WSUP23-0032 (NV Energy Utility Corridor)**

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This memorandum provides the Truckee Meadows Regional Planning Agency's (TMRPA) initial review comments regarding the subject case (comprised of LDC24-00015 and WSUP23-0032), as stated in the 2019 Truckee Meadows Regional Plan (Policy RC 5). The subject energy utility corridor/transmission line crosses both the City of Reno and Washoe County's jurisdictional boundaries, and is required to be reviewed by both jurisdictions, in addition to the regional process mentioned in this memorandum.

The following constitutes an initial review based on the limited information available at the time of this memorandum. TMRPA recognizes that the proposal may change through the jurisdictional review of the case. Should the case be approved through the City of Reno and Washoe County, the proposal will need to be formally submitted to TMRPA for a review of conformance with the 2019 Truckee Meadows Regional Plan in its entirety.

This memorandum has been REVISED (a second time), as the proposed utility corridor has shifted slightly from the original proposal. The previous version of this memorandum (sent on February 20, 2024) reflected an update to the processing procedures (shown below) to indicate that TMRPA will conduct the sponsorship portion on behalf of both jurisdictions.

Pursuant to Policy PF 11 – *Regional Utility Corridor and Sites Regional Plan Amendment Requirements*, this case will require an amendment to **Map 3 – Regional Utility Corridors and Sites** of the 2019 Truckee Meadows Regional Plan to include a new regional utility corridor (according to the submittal materials: an approximately 10.8-mile long, 120 kV overhead transmission line). Additionally, in order to amend Map 3, TMRPA will schedule an item, in conjunction with the submitted requests for conformance review, to consider sponsorship of the proposed regional utility corridor on behalf of both jurisdictions.

The request, as described in the materials provided by the City of Reno and Washoe County, is the following:

City of Reno: A request has been made for a conditional use permit for a major utility to allow for the construction of a **new overhead 120kV electrical power line**. The corridor alignment for the

utility is generally located between the Bordertown substation (Cold Springs area) to the north and the California substation (Verdi area) to the south. Approximately four miles of the overall ±10.8-mile Nevada portion of the power line are within the City of Reno with the remainder in unincorporated Washoe County.

Washoe County: A special use permit for a major public facility use type by NV Energy to construct, operate, and maintain a new **10.8-mile long (11.9-miles including California and Nevada portions), 120 kV overhead transmission line connecting the California substation near Verdi to the Bordertown substation**. The project will entail 53,000 cubic yards of excavation (cut) for access road widening and the applicant is requesting to waive all landscaping and parking requirements and to vary the maximum height of the applicable regulatory zones to allow for pole heights as high as 105’.

[TMRPA notes: **bolded text** identifies the portion of the request that is subject to review under the Regional Plan]

### **Potential conformance issues**

TMRPA has not identified any potential conformance issues at this time; however, please provide adequate justification for establishing the transmission line outside of existing regional utility corridors (see the paragraph below for the applicable policies). A discussion of the Regional Plan policies and proposed justification should be incorporated into the Washoe County analysis for the subject case.

Policy *PF 13 – Preference for Use of Existing Regional Utility Corridors* requires local government master plans to require the placement of new electrical transmission infrastructure in existing regional utility corridors, unless adequate justification can be provided as to why the new infrastructure cannot be placed in an existing corridor. Additionally, Policy *PF 14 – Priority Hierarchy for Placement of New Transmission Infrastructure* requires local government master plans use the listed priority hierarchy when considering the establishment of new transmission infrastructure. This policy identifies the priorities for locating new transmission infrastructure. Given these priorities, please provide adequate justification for the new section(s) of regional utility corridor(s) that will be necessary as part of this proposal.

### **Regional Plan policies for consideration in the analysis**

RF 11 – Compatibility Factors

PF 11 – Regional Utility Corridor and Sites Regional Plan Amendment Requirements

PF 12 – Regional Utility Corridor Width and Setbacks

PF 14 – Priority Hierarchy for Placement of New Transmission Infrastructure

PF 18 – Regional Renewable Energy Generation

NR 2 – Resilient Region

NR 7 – Wildlife Habitat

NR 14 – Sustainable Development

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**City of Reno case LDC24-00015 and Washoe County case WSUP23-0020**  
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NR 15 – Cultural Resources

RC 9 – Conformance Review Findings

RC 10 – Regional Plan Amendment Findings

**Data and information related to Regional Plan implementation**

Regional Land Designation: Tier 2, Tier 3 and Rural Area

Development Constraints Area (generally, not applicable to a utility): natural slopes over 30%, publicly owned-open space and deed restricted lands

**Request for comment from other local government and/or affected entities**

None at this time

**Other information for review**

None at this time

**TMRPA Staff Notes**

TMRPA addressed the notes in this section, and they were removed for the previously revised memorandum.

Please do not hesitate to contact TMRPA staff at 775-321-8385 if you have any questions or comments on this initial review memorandum. For more information, you can access the [2019 Truckee Meadows Regional Plan](#) and the [Regional Data Viewer](#) at [www.tmrpa.org](http://www.tmrpa.org).

**RE: LDC24-00015 (NV Energy Utility Corridor)**

Butterfield, Lissa &lt;lbutterfield@renoairport.com&gt;

Sat 4/27/2024 3:39 PM

To: Nathan Gilbert &lt;GilbertN@reno.gov&gt;

Cc: Gordon, Scott &lt;sgordon@renoairport.com&gt;; Welty, Todd &lt;twelty@renoairport.com&gt;

Hello,

I have reviewed the general application for the proposed 120 kV aboveground powerline which will range from 50' AGL to 105' AGL and will traverse approximately 11.9 +/- miles of property.

The proposed aboveground powerline will be west of Reno-Tahoe International Airport (RNO) and southwest of Reno-Stead Airport (RTS). As proposed, the powerline will be located outside of the FAR Part 77 surfaces for both airports. Additionally, the proposed maximum height of 105' does not trigger a mandatory FAA review that would be required with the erection of a new 200' structure.

As a result, the Reno-Tahoe Airport Authority has no concerns that the proposed powerline will create an obstruction or hazard to safe aircraft operations into or out of either RTS or RNO.

If there are specific public comments or concerns related to aircraft operations, I am happy to review those and provide additional context and/or forward those comments to an appropriate division at the FAA. Any aircraft overflights in the airspace above the proposed powerline should be operating in airspace well above 105' AGL. Because the proposed powerline is located so far away from either airport, the FAA would be a better expert if there are specific, valid concerns raised by an aircraft operator.

**Lissa K. Butterfield**

Manager of Planning &amp; Environmental Services

**Reno-Tahoe International Airport | Reno-Stead Airport**

775-328-6476



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**From:** Nathan Gilbert <GilbertN@reno.gov>**Sent:** Friday, April 26, 2024 12:30 PM**To:** Butterfield, Lissa <lbutterfield@renoairport.com>**Subject:** LDC24-00015 (NV Energy Utility Corridor)

Hi Lissa,

We are about to take forward a conditional use permit for a 12 mile long above ground high power line running from Verdi to Bordertown. The proposed line is outside of the airport overlay layers and we did not receive any RTIA comments; however, we are getting community comments on potential aviation impacts as some of the poles are proposed to be over 100 feet tall. I've attached an excerpt of the (very large) general application for your review and all material is available in Accela Citizen. I would just like to confirm whether the airport has any aviation concerns with the proposal before taking this to hearing. Thanks for your help and I hope you have a great weekend!

September 29, 2023

City of Reno  
Planning and Development Division  
PO Box 11130  
Reno, NV 89520-0027

RE: NV Energy Utility Corridor; Multiple APNs  
Conditional Use; LDC24-00015

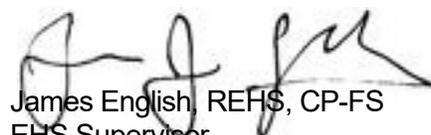
Dear City of Reno Staff:

Northern Nevada Public Health (NNPH), Environmental Health Services Division (EHS) has reviewed the above referenced project.

1. EHS has reviewed the above referenced application as submitted and has no concerns related to the approval.
2. EHS notes Washoe County Planning has an open special use permit application on this project which has Accela #WSUP23-0032 and has listed the same requirements on both applications.
3. If the project is approved, all subsequent maps and civil improvement plans, permits, and building permits will have to be routed to EHS for review and subsequent approval.

If you have any questions or would like clarification regarding the foregoing, please contact James English, EHS Supervisor at [jenglish@nnph.org](mailto:jenglish@nnph.org) regarding all Environmental Health comments.

Sincerely,



James English, REHS, CP-FS  
EHS Supervisor  
Environmental Health Services  
Northern Nevada Public Health



Brooklyn Oswald <oswaldb@reno.gov>

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**RE: LDC24-00015-NV Energy Utility Corridor**

1 message

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**COOPER, CLIFFORD E** <cc2132@att.com>  
To: "oswaldb@reno.gov" <oswaldb@reno.gov>

Mon, Sep 18, 2023 at 7:02 AM

Brooklyn,

AT&T does not have any adverse comments regarding this project.

CLIFF COOPER

SR SPECIALIST-OSP DESIGN ENGINEER

AT&T NEVADA

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***TEXTING and DRIVING...It Can Wait***