

CARSON CITY BOARD OF SUPERVISORS  
Minutes of the Special July 29, 1991, Meeting  
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A special session of the Carson City Board of Supervisors was held on Monday, July 29, 1991, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 6 p.m.

PRESENT:	Marv Teixeira	Mayor
	Tom Fettic	Supervisor, Ward 2
	Greg Smith	Supervisor, Ward 1
	Tom Tatro	Supervisor, Ward 3
	Kay Bennett	Supervisor, Ward 4
STAFF PRESENT:	Pat Sorenson	Deputy City Manager
	Kiyoshi Nishikawa	Clerk-Recorder
	Dorothy Timian-Palmer	Acting Public Works Director
	Mike Suglia	Deputy District Attorney
	Harvey Brotzman	Senior Engineer
	Katherine McLaughlin	Recording Secretary
	(S.B.O.S. 7/29/91 Tape 1-0004)	

NOTE: Unless otherwise indicated, each item was introduced by staff's reading/outlining/clarifying the Board Action Request and/or supporting documentation. Staff members present are listed above. A tape recording of these proceedings is on file in the Clerk-Recorder's office. This tape is available for review and inspection during the normal business hours.

Mayor Teixeira called the meeting to order at 6 p.m. Mr. Suglia lead the Pledge of Allegiance. Roll call was taken and a quorum was present.

**ACTION ON AWARD OF CONTRACT NO. 9091-304 FOR THE CONSTRUCTION OF SALIMAN ROAD IMPROVEMENTS FROM KINGSLEY LANE TO KOONTZ STREET AND POSSIBLE ACTION ON MODIFICATIONS AND IMPROVEMENTS TO ADJACENT STREETS AND RIGHT-OF-WAYS (1-00025)** - Mayor Teixeira explained the purpose of the session and recommended handling the extension to Koontz and the Kingsley issues separately. Mr. Brotzman explained the base contract and, via a map, the master plan development for Saliman, aka Hillview, to Koontz. Fire and safety concerns support the extension of Hillview and Kingsley. The construction plan did not include sidewalks on Saliman from Koontz to Kingsley. Board discussion clarified reasons the sidewalks were eliminated; estimated cost of the sidewalk; that curbs and gutters would be included, inclusion of the school crossing signal in the original contract; exclusion of four-way stop signs; original contract's inclusion of traffic control during construction; size of the right-of-way at Koontz and whether a left turn lane could be included; width of Koontz and Saliman; truck utilization of Saliman; desire to have it posted prohibiting truck utilization; and projected traffic volumes on Saliman, Koontz, Baker, Silver Sage, and Colorado.

(1-0455) Fire Division Chief Steve Mihelic explained the Fire Department's concerns related to the need for additional egress/ingress. Discussion indicated that the response time could be decreased safely and routes utilized to respond to calls. The flood plan along Koontz and its related problems were discussed with Mr. Brotzman. Further discussion ensued with Division Chief Mihelic on the response time which would be saved by the extensions.

(1-0829) Tim Steele explained his support of the road extension. He felt that the safety concerns related to children playing in the street warranted extending the street as it would provide another access and eliminate a potential conflict for these children. It would provide better fire/emergency access. (1-0865) Ron Steele expressed his support for the extension as it had been planned and is indicated on the master plan. (1-0895) Dick Murray felt

that as the area grows consideration for accesses warranted additional streets as indicated by the City's overall plan. He urged the Board to extend the streets. (1-0962) Richard Waiton expressed his feeling that Saliman Street was to have been a secondary route to Clearview. As an area is developed additional roads are mandated and that property buyers should familiarize themselves with such planner access routes. He supported the Fire Department's request for the extensions. Until a major bypass is developed, the City needed to continue developing major arterials. (1-1072) Gene Butler felt that the extension was a sign of area growth and urged the Board to extend Hillview to Clearview. He also noted that his home was for sale. An offer had been made, however, had been reduced \$16,000 due to the proposed extension of a "quiet street". Clarification for Rett Jesse noted that Mr. Butler's proposal was not under discussion at this time as it was "another funding element" which would be addressed in the future. (1-1145) Bill Smith supported the extension due to the emergency vehicle access needs. He, too, supported extending the street to Clearview. His comments also noted the need to update the map as Sinbad is no longer a street. Speeding problems were noted. He urged the Board to install a four-way stop at Hillview or Saliman and Koontz. Clarification indicated that plans currently call for a two-way stop on Hillview at Koontz. Potential RTC funding for the extension of Hillview to Valley View was noted. Also discussed was the need to enforce the 35 mile per hour speed limit and whether the question of the street's name--Hillview/Saliman--should be included in the issue. Clarification indicated that there are only two homes--Gene Butler and Jim Moreno--on the street at this time. Emergency vehicles do not have as large a problem with the interruption of Hillview as the general public does. (1-1385) Fran McLain expressed her feeling that the traffic study utilized in the report was outdated as her own count was more. A truck count should be conducted due to the increased volume of truck traffic she had seen. Also, a truck turn lane was warranted if the truck prohibition could not be enforced. She, also, felt that the extension would reduce the response time for the Fire Department. She then expressed her opinion that the Trelease/Shadow Valley Subdivision request, which the Planning Commission would consider on Tuesday, would also impact Saliman Road. She urged the Board to consider the entire area and not just utilize a piecemeal approach. Her Sierra Pacific Power problems were outlined. If the power poles are moved for the project, she would again be impacted. (1-1535) Elaine Schmidt felt that Saliman was not to be a truck route and her concern for the children utilizing the four schools in her area when the trucks use Saliman. She urged the Board to continue to maintain the prohibition against trucks on Saliman. (1-1565) Fred Roper read his daughter's letter into the record and gave the Clerk a copy. His comments supported the allegations that the speed limit was not enforced, the varying posted speed limits, his concern for his handicapped daughter's safety along Koontz, and flooding problems in his yard. (1-1670) May Ruth French supported the extension of Saliman. She felt that the developers should be responsible for Mr. Roper's flooding. (1-1720) Jack Wilson urged the Board to install a three-way stop sign at Hillview and Koontz.

Discussion ensued among the Board and staff on the funding for Alternatives 22, 23, and 24, the need for a four-way stop between Shady Oak and Kingsley. **Supervisor Fettic then moved that the Board accept and authorize the Mayor to sign and award the contract, Contract No. 9091-304--Saliman Road Improvements, to T. E. Bertagnolli Construction as the lowest responsive bidder per the requirements of NRS Chapters 332, 335, 339, and 624, for an amount of \$125,002.16 plus a five percent contingency, this contract includes the Additive Alternates along Hillview Drive from Kingsley Lane to Koontz Lane and including reconstruction of 400 feet of Koontz Lane, which would add to the bid tabulation sheet No. 22, an increase in item number 21 to cover the posting of Saliman for no truck signage between Koontz and Fifth and include funding for a three-way stop at Koontz and Hillview and a four-way stop at some location between Shady Oak and Kingsley. Supervisor Bennett seconded the motion.** Following public comment requesting an amendment, Supervisor Fettic amended his motion to have the staff review the posting from Highway 50 to Koontz. Supervisor Bennett continued her second. Clarification indicated a three-way stop at Koontz and Saliman/Hillview, a stop between Shady Oaks and Kingsley, and posting no trucks from Highway 50 to Koontz. Local deliveries would be allowed. Ms. McLain expressed her feeling that such signs are not legal and urged the Board to consider the 7 ton posting on her street. The motion was then voted by roll call with the following result: Ayes - Smith, Bennett, Tatro, Fettic, and Mayor Teixeira. Nayes - None. Motion carried 5-0.

BREAK: At 7:05 p.m. a five minute recess was declared. When the meeting reconvened the entire Board was present constituting a quorum.

Mayor Teixeira then explained that the next issue for consideration was the extension of Kingsley. Supervisor Tatro then explained where he lives and feeling that he could participate without bias. He had not reached a decision on this issue. Mr. Brotzman used an overhead projector to display the street and explain the improvements and reasons for extending the street. Ultimately Kingsley would have crossed Saliman. Egress would no longer require utilization of Sonoma.

(1-2202) Rett Jesse expressed his opposition to the extension due to the increased traffic created in his neighborhood and loss of its present quiet seclusion. He then gave a copy of a report to the Board and Clerk on the advantages of maintaining Kingsley as a deadend. He felt that the emergency access concerns could be addressed under the status quo without causing undue delay. He acknowledged the 35 second increase in response time but felt it was justified when the chances of children being runover by others are compared with the chances of their being burned. He was certain that more children would be runover than burned. As the subdivision was "brand new" the chances of having a fire were less. Traffic was a major concern only at 8 a.m. and 5 p.m. If the road is extended, he was certain that the crime statistics for the area would increase as transient individuals would have immediate access. The cost of the extension would be eliminated. He then displayed a map of the area and expressed a willingness to pay for the increased cost of the curb and gutter along Saliman if the street is not extended. Drainage would not be a problem in his area. The petition supporting keeping the street as is had over 80 names. Mayor Teixeira then expressed his feeling that his neighborhood was negatively impacting other portions of the subdivision as it required utilization of that area's streets for ingress/egress. These individuals could use the same arguments used by Mr. Jesse to force the opening of Kingsley. He stressed that only the immediate neighbors on Kingsley and Berkenfield would use Kingsley. These same individuals should be concerned with their area's safety. Mr. Jesse continued to stress his feeling via his map that individuals going north would maintain their current route rather than utilize Kingsley. When questioned he admitted that he would utilize Kingsley if opened. He responded to Supervisor Fettic's questions on the source of traffic which he felt indicated that only residents of the neighborhood would be utilizing the extension. Mr. Jesse continued to stress his safety concerns. Supervisors Smith and Bennett emphasized Mayor Teixeira's points. He had felt that only traffic directed specifically to the area would utilize Kingsley. Mr. Jesse continued to stress his feeling that it would expose the area to additional traffic from Sonoma. Supervisor Smith then explained his feeling that Calico should not have been used for Supervisor Bennett's illustration based on his experience with limited accesses to subdivisions in Sacramento.

(2-0060) Daphne Gammell had moved to the area when Stafford Way was a deadend, had not complained when it was extended, nor when impacted by the further development of the subdivision. She felt another access was needed and relayed her safety concerns for her children. She felt that if desired she could obtain just as many petitions supporting her position as Ms. Jesse had. (2-0112) Jo Anna Wilson felt that opening Kingsley would increase the transient traffic which has no interest in the neighborhood. She questioned the wisdom of opening the area to additional traffic. Health and safety concerns have not been an issue until now. Her comments stressed her feeling that traffic volumes and speeds would increase if Kingsley is opened. (2-0186) Tim Steele expressed his feeling that additional accesses are needed and concern for the safety of the children impacted by the lack of those accesses. (2-0229) Tammy Jesse explained her concern for the safety of the children who are currently playing in the streets, which would not occur if Kingsley is opened. Her comments also stressed concerns about potential childnapping. By keeping Kingsley closed, unwanted transient traffic would not occur. Currently her children walk to school and play soccer, volleyball, etc., at the park, which she located on the map. She felt this would no longer be safe if Kingsley is opened. She felt additional petitions could be obtained. She felt a secluded neighborhood was desired. Mayor Teixeira pointed out the safety concerns of the area's currently utilized for access to the park and her neighborhood. Ms. Jesse continued to stress her safety concerns for the children and desire to maintain the secluded area as it now exists. The need for street lighting was indicated. She felt that if

Kingsley is open, transient drivers could easily cruise the area, and breakins and other crimes would increase due to the lack of street lights. She indicated the residents felt that if Saliman is extended, teenagers would make it a cruise/drag strip. They then would utilize Kingsley as a turnaround. Safety concerns for a 5 or 6 year old, handicapped child was stressed as well as for younger children. She felt the emergency vehicle response time now experienced was adequate. She urged the Board to consider the fact that the petitioners had also elected the Board and wished to keep the area secluded, quiet, calm, and private. She then presented photographs of children playing in the street, which she gave to the Clerk for the record. Discussion ensued with the Board on where her home was situated on Kingsley and its related traffic problems. (2-0715) May Ruth French expressed her feeling that Ms. Jesse should have moved to a cul-de-sac rather than Kingsley and expected the City to provide a playground in front of her house. She urged the Board to extend the street. (2-0730) Peter Urgheil expressed his feeling that the developer had not extended the street due to the feeling that the residents had come to Carson City to get away from the through traffic. He felt the entire area would be impacted by individuals seeking "shortcuts". He urged increased traffic patrol. He "took different routes daily to alleviate his neighbor's traffic". (2-0785) Fran McLain expressed her feeling that all of the individuals present would utilize the extension daily. The speedway is currently found on Saliman and traffic patrols were warranted. (2-0825) Jim Wilson expressed his feeling that the extension would not change the traffic patterns for individuals working in the downtown area due to the number of school zones. Purportedly a study of Los Angeles' response time indicated its difference from one side to the other when using red lights and sirens was only one minute less than obeying all the laws. He felt that the residents on Baker, Silver Sage, and Stafford needed help but that Kingsley residents should not be punished as it would not make it better for the others. There were other avenues which could be utilized by them.

Mayor Teixeira noted the emotional issues tied to the extension. He felt there are trade offs for both areas. He felt the extension was planned long ago and was for the betterment of the entire area. **Supervisor Bennett then moved that the Board approve the extension of Kingsley Lane through to Saliman** and explained that the motion was made with deep respect for the concerns of the residents on Kingsley Lane, however, with respect for the community-at-large and for the reasons which have been stated by the Mayor, she would restate her motion that **the Board approve the extension of Kingsley Lane to Saliman**. When a second was not forthcoming, **Mayor Teixeira passed the gavel to Mayor Pro-Tem Fettic and seconded the motion**. Mayor Pro-Tem Fettic then elaborated on his concerns related to opening the area which in turn made it difficult for the individuals residing there. Supervisor Smith expressed his feeling that traffic would not go east and then north or south. He questioned whether it would help other areas of the subdivision. It would, however, be a detriment to Kingsley. Discussion between the Board and staff indicated that if Saliman and the Stafford Subdivision phase opposite Kingsley Saliman had been constructed, Kingsley would have been extended automatically. The right-of-way for Kingsley was dedicated long ago. Reasons Saliman had not been extended by the developer were noted. Kingsley's extension would create better traffic distribution. Supervisor Tatro explained that he lives on Kingsley, has received mixed comments on the proposal, his safety concerns for the children, that the extension would change traffic patterns, and his personal desire that Kingsley remain status quo. Mayor Teixeira noted the new shopping center south of the area, the lack of areas remaining within the City for development, the fluctuation in traffic and streets widths/patterns, and feeling that Kingsley will be utilized by the neighborhood. True, individuals will make wrong turns into the area but only once due to difficulty in circulating. Mayor Pro-Tem Fettic then explained that once the motion is made, comments are restricted to the Board.

(2-1355) Daphne Gammell invited Supervisor Smith to come to Seelinger School and count the number of parents who drive their children to Seelinger and Eagle Valley Junior High. These individuals would use Kingsley if extended. Catherine Nagel questioned the speed limit on Koontz Lane which Mayor Pro-Tem Fettic explained would be addressed after the vote. (2-1402) Jim Moran felt that the motion should include traffic controls particularly if Kingsley crosses Saliman. Mr. Brotzman explained for Supervisor Smith that there would be stop signs on Kingsley at Saliman, Kingsley at Koontz, and Shady Oaks at Kingsley.

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The motion to approve the extension of Kingsley was voted by roll call with the following result: Smith - No; Mayor Teixeira - Yes; Tatro - Yes; Bennett - Yes; and Mayor Pro-Tem Fettic - Yes. Motion carried 4-1. Mayor Pro-Tem Fettic then passed the gavel back to Mayor Teixeira.

(2-1485) Catherine Nagel elaborated on her concerns about the traffic speed limit on Koontz. Mayor Teixeira noted that portions were 25 and 35. Mr. Brotzman explained the rural and urban speed limits. He agreed to re-evaluate the matter and refer the issue to RTC. Supervisor Fettic explained that this was not an RTC matter

Discussion then ensued on the 30 foot area adjacent to Saliman on the westerly side which is not being utilized by the roadway. Mayor Teixeira felt alternatives were to ignore it and its weeds, landscape and maintain it with an undetermined staff, make it a park, or abandon it to the adjacent landowners. His support for abandonment was explained. Supervisor Bennett felt that RTC should landscape it. Mr. Jesse felt that the adjacent property owners would accept the property if the cost of extending the fence was utilized as the price. Mr. Jesse felt \$8 a linear foot was a reasonable price. Mayor Teixeira suggested the fencing be removed from the construction project and have the City install the fence. Ms. Timian-Palmer noted the processing time.

(2-1732) Wayne Westfall explained his employment with the State Department of Transportation Right-of-Way Division and expressed his feeling that the State had abandoned property in the past much to its detriment. With the southerly growth of the City, there may be a need for the wide right-of-way needed in the future.

Mr. Brotzman then explained the utilities proposed in that area and need to maintain access to same. Supervisor Bennett again stressed her desire to utilize RTC funding for landscaping and retention of the property. Mr. Brotzman noted that so long as access is permitted when needed, the property could be abandoned. NDOT rents its right-of-way for private parking lots, landscaping, etc. Mr. Westfall noted that this was not abandoning the property and was acceptable under "licensing" for a set period. This does not cloud the licensee's property. Mr. Suglia's legal concerns were noted.

Supervisor Tatro then suggested that undulations be placed in Saliman to slow the traffic as had been done by NDOT on the west side of Carson City. Mr. Brotzman opposed the suggestion as stop signs would do the same thing without the liability concerns.

(2-2091) Ms. Jesse then expressed her feeling that the residents wanted a 4-way stop sign at Kingsley and Saliman. The petition was displayed reflecting this desire but a copy was not given to the Clerk. She was willing to circulate the petition if desired. She emphasized that her entire effort had been for the well-being of the children. With the buildup of the phase across from her, children would be crossing the street. The residents also opposed a park or place where transients could "hang out" or that the children would play located adjacent to Saliman.

(2-2205) Fran McLain urged the Board to retain ownership as suggested by Mr. Westfall. She felt that other deed restrictions had prohibited construction within 30 feet of the rear lot line, however, a new building is being constructed within that area. She questioned deed restriction enforcement on Saliman. Mayor Teixeira explained that this is being researched and that the landowners would be aware of the stipulations.

Board discussion noted that the school crossing signal had been included in the original contract. The need for street lighting standards is to be brought to the Board. Clarification indicated that signage on the entire stretch of Saliman was to be developed by staff and brought back to the Board for approval.

Supervisor Fettic moved to adjourn. Supervisor Smith seconded the motion. Motion carried 5-0. Mayor Teixeira adjourned the meeting at 8:45 p.m.

The Minutes of the Special July 29, 1991, Carson City Board of Supervisors meeting

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ARE SO APPROVED ON September 19, 1991.

/s/  
Marv Teixeira, Mayor

ATTEST:

/s/  
Kiyoshi Nishikawa, Clerk-Recorder