



**RENO-SPARKS INDIAN COLONY**  
**★ PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT**

1937 Prosperity Street, Reno, NV 89502 • Mailing Address: 34 Reservation Road, Reno, NV 89502  
Phone: 775-785-1363

## **EXHIBIT F - AGENCY COMMENTS**

January 8, 2025

Nathan Gilbert, Principal Planner  
Development Services Department  
City of Reno  
1 E. First Street  
Reno, NV 89501

RE: Revised Traffic Study for Conditional Use Permit for Grand Sierra Resort  
LDC25-00008

Dear Mr. Gilbert:

The Reno-Sparks Indian Colony (RSIC) Planning and Community Development Department has reviewed the revised Traffic Impact Study for the Grand Sierra Resort Conditional Use Permit and does not support the proposed relocation of the RTC Bus Stop to the west of the northbound I-580 off ramp for the following reasons:

1. Moving the bus stop to a pedestrian island is unsafe for transit passengers who are trying to walk to Three Nations Plaza Walmart. Instead of crossing East Second Street at the existing traffic signal, pedestrians will need to cross East Second and also the main entry to Three Nations Plaza Walmart.
2. The proposed bus stop location will interfere with eastbound lanes on East Second Street, as noted in the January 7 letter from the Nevada Department of Transportation.
3. Since the northbound exit lanes from I-580 will not change in the revised traffic study, RSIC supports maintaining the bus stop at its current location.

Thank you for the opportunity to submit the above comments. Please contact me at [cstowell@rsic.org](mailto:cstowell@rsic.org) or 775-785-1363 ext. 5409 should you have any questions.

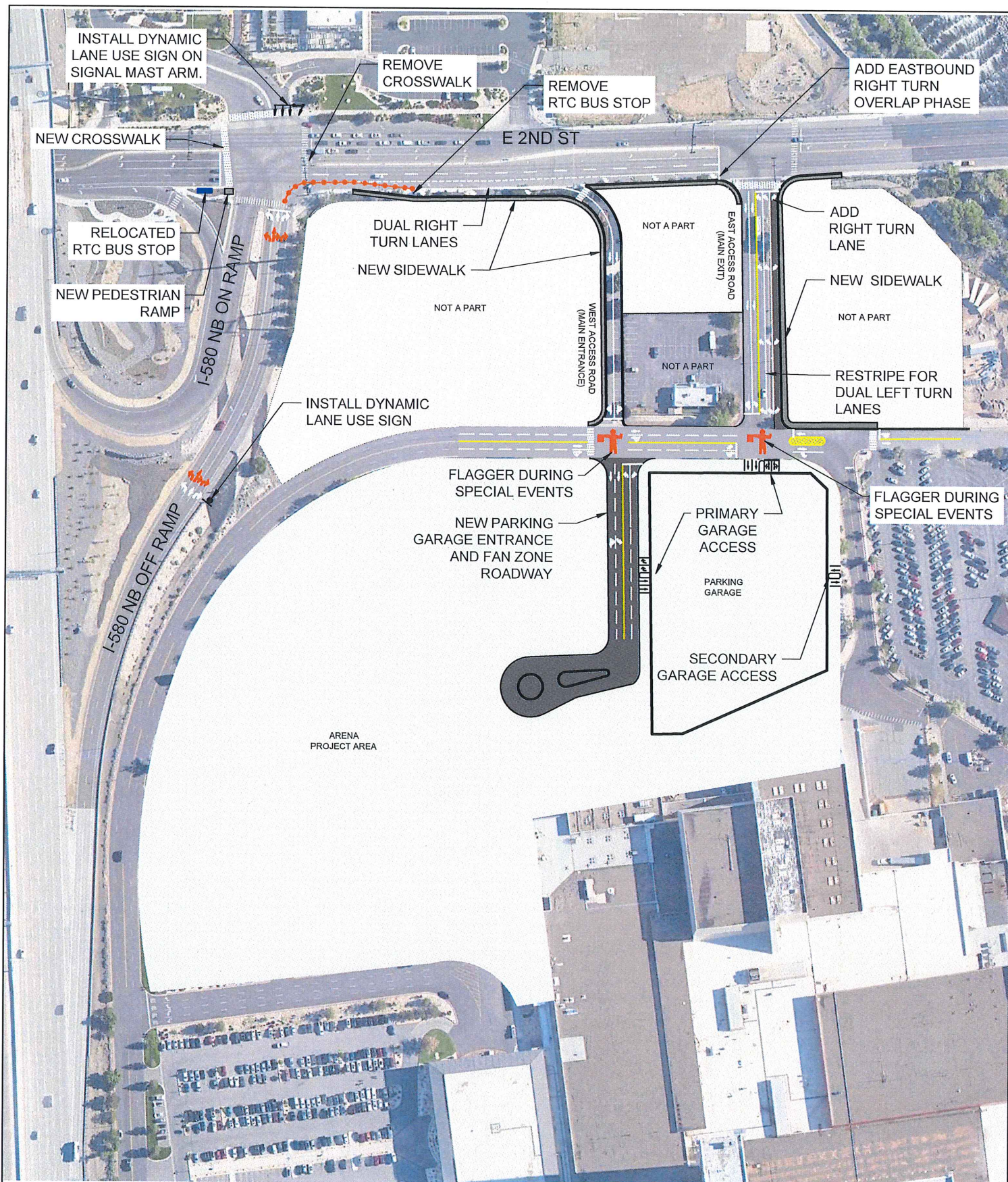
Sincerely,

Candace H. Stowell, AICP  
Planning and Community Development Director

Enclosure: Figure 11, Revised Traffic Impact Study

cc: Duane Sherman, Tribal Administrator





#### Legend

- Permanent Condition
- Special Event Condition



Lane Use During Events



Cones/Drums During Events

Figure 11

GSR Reno Arena  
Traffic Impact Study

Summary of Recommendations (1 of 3)





September 13, 2024

Nathan Gilbert  
Principal Planner  
City of Reno, Community Development  
gilbertn@reno.gov

**Re: Grand Sierra Resort Arena and Casino Expansion (LDC25-00008)**  
**APN 012-211-28**  
**Amended 9/16/24**

Dear Mr. Gilbert:

The above referenced project, for a conditional use permit, will allow for the expansion of the Grand Sierra Resort to include construction and operation of a 10,000-seat arena, a community ice rink, a four-level parking structure, a casino expansion, and a public plaza space for outdoor community events, is on approximately 19 acres in the north portion of APN 012-211-28. The Reno-Tahoe Airport Authority (RTAA), which owns and operates the Reno-Tahoe International Airport (RNO), appreciates the opportunity to provide comment on this project.

APN 012-211-28 is located approximately 2,675 feet ~~northeast~~ northwest of Runway 17R/35L, the primary runway at RNO, at its closest point. The proposed expansion area is located approximately 5,000 feet ~~northeast~~ northwest of Runway 17R/35L, at its closest point. Runway 17R/35L is the runway used by all commercial airlines (passenger and cargo) at RNO. From a federal regulations standpoint, the proposed expansion area lies underneath the Federal Aviation Regulations (FAR) Part 77 horizontal surface.

Title 49 US Code Section 44718 and Title 14 Code of Federal Regulations Part 77.9 require that the Federal Aviation Administration (FAA) be notified when a structure is to be installed within 20,000 feet of RNO if that structure exceeds a 100:1 surface from the closest point on the nearest runway. Based on preliminary calculations, the 10,000-seat arena, casino expansion, and the four-level parking structure will all exceed the 100:1 surface. Temporary cranes, used during construction of the new structures, are also expected to exceed the 100:1 surface. Notification is completed through the online FAA Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) process, also known as the 7460-1 application process. As a result, the RTAA requests the following as a condition of approval:

*The applicant and/or property owner shall submit all necessary FAA Form(s) 7460-1, Notice of Proposed Construction or Alteration, to the Chief, Air Traffic Division, FAA Western-Pacific Regional Office, for obstruction analysis of all new structures and all temporary cranes. Based on the complexity of this project,*



*multiple submittals are likely necessary to fully detail the entirety of the new structures. Any changes, special requirements, or supplemental information requested by the FAA, in its review, shall be incorporated.*

RTAA staff are available to assist in the FAA OE/AAA process. Titus Roberson, RTAA Airport Planner, can help the GSR development team, if needed. Titus can be contacted at [troberson@renoairport.com](mailto:troberson@renoairport.com) or 775-328-6475.

Additionally, two (2) legal documents related to the original MGM Grand Hotel development need to be updated to reflect the new development.

An Agreement and Waiver with the MGM Grand Hotel – Reno, Inc. recorded by the Washoe County Recorder's Office on February 1, 1978 as Document No. 512078 outlines the conditions and provisions needed for the original casino hotel development. Document No. 512078 covers the portion of APN 012-211-28 that will be used for the 10,000-seat arena, the community ice rink, the four-level parking structure, the casino expansion, and the public plaza space for outdoor community events. Additionally, a clear zone (avigation) easement with MGM Grand Hotel – Reno, Inc. recorded by the Washoe County Recorder's Office on February 1, 1978 as Document No. 512079 should also be updated. Both documents will need the results of the FAA OE/AAA process prior to updating.

The RTAA greatly appreciates the proactive collaboration provided by the Grand Sierra Resort ownership and development team to date, and we look forward to updating and/or amending these legal documents to reflect the results of the new FAA OE/AAA review.

Thank you for your continuous cooperation. If you have any questions, please call me at (775) 328-6476 or [lbutterfield@renoairport.com](mailto:lbutterfield@renoairport.com).

Sincerely,

Lissa K. Butterfield  
Manager of Planning & Environmental Services  
Reno-Tahoe Airport Authority

CC: Andrew Diss, Meruelo Gaming SVP & Chief Strategy Officer  
([Andrew.diss@meruelogaming.com](mailto:Andrew.diss@meruelogaming.com))



## Environmental Control

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### MEMORANDUM

**Date:** September 3, 2024  
**To:** Mike Railey – Planning Manager  
Planning Desk  
**From:** Eric Farrar, Environmental Control Officer  
**Subject:** **August 30, 2024 Current Development Projects Review/Comments**

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The Environmental Control Section (EC) under the Utility Services Department has reviewed the Development Projects memorandum dated August 16, 2024. We offer the following comments or conditions:

**Grand Sierra Resort Arena and Casino Expansion- LDC25-00008**

All gravity interceptors associated with the project must be sized and installed in accordance with Reno Municipal Code 12.16.555. Environmental Control Permit(s) will be required when the facility begins operating. Environmental Control will contact the applicant when the business applies for a business license. Applicants can call 775-334-4230 for more information about required permitting.

**In-N-Out Burger- LDC25-00006**

All gravity interceptors associated with the project must be sized and installed in accordance with Reno Municipal Code 12.16.555. Environmental Control Permit will be required when the facility begins operating. Environmental Control will contact the applicant when the business applies for a business license. Applicants can call 775-334-4230 for more information about required permitting.

**Need 2 Speed- LDC25-00009**

Need 2 Speed has contacted EC and obtained a variance pertaining to the sizing of their gravity interceptor. An EC permit will be issued prior to business opening.





Joe Lombardo  
Governor

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
310 Galletti Way  
Sparks, NV 89431

Tracy Larkin-Thomason, P.E., *Director*

January 7, 2025

Headway Transportation, LLC  
5482 Longley Lane, Suite B  
Reno NV, 89511  
Attention: Lauren Picou, PE

SENT VIA ELECTRONIC MAIL

RE: GSR Reno Arena (Phase 1 Expansion) – Traffic Impact Study (12/16/2024)

Ms. Picou,


The Nevada Department of Transportation (NDOT) has reviewed the traffic analysis prepared by Headway Transportation (dated 12/16/24) for the above referenced project. Upon review, NDOT has the following comments and corresponding revision requests:

1. The proposed modifications to the operations of interstate ramps will require coordination with NDOT traffic operations for completion of an Interstate Operational Access Report (IOAR) and Federal Highway Administration (FHWA) approval.
2. For the proposed improvements in NDOT right-of-way, please address responsibilities for construction and installation of the improvements. In addition, for the Intelligent Transportation Systems (ITS) recommended please address how these will be maintained and the mechanism for designating those responsibilities.
3. For the dynamic lane signs recommended, overhead arrow per lane sign structures will be required. Please evaluate site constraints and provide conceptual layout for the design of how these will be implemented.
4. Please clarify why the trips originally designated as arriving via shuttle were redistributed to trips coming from on-site (e.g. hotel/casino guests). If the shuttle service is no longer an available mode for event guests to attend, the trips originally associated with this mode should be redistributed to a mode that can accommodate the same travel demands.
5. The proposed relocation of the Bus Stop on E 2<sup>nd</sup> St. near the northbound I-580 interchange will encroach into the lane and impact capacity for the eastbound through movement. Please ensure adjustments per Highway Capacity Manual 7<sup>th</sup> for bus blockage ( $f_{bb}$ ) to adjusted saturated flow rates are performed in the analysis to properly address impacts on operations.
6. The eastbound through movement at the northbound I-580 and E. 2<sup>nd</sup> St interchange has a 95<sup>th</sup> percentile queue that extends back through the southbound I-580 interchange. Please address the impact this will have on the operations of the southbound I-580 and E. 2<sup>nd</sup> St. interchange. Additionally, in the conclusion it is stated that queues are not anticipated to extend to adjacent intersections, which is not true for the location noted above.

7. To address the impacts of the operations and queues the intersections have on one another, perform a microsimulation for the Mill St. and 2<sup>nd</sup> St. I-580 ramps and project accesses.
8. In Table 4 of the report, there are future year analyses which have improved level of service compared to existing and opening year conditions. Please clarify how these conclusions were reached.
9. For Table 12: Internal Site Queue Analysis, please include a queue analysis and provide sources for how service rates were derived. Please note, stating the service and arrival rates does not suffice as a queue analysis.
10. The crash rates provided in the study are higher than average rates for similar roadways. Please address. Additionally, include an analysis of the impacts the travel demands associated with the project and recommended improvements will have on the crash rates.

NDOT may require additional changes and/or comments as the permit process progresses. If you have any questions, please feel free to contact Jeff Graham at (775) 834-8382.

Sincerely,

Signed by:  
  
0B63A74DA2BE4A8...  
Kelly Gaworski, PE  
Engineering Services Manager  
NDOT District II

Enclosures: GSR Reno Arena (Phase 1 Expansion) – Traffic Impact Study (12/16/2024)

cc: Kevin Verre – NDOT Chief Planning  
Alma Piceno-Ramirez – NDOT Assistant District Engineer  
Samuel Ahiamadi – NDOT Assistant Chief Traffic Operations  
Juan Hernandez – NDOT Assistant Chief Traffic Operations  
Jeff Bickett – NDOT Traffic Operations  
Alex Wolfson – Regional Transportation Commission  
Kahlil Wilson – City of Reno  
David Hutchinson – City of Reno  
Nathan Gilbert - City of Reno  
Loren Chilson – Headway Transportation  
NDOT District II Traffic Engineering  
NDOT District II Permits Office  
File



## REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

November 1, 2024

Nathan Gilbert  
City of Reno  
Development Services Department  
1 E First Street  
Reno, NV 89501

RE: Grand Sierra Resort Reno Arena – Traffic Impact Study – RTC Comment Letter

Dear Mr. Gilbert,

RTC appreciates the opportunity to comment on the proposed Grand Sierra Resort Reno Arena project located at 2500 East 2<sup>nd</sup> Street in Reno. RTC is committed to working with City staff, developers, and other stakeholders across Washoe County on transit-supportive developments that grow ridership, reduce driving, and promote walkable neighborhoods.

The purpose of this letter is to make comments ensuring that the Project is in compliance with approved RTC plans, programs, and initiatives, and to provide recommendations based on the project's proximity to any RTC existing or upcoming roadway improvements and/or transit services.

### *Engineering Comments*

RTC Engineering has reviewed the traffic impact study, and has the following comments for consideration by the City:

1. Initial concerns about relocating existing transit stop further to the east. This transit stop is used heavily for people accessing Walmart and appears to be one of the more popular stops in the area. More discussion will be needed on this recommendation.
2. Provide a parking availability system along with digital signage to help with motorist decisions during ingress.
3. In addition to ingress, flaggers at east and west roadways for egress should be considered during egress.
4. Are there any mitigations that can be proposed for the Mill St / I-580 NB intersection EBL and NBT? Also for SBTL during egress? Possible dynamic lanes?
  - a. It also looks like there could be an opportunity for some geometric improvements at this intersection to create permanent SB thru-left and thru-right lanes, and NB thru-right lane.
5. Are there any mitigations that can be proposed for the I-580 SB / 2nd St intersection NBR? I know that the queue doesn't spill back to the interstate, but with the horizontal curve on the off-ramp, it is very hard to see queued vehicles which creates a safety hazard. Possible dynamic lane to make the right lane a right turn only.
6. Make sure design of 2nd St / GSR east access improvements contemplate a future northern leg to that intersection
7. It may be more relevant in the Event Traffic Management Plan, but consideration should be given to some permanent ITS for traffic management and information, such as some small dynamic message signs and lane control signs
8. RTC concurs that special event signal timing will be a critical strategy to management traffic; however, these strategies consume public staff time, especially to manually invoke a special timing



pattern. Consideration should be given towards the applicant purchasing licenses for an adaptive signal timing system and upgrading vehicle detection as necessary at the affected signals to ensure proper function of the adaptive system.

Please share a copy of any revised traffic studies upon completion.

#### *Transit Services*

RTC Bus Lines 9, 12, & 18 operate on 2<sup>nd</sup> Street, adjacent to the proposed project. Continuous operation of this stop both during construction and after project completion is imperative to RTC transit service. Route 12 specifically travels through the GSR parking lot and has two pickup locations on the GSR grounds for employees and visitors. During construction, the stop must be maintained or relocated consistent with the needs of RTC Transit Operations. Final stop and surrounding sidewalk area must be ADA-compliant and allow a clear path of travel for all users to the bus stop and adjacent sidewalks from the proposed development. Please contact Jim Gee at [jgee@rtcwashoe.com](mailto:jgee@rtcwashoe.com) regarding temporary and/or permanent stop relocation and any other transit-related questions prior to finalizing design.

#### *Active Transportation & Transit Orientation*

RTC supports the goals and principles outlined in the Reno Master Plan, which emphasize mixed-use, transit-oriented development and community revitalization projects that encourage walking, bicycling, and easy access to transit. In order to enhance walkability, bikeability, and transit use, the City should consider requiring installation of wide sidewalks, pedestrian lighting, ADA-compliant curb ramps, and easily accessible bike racks as a condition of project approval.

Additionally, RTC encourages the incorporation of pedestrian-oriented building design strategies such as placing of building facades along the sidewalk, locating surface-level parking behind the building and away from walkways, and strategically including entrances and windows facing the street for convenient pedestrian access.

RTC looks forward to reviewing any further documents related to this project. If you have any questions regarding this response, please contact Marquis Williams by phone at 775-332-0174, by email at [MWilliams@rtcwashoe.com](mailto:MWilliams@rtcwashoe.com), or by mail at the following address:

RTC Development Review  
1105 Terminal Way, Suite 211  
Reno, NV 89502

Sincerely,



Marquis Williams  
Senior Technical Planner

Cc: Khalil Wilson, City of Reno  
David Hutchinson, City of Reno  
Jeffrey Wilbrecht, RTC Washoe  
Alex Wolfson, RTC Washoe  
James Gee, RTC Washoe