



WASHOE COUNTY

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STAFF REPORT

BOARD MEETING DATE: November 13, 2018

DATE: Thursday, September 13, 2018

TO: Board of County Commissioners

FROM: Roger Pelham, MPA, Senior Planner, Planning and Building Division, Community Services Department, 328-3622, rpelham@washoecounty.us

THROUGH: Mojra Hauenstein, Architect, AICP Planner, LEED AP, Director of Planning and Building, 328-3619, mhauenstein@washoecounty.us

SUBJECT: Public Hearing continued from September 11, 2018: Appeal of the May 1, 2018 denial, by the Washoe County Planning Commission of Tentative Subdivision Map Case Number WTM18-004 (Lemmon Drive Estates) for a 98-lot single-family residential, common open space subdivision. Front yard setbacks may be reduced from 20 feet to 10 feet adjacent to a public street or common driveway, except for garages. Rear yard setbacks may be reduced from 20 feet to 10 feet. Side yard setbacks may be reduced from 8 feet to 5 feet. Required lot widths may be reduced from 80 feet to 75 feet.

The proposed project is located on the east side of Lemmon Drive, approximately 700 feet south of its intersection with Military Road. The Assessor's Parcel Number is 552-210-18. The subject property has a regulatory zone of Medium Density Suburban (MDS) (3 dwellings/acre). The total number of residences allowed, based upon the existing zoning, is 101. The applicant has requested to create 98 residential lots. The property owner and appellant is Chuck Bluth/Lakes at Lemmon Valley LLC.

The Board may affirm, reverse, or modify the decision of the Planning Commission. In doing so, the Board may remand the matter back to the Planning Commission with instructions, or may directly grant all or part of the appeal and approve the tentative subdivision map.
(Commission District 5.)

AGENDA ITEM # _____

SUMMARY

The applicant, Chuck Bluth / Lakes at Lemmon Valley, LLC applied for a tentative subdivision map to create a 98-lot single family residential subdivision. That request was denied by the Washoe County Planning Commission on May 1, 2018. The Planning Commission expressed concerns in several areas including traffic and drainage. Among the testimony provided by the public at that hearing included information and photos showing that areas of the subject site proposed to remain as undisturbed on the tentative map had been graded. Subsequent inquiry by Staff and the applicant's representative determined that "Major Grading" (grading that requires approval of a special use permit) had been done without permits.

The applicant applied for a special use permit to allow the previous grading. That request was denied by the Washoe County Board of Adjustment on July 11, 2018.

The applicant appealed the denial of the tentative subdivision map to the Board of County Commissioners, but chose not to appeal the denial of the special use permit for grading, by the Board of Adjustment. The applicant seeks approval of the tentative subdivision map.

The applicant provided staff with a letter detailing the desire to work directly with Code Enforcement to come into compliance with the grading code.

Washoe County Strategic Objective supported by this item: Stewardship of our Community

PREVIOUS ACTION

On May 1, 2018, the Washoe County Planning Commission (PC) held a duly-noticed public hearing on Tentative Subdivision Map Case Number WTM18-004 (Lemmon Drive Estates). The PC denied that request based upon the inability to make the findings of fact as required by Washoe County Code Section 110.608.25. (see Attachment C to this report)

On May 11, 2018, the applicant, Chuck Bluth/Lakes at Lemmon Valley, LLC, filed an appeal of that denial, but also requested that the appeal hearing be delayed, "to provide sufficient time to address property owner created issue of grading without a permit."

On June 11, 2018, the North Valleys Citizen Advisory Board held a meeting on the special use permit request. After considerable public comment the NVCAB recommended approval with conditions which include restoration of vegetation, drainage and blocking access to the graded area (see Exhibit C to the Planning Commission Staff Report dated 6/14/2018).

On July 11, 2018, the Washoe County Board of Adjustment (BOA) held a duly-noticed public hearing on the special use permit request. The BOA denied that request based upon the inability to make the findings of fact as required by Washoe County Code Section 110.810.30. (see Attachment F to this report)

On July 20, 2018, the applicant, Chuck Bluth/Lakes at Lemmon Valley, LLC, provided a letter to staff indicating that no appeal would be filed, for the special use permit, and expressing that their desire is to work directly with Code Enforcement to come into compliance with the grading code. That letter is included at Attachment I to this report.

BACKGROUND

The applicant is appealing the decision, made by the Washoe County Planning Commission on May 1, 2018, which denied the requested tentative subdivision map. The applicant is not appealing the decision made by the Washoe County Board of Adjustment on July 11, 2018 which denied the requested special use permit for grading.

The minutes of both meetings are included as attachments to this report.

Regardless of the outcome of the appeal hearing on the tentative subdivision map, the applicant must obtain proper Washoe County permits for grading before undertaking any grading activity to correct the grading violations on the subject site. The required grading permit also includes the requirement to obtain a special use permit, which was denied by the Board of Adjustment. Because the applicant did not appeal the denial by the Board of Adjustment, the choices remaining to the applicant to correct the grading violations are limited to either reapplying for the special use permit or not correcting the grading violations on the subject property. Failure to correct the grading violations will result in further enforcement action by the County. Enforcement action may include such measures as administrative, criminal or civil enforcement with the possibility of County or Court ordered abatement to correct the violations.

Staff would like to emphasize that correction of the unpermitted grading must be accomplished. Prior to correction of the grading violations, Washoe County will not be in a position to be able to issue any other permits for development on the subject site.

The Planning Commission stated that they could not make the finding that appropriate access is provided to the proposed subdivision. In the appeal application, the property owner / appellant contends that the Regional Transportation Commission reviewed the application and provided appropriate conditions of approval including two “right-in, right-out only” intersections and that appropriate improvements to Lemmon Drive would be made so that appropriate access is constructed. (see Attachment G to this report)

FISCAL IMPACT

No fiscal impact.

RECOMMENDATION

It is recommended that the Board of County Commissioners affirm the decision of the Planning Commission and deny Tentative Subdivision Map Case Number WTM18-004 (Lemmon Drive Estates), being unable to make the required findings of fact.

POSSIBLE MOTIONS

Should the Board agree with the decision of the PC on Tentative Subdivision Map Case Number WTM18-004 (Lemmon Drive Estates) a possible motion would be:

“I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Board of County Commissioners affirm the decision of the Planning Commission, and deny Tentative Subdivision Map Case Number WTM18-004 for Lakes at Lemmon Valley, LLC, being unable to make all ten findings in accordance with Washoe County Code Section 110.608.25, including:

1. Plan Consistency. That the proposed map is consistent with the Master Plan and any specific plan;
2. Design or Improvement. That the design or improvement of the proposed subdivision is consistent with the Master Plan and any specific plan;
3. Type of Development. That the site is physically suited for the type of development proposed;
4. Availability of Services. That the subdivision will meet the requirements of Article 702, Adequate Public Facilities Management System;
5. Fish or Wildlife. That neither the design of the subdivision nor any proposed improvements is likely to cause substantial environmental damage, or substantial and avoidable injury to any endangered plant, wildlife or their habitat;
6. Public Health. That the design of the subdivision or type of improvement is not likely to cause significant public health problems;
7. Easements. That the design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through, or use of property within, the proposed subdivision;
8. Access. That the design of the subdivision provides any necessary access to surrounding, adjacent lands and provides appropriate secondary access for emergency vehicles;
9. Dedications. That any land or improvements to be dedicated to the County is consistent with the Master Plan; and
10. Energy. That the design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.”

Should the Board disagree with the decision of the PC on Tentative Subdivision Map Case Number WTM18-004 (Lemmon Drive Estates) a possible motion would be:

“I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Board of County Commissioners reverse the decision of the Planning Commission, and approve Tentative Subdivision Map Case Number WTM18-004 for Lakes at Lemmon Valley, LLC, with the conditions of approval as included at Attachment J to this report, being able to make all ten findings in accordance with Washoe County Code Section 110.608.25, including:

1. Plan Consistency. That the proposed map is consistent with the Master Plan and any specific plan;
2. Design or Improvement. That the design or improvement of the proposed subdivision is consistent with the Master Plan and any specific plan;
3. Type of Development. That the site is physically suited for the type of development proposed;
4. Availability of Services. That the subdivision will meet the requirements of Article 702, Adequate Public Facilities Management System;
5. Fish or Wildlife. That neither the design of the subdivision nor any proposed improvements is likely to cause substantial environmental damage, or substantial and avoidable injury to any endangered plant, wildlife or their habitat;
6. Public Health. That the design of the subdivision or type of improvement is not likely to cause significant public health problems;

7. Easements. That the design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through, or use of property within, the proposed subdivision;
8. Access. That the design of the subdivision provides any necessary access to surrounding, adjacent lands and provides appropriate secondary access for emergency vehicles;
9. Dedications. That any land or improvements to be dedicated to the County is consistent with the Master Plan; and
10. Energy. That the design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.”

Attachments:

A: PC Action Order for WTM18-004

B: PC Staff Report for WTM18-004

C: PC [draft] minutes of 5/1/2018

D: BOA Action Order for WSUP18-0012

E: BOA Staff Report for WSUP18-0012

F: BOA [draft] minutes of 7/11/2018

G: Appeal Application for WTM18-004

H: Letter requesting delay in hearing for WTM18-004 Appeal

I: Letter indicating no appeal to be filed for WSUP18-0012

J: Possible Conditions of Approval for WTM18-004

cc:

Chuck Bluth/Lakes at Lemmon Valley LLC, 4655 Longley Lane, Suite 107, Reno, NV 89502

CFA, Inc., Attn: Dave Snelgrove, 1150 Corporate Blvd, Reno, NV 89502

Dave Solaro, Assistant County Manager

Mojra Hauenstein, Division Director, Planning and Building

Trevor Lloyd, Planning Manager

Nate Edwards, Deputy District Attorney

Attachment A

Appeal of Denial of Tentative Subdivision Map

Case Number WTM18-004



WASHOE COUNTY
COMMUNITY SERVICES DEPARTMENT
Planning and Building Division
Planning Program

1001 EAST 9TH STREET
 PO BOX 11130
 RENO, NEVADA 89520-0027
 PHONE (775) 328-6100
 FAX (775) 328.6133

Planning Commission Action Order
Tentative Subdivision Map Case Number WTM18-004

Decision: **Denial**

Decision Date: May 1, 2018

Mailing/Filing Date: May 2, 2018

Property Owner: Lakes at Lemmon Valley, LLC
 Attn: Chuck Bluth
 4655 Longley Lane, Suite 107
 Reno, NV 89502

Assigned Planner: Roger Pelham, MPA, Senior Planner
 Washoe County Community Services Department
 Planning and Building Division
 Phone: 775.328.3622
 E-Mail: rpelham@washoecounty.us

Tentative Subdivision Map Case Number WTM18-004 (Lemmon Drive Estates) – For possible action, hearing, and discussion to approve a tentative subdivision map for a 98-lot single-family residential, common open space subdivision. Lot sizes are proposed to range from a minimum size of 5,218 square feet (± .12 acres) to a maximum size of 10,811 square feet (± .25 acres) with an average size of 6,011 square feet (± .14 acres). Front yard setbacks are proposed to be reduced from a minimum of from 20 feet to a minimum of 10 feet adjacent to a public street or common driveway, and maintain 20 feet in front of each garage. Rear yard setbacks are proposed to be reduced from a minimum of 20 feet to a minimum of 10 feet. Side yard setbacks are proposed to be reduced from a minimum of 8 feet to a minimum of 5 feet. Required lot widths are proposed to be reduced from a minimum of 80 feet to a minimum of 75 feet.

- Applicant: Lakes at Lemmon Valley, LLC
- Property Owner: Lakes at Lemmon Valley, LLC
- Location: On the east side of Lemmon Drive, approximately 700 feet south of its intersection with Military Road
- Assessor's Parcel Number: 552-210-18
- Parcel Size: ± 33.97 acres
- Master Plan Category: Suburban Residential (SR)
- Regulatory Zone: Medium Density Suburban (MDS, 3 dwellings per acre)
- Area Plan: North Valleys
- Citizen Advisory Board: North Valleys
- Development Code: Authorized in: Article 608, Tentative Subdivision Maps; Article 408, Common Open Space Development and Article 424, Hillside Development



INTEGRITY



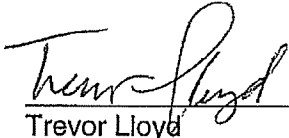
EFFECTIVE COMMUNICATION



QUALITY PUBLIC SERVICE

To: Lakes at Lemmon Valley, LLC
Subject: WTM18-004
Date: May 2, 2018
Page: 3

Washoe County Community Services Department
Planning and Building Division



Trevor Lloyd
Secretary to the Planning Commission

TL/RP/ks

xc:

Applicant: Lakes at Lemmon Valley, LLC, Attn: Chuck Bluth, 4655 Longley Lane, Suite 107, Reno, NV 89502

Property Owner: Lakes at Lemmon Valley, LLC, Attn: Chuck Bluth, 4655 Longley Lane, Suite 107, Reno, NV 89502

Representative: CFA, Inc., Attn: Dave Snelgrove, 1150 Corporate Boulevard, Reno, NV 89502

Action Order xc: Nathan Edwards, District Attorney's Office; Keirsten Beck, Assessor's Office; Cori Burke, Assessor's Office; Tim Simpson, Utilities; Leo Vesely, Engineering and Capital Projects; North Valleys Citizen Advisory Board, Chair

Attachment B

Appeal of Denial of Tentative Subdivision Map

Case Number WTM18-004



Planning Commission Staff Report

Meeting Date: May 1, 2018

Agenda Item: 8C

TENTATIVE SUBDIVISION MAP CASE NUMBER: WTM18-004 (Lemmon Drive Estates)

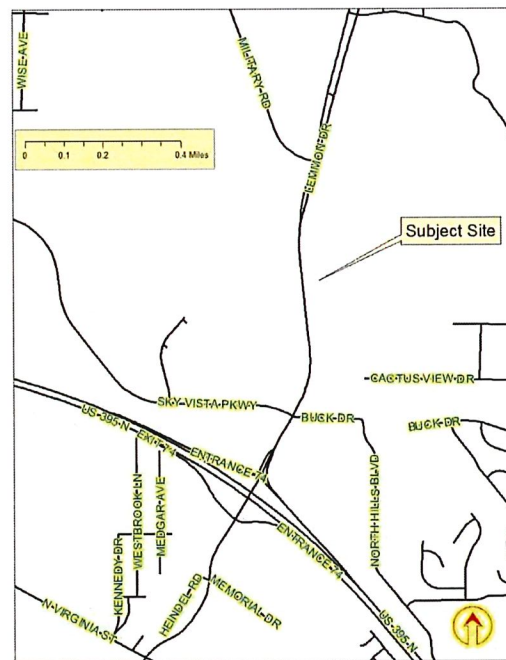
BRIEF SUMMARY OF REQUEST: 98-lot single-family residential, common open space subdivision.

STAFF PLANNER: Planner's Name: Roger Pelham, MPA, Senior Planner
 Phone Number: 775.328.3622
 E-mail: rpelham@washoecounty.us

CASE DESCRIPTION

For possible action, hearing, and discussion to approve a tentative subdivision map for a 98-lot single-family residential, common open space subdivision. Lot sizes are proposed to range from a minimum size of 5,218 square feet (± .12 acres) to a maximum size of 10,811 square feet (± .25 acres) with an average size of 6,011 square feet (± .14 acres). Front yard setbacks are proposed to be reduced from a minimum of 20 feet to a minimum of 10 feet adjacent to a public street or common driveway, and maintain 20 feet in front of each garage. Rear yard setbacks are proposed to be reduced from a minimum of 20 feet to a minimum of 10 feet. Side yard setbacks are proposed to be reduced from a minimum of 8 feet to a minimum of 5 feet. Required lot widths are proposed to be reduced from a minimum of 80 feet to a minimum of 75 feet.

Applicant: Lakes at Lemmon Valley, LLC
 Property Owner: Lakes at Lemmon Valley, LLC
 Location: On the east side of Lemmon Drive, approximately 700 feet south of its intersection with Military Road
 APN: 552-210-18
 Parcel Size: ± 33.97 acres
 Master Plan Category: Suburban Residential (SR)
 Regulatory Zone: Medium Density Suburban (MDS, 3 dwellings per acre)
 Area Plan: North Valleys
 Citizen Advisory Board: North Valleys
 Development Code: Authorized in: Article 608, Tentative Subdivision Maps; Article 408, Common Open Space Development and Article 424, Hillside Development
 Commission District: 5 – Commissioner Herman
 Section/Township/Range: Section 09, T20N, R19E, MDM, Washoe County, NV



STAFF RECOMMENDATION

APPROVE

APPROVE WITH CONDITIONS

DENY

POSSIBLE MOTION

I move that after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission approve Tentative Subdivision Map Case Number WTM18-004 for Lakes at Lemmon Valley, LLC, having made all ten findings in accordance with Washoe County Development Code Section 110.608.25

(Motion with Findings on Page 14)

Staff Report Contents

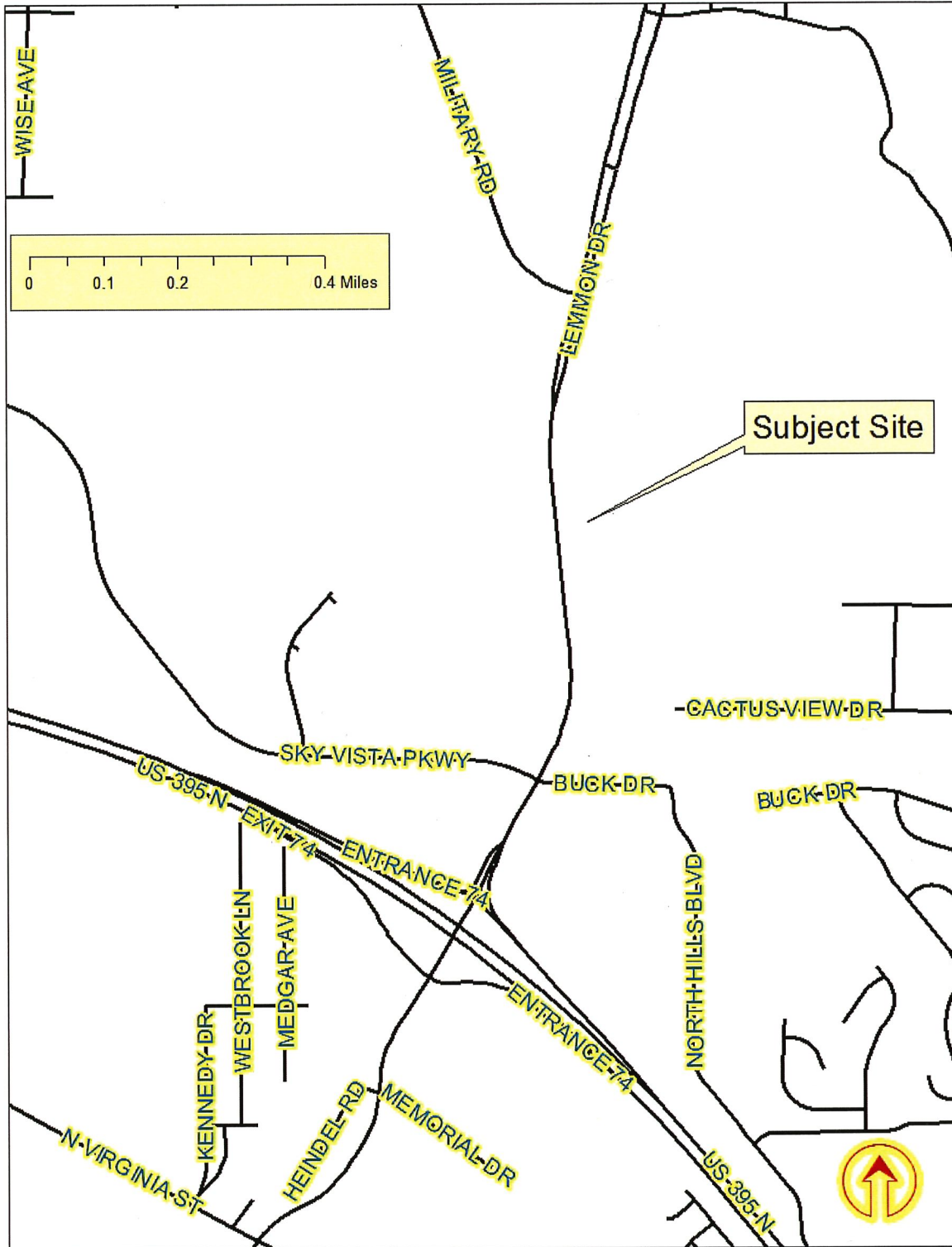
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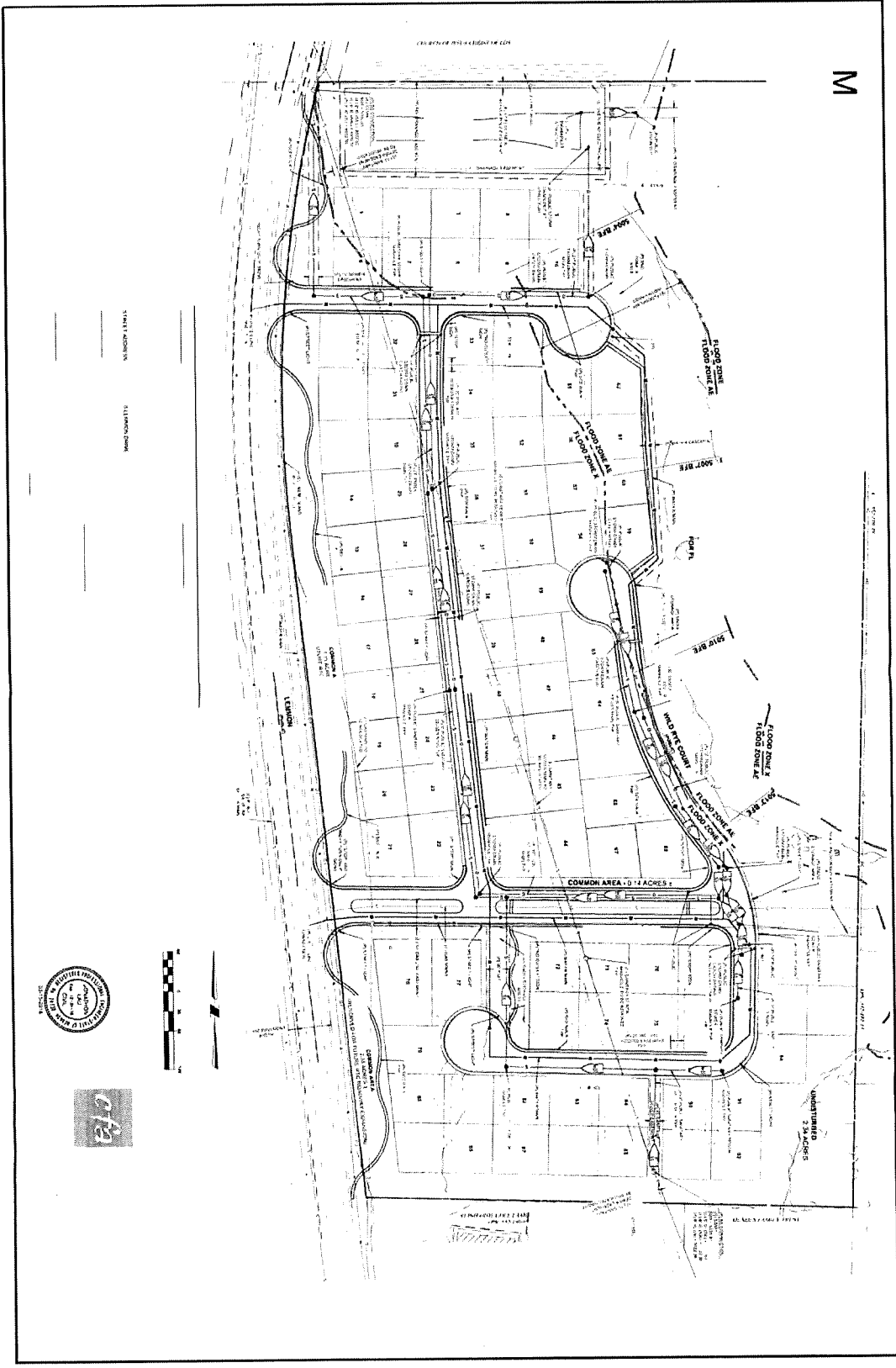
Conditions of Approval Exhibit A
Citizen Advisory Board Minutes Exhibit B
Agency Comments and Conditions Exhibit C
Silver State Kennel Letter Exhibit D
Applicant Response to Silver State Kennel Letter Exhibit E
Public Notice Exhibit F
Project Application (without technical reports) Exhibit G

Please note: The technical reports submitted with the project application are very lengthy. To review the complete project application with the technical reports, contact the planning Division for a paper or email copy or go the following web link to view those reports under WTM18-004.

https://www.washoecounty.us/csd/planning_and_development/applications/current-applications.php



Vicinity Map



Site Plan

Tentative Subdivision Map Explanation

The purpose of a Tentative Subdivision Map is:

- To allow the creation of saleable lots;
- To implement the Washoe County Master Plan, including the Area Plans, and any specific plans adopted by the County;
- To establish reasonable standards of design and reasonable procedures for subdivision and re-subdivision in order to further the orderly layout and use of land and insure proper legal descriptions and monumenting of subdivided land; and;
- To safeguard the public health, safety and general welfare by establishing minimum standards of design and development for any subdivision platted in the unincorporated area of Washoe County.

If the Planning Commission grants an approval of the Tentative Subdivision Map, that approval is subject to Conditions of Approval. Conditions of Approval are requirements that need to be completed during different stages of the proposed project. Those stages are typically:

- Prior to recordation of a final map.
- Prior to obtaining a final inspection and/or a certificate of occupancy on a structure.
- Prior to the issuance of a business license or other permits/licenses.
- Some Conditions of Approval are referred to as "Operational Conditions." These conditions must be continually complied with for the life of the project.

The Conditions of Approval for Tentative Subdivision Map Case Number WTM18-004 are attached to this staff report and will be included with the Action Order, if the Tentative Subdivision Map is approved by the Washoe County Planning Commission.

The subject property has a regulatory zone of Medium Density Suburban (MDS). The total number of residences allowed, based upon the existing zoning is 101. The applicant is requesting to create 98 residential lots. This is permissible based upon the approval of a Tentative Subdivision Map by Washoe County and compliance with all generally applicable provisions of the Development Code.

Article 408, Common Open Space Development, allows general development standards to be varied with the approval of a tentative subdivision map. In this case, front yard setbacks are proposed to be reduced from a minimum of from 20 feet to a minimum of 10 feet adjacent to a public street or common driveway, and maintain 20 feet in front of each garage. Rear yard setbacks are proposed to be reduced from a minimum of 20 feet to a minimum of 10 feet. Side yard setbacks are proposed to be reduced from a minimum of 8 feet to a minimum of 5 feet. Required lot widths are proposed to be reduced from a minimum of 80 feet to a minimum of 75 feet.

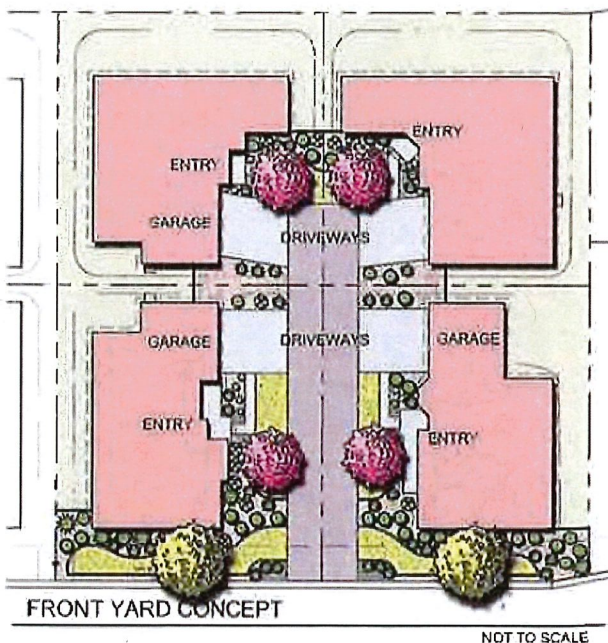
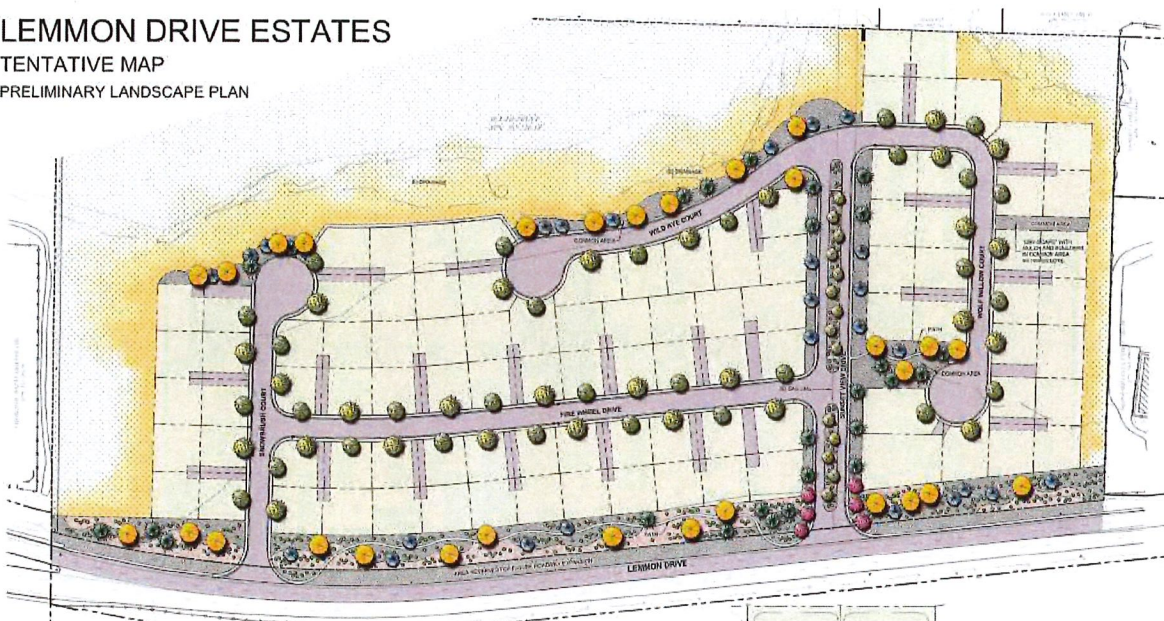
Project Evaluation

The applicant has requested approval of a Tentative Subdivision Map to create a 98-lot single-family residential, common open space subdivision. Lot sizes are proposed to range from a minimum size of 5,218 square feet (\pm .12 acres) to a maximum size of 10,811 square feet (\pm .25 acres) with an average size of 6,011 square feet (\pm .14 acres). Most of the homes are proposed to be designed in four-pack clusters that share one common driveway. However, it is anticipated

that there will be two-pack, three-pack and single access home designs as well. The project area includes approximately 33.97 acres of area that has a regulatory zone of Medium Density Suburban (MDS) which allows three dwellings to the acre. Approximately 12 acres of the site will be used as common open space and will include steep slopes and drainage improvements. The common areas and drainage improvements are proposed to be maintained by a Home Owners Association (HOA) that will be established by the developer.

LEMMON DRIVE ESTATES

TENTATIVE MAP
PRELIMINARY LANDSCAPE PLAN



The proposed configuration of the subdivision seeks to create minimal disturbance of steep slopes. Because more than 20 percent of the site includes slopes that are 15 percent or greater this proposed subdivision is subject to Hillside Development standards as required by Article 424 of the Washoe County Development Code.

Among the requirements of Article 424 is the requirement for a site analysis, map of the developable area of the project site and a slope map. Those maps and analysis are included with the application materials (see Exhibit G to this report). The analysis indicates that development is proposed to take place on the suitable areas and is proposed to leave most of the steep hillsides in a native condition.

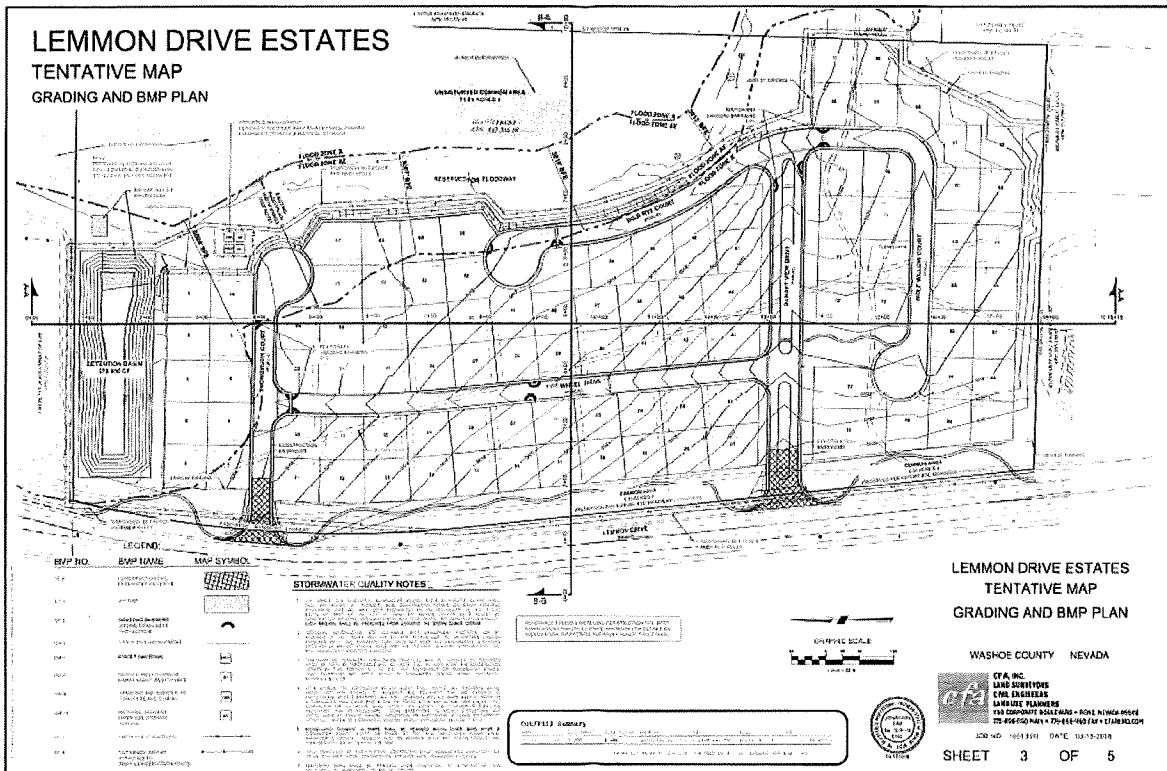
Additionally, Article 424 requires that any portion of a hillside development which has been deemed unsuitable for development must be designated as permanent open space and the uses shall be limited to paths, trails, outdoor recreation, utilities and drainage improvements. The land is also required to be offered for dedication. However, it is unlikely that the County will accept the dedication at this time. The proposed subdivision application materials comply with these requirements.

Article 424 also requires standards for the locations of dwellings, including clustering, placing dwellings on the natural slope and preserving the hillside. Likewise, there are standards for parking, building envelopes, fences, preservation of natural features, open space and trail easements, grading must mimic the natural contour of the land and all areas are required to be revegetated. The proposed subdivision application materials, along with the proposed conditions of approval (see Exhibit A to this report) will ensure that the development complies with these requirements. In keeping with Article 424, the subdivision has been designed to maximize the preservation of the steeper slopes while clustering the development on the more gently sloped portion of the property. The design of the proposed subdivision also complies with the generally applicable standards for fire protection and for street design.

The proposed configuration of the subdivision also seeks to create common open space. For this reason the project is subject to Common Open Space Development standards as required by Article 408 of the Washoe County Development Code. As previously stated, among the provisions of Article 408 is the requirement for a site analysis and map of the developable area of the project site. The proposed subdivision application materials comply with these requirements and the proposed configuration of the subdivision seeks to create minimal disturbance of steep slopes, and to maintain the existing drainage way. Conditions of approval are required by Article 408 to provide for on-going maintenance of the common open space area by the HOA. These conditions have been included in the recommended conditions of approval (see Exhibit A to this report).



Article 438, Grading, includes many standards regarding the proposed changes to the landform that are applicable to this project. The proposed subdivision application materials show general compliance with the applicable standards. The application materials also indicate that all proposed slopes are 3 horizontal to 1 vertical (3H:1V) or flatter, which is compliant with the provisions of Article 438. The total amount of grading is proposed to be approximately 41,500 cubic yards, and is proposed to balance on site to a large extent. About 500 cubic yards of earthen material may be exported to an approved location. Because the grading plans for the project have been submitted and reviewed as part of the tentative subdivision map application, a separate Special Use Permit for grading is not required.



Article 420, Storm Drainage Standards, provides standards for managing storm-water on projects like the proposed tentative subdivision map. The County Engineer is primarily responsible for ensuring compliance with these standards. The Lemmon Valley area has experienced substantial flooding within the last year. The proposed subdivision application materials indicate that any additional runoff created by the new development, will be captured in a detention basin on the subject site. At the North Valleys Citizen Advisory Board the Applicant’s representative indicated that the proposed detention basin is twice the minimum size required. The application materials indicate that the necessary volume of retention for a 100-year, 10-day storm event is 113,347 cubic feet of water. The proposed basin will hold 270,000 cubic feet of water. The plans for this subdivision have been reviewed by the County Engineer who has recommended approval, subject to conditions of approval to ensure that storm-water runoff is appropriately mitigated. Storm-water runoff will continue to flow across the site after development, as it does in the pre-development condition, however, the increased run off volume of 113,347 cubic feet of water will be retained, along with an additional 156,653 cubic feet of water. For this reason staff is of the opinion that the requirements of Article 420 have been appropriately addressed.

Article 422, Water and Sewer Resource Requirements, provides standards for provision of water and sewer to new subdivisions. The County Engineer is primarily responsible for ensuring compliance with sewer requirements. The County Engineer has reviewed the plans for tis development and has recommended approval with conditions. Those conditions of approval have been included in the recommendation attached to this report. Effluent treatment may take place at the Lemmon Valley or Stead treatment plant, infrastructure improvements will be necessary and the conditions of approval have been crafted to ensure capacity is available. The proposed subdivision application materials indicate that the necessary services are available and will be extended to serve the new dwellings. Water will be provided by the Truckee Meadows Water Authority (TMWA) to the new dwellings. Again, service will be

extended to the new dwellings and all applicable provisions requiring dedication of water rights will be required to be complied with, prior to approval of new dwellings.

The proposed configuration of the lots and grading of the land within the subdivision is also subject to the requirements of the North Valleys Area Plan. Among the applicable provisions are requirements for the grading to: minimize disruption to natural topography; utilize natural contours and slopes; complement the natural characteristics of the landscape; and preserve existing vegetation and ground coverage to minimize erosion and minimize cuts and fills. The proposed subdivision application materials show general compliance with these requirements.

The North Valleys Area Plan includes several design features that are required to be included in subdivisions in the "Lemmon Valley Suburban Character Management Area." These policies require that the applicant shall: provide for perimeter parcel sizes that match the existing residential parcels; limit all dwellings to a single story located on the perimeter when adjacent to or across a street from existing residential development; vary setbacks and driveway design; construct no more than 25% of the total residential units in the same architectural elevation; limit the use of block, concrete, or similar material to posts, pillars and similar uses for fence construction; minimize the use of street lighting; establish landscape designs that emphasize the use of native vegetation, with non-native and atypical vegetation integrated sparingly into any landscaped area. These provisions have been included in the recommended conditions of approval (see Exhibit A to this report). One tree in the front yard of each dwelling and additional street trees are required and homebuilders must offer at least two separate xeriscape options. Appropriate recommended conditions of approval have been included. These standards are also included in the CC&Rs (Conditions, Covenants and Restrictions) for this development.

The proposed subdivision is adjacent to Silver State Kennels on the southern property line. The kennel has been in operation for approximately 45 years. The owners of the kennel have expressed concern regarding complaints from residents that may be adjacent to the kennel regarding noise from barking dogs. The owners of the kennel have spoken with the Applicant's representative and both indicated a willingness to work together to achieve mitigation of that concern. Conditions of approval have been included to require the applicant to construct a berm and sound wall along the southern property line as well as include sound-attenuating features in homes adjacent to that property line. Disclosures to all future home-buyers are also required. Staff believes that the concerns will have been appropriately mitigated with the conditions of approval as recommended.

Fire services will be provided by the Truckee Meadows Fire Protection District (TMFPD). The nearest fire station is located on Silver Lake Boulevard approximately two miles from the development site. Fire hydrants will be required to meet minimum location and fire flow requirements. TMFPD will review proposed landscaping and fencing materials pursuant to Fire Codes. Any developments on the property shall meet the requirements of Washoe County Code Chapter 60.

The subdivision request conforms to all generally and specifically applicable provisions of the Development Code, Master Plan and Area Plan. For this reason staff recommends approval of the subdivision, with the conditions of approval included as Exhibit A.

North Valleys Citizen Advisory Board (NVCAB)

The proposed project was presented by the applicant's representative, David Snelgrove, at the regularly scheduled North Valleys Citizen Advisory Board meeting on April 9, 2018. The attached CAB minutes (Exhibit B) reflect the discussion by the CAB and public present at that

Washoe County Planning Commission

Staff Report Date: April 10, 2018

meeting, in opposition to approval of the project based upon storm water run-off and impacts to roads, sewer capacity and traffic flow.

It was generally expressed that additional development should not be allowed until the impacts associated with flooding in the Lemmon Valley Areas have been addressed.

The CAB took action to not recommend approval of the project with a vote of five in favor and none opposed.

Reviewing Agencies

Those agencies that provided substantive comments and conditions include:

- Washoe County Planning and Building Division addressed construction hours, buffering and compliance with grading and Development Code provisions.
Contact: Roger Pelham, 775.328.3622, rpelham@washoecounty.us
- Washoe County Public Works and Engineering Division addressed drainage, street connections, standards for sewer and water connections, as well as general standards and conditions for tentative subdivision maps.
Contacts: Clara Lawson, PE, PTOE, Licensed Engineer, 775.328.3603 and Leo R. Vesely, PE, CFM, 775.328.2313 and Timothy Simpson, P.E., 775.954.4648
- Truckee Meadows Fire Protection District noted that compliance with the 2012 International Fire Code, Chapter 60 of the Washoe County Code, the 2010 WUI code and all applicable NFPA codes is required.
Contact: Lisa Beaver, 775.326.6000
- Nevada Department of Environmental Protection provided comments indicating that the project will be served by Washoe County sewer services and that an intent-to-serve letter is required prior to final map review.
Contact: Patrick Mohn, 775.687.9419, pmohn@ndep.nv.gov
- Washoe County Planning and Building Division (Water Rights) noted that the proposed project does not have water rights at this time and must acquire them and that the project must be annexed into the service territory for the Truckee Meadows Water Authority.
Contact: Vahid Behmaram, 775.328.3600, vbehmaram@washoecounty.us

Staff Comment on Required Findings

Washoe County Code Section 110.608.25 of Article 608, *Tentative Subdivision Maps*, requires that all of the following findings be made to the satisfaction of the Washoe County Planning Commission before granting approval of the abandonment request. Staff has completed an analysis of the application and has determined that the proposal is in compliance with the required findings as follows.

- 1) Plan Consistency. That the proposed map is consistent with the Master Plan and any specific plan.

Staff Comment: The proposed map is consistent with all goals and policies of the Master Plan including the residential density and lot design required by the Master Plan and the North Valley Area Plan. There are no specific plans associated with this property.

- 2) Design or Improvement. That the design or improvement of the proposed subdivision is consistent with the Master Plan and any specific plan.

Staff Comment: As detailed in this report all applicable design features that are required to be included in subdivisions in the "Lemmon Valley Suburban Character Management Area" have been included in the application submittal.

- 3) Type of Development. That the site is physically suited for the type of development proposed.

Staff Comment: The number of dwellings and configuration of the proposed subdivision is consistent with the requirements of the master plan; impacts associated with the proposed subdivision will be appropriately mitigated, based upon the imposition of appropriate conditions of approval as included at Exhibit A to this report. For this reason it is the opinion of staff that the site is physically suited for the type of development proposed.

- 4) Availability of Services. That the subdivision will meet the requirements of Article 702, Adequate Public Facilities Management System.

Staff Comment: The proposed subdivision will meet the requirements of Article 702, Adequate Public Facilities Management System, as sanitary sewer service will be provided to all new dwellings and there is sufficient capacity in the sewage system to accommodate the sewage created.

- 5) Fish or Wildlife. That neither the design of the subdivision nor any proposed improvements is likely to cause substantial environmental damage, or substantial and avoidable injury to any endangered plant, wildlife or their habitat.

Staff Comment: Neither the design of the proposed subdivision nor any proposed improvements is likely to cause substantial environmental damage, or substantial and avoidable injury to any endangered plant, wildlife or their habitat, because the proposed subdivision is located adjacent to existing development of a similar pattern and sufficient open space is being preserved within and around the development.

- 6) Public Health. That the design of the subdivision or type of improvement is not likely to cause significant public health problems.

Staff Comment: Community water service and community sewer service will be provided to all proposed dwellings. The proposed subdivision application was provided to the Washoe County Health District, and no recommendations for denial were received. Therefore staff has determined that the design of the subdivision or type of improvement is not likely to cause significant public health problems.

- 7) Easements. That the design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through, or use of property within, the proposed subdivision.

Staff Comment: Walking trails and emergency access have been included in the proposed subdivision application materials. Therefore staff has determined that the design of the subdivision or the type of improvements will not conflict with easements

acquired by the public at large for access through, or use of property within, the proposed subdivision.

- 8) Access. That the design of the subdivision provides any necessary access to surrounding, adjacent lands and provides appropriate secondary access for emergency vehicles.

Staff Comment: Walking trails, emergency access and public roadways have been included in the proposed subdivision application materials. Therefore staff has determined that the design of the subdivision provides any necessary access to surrounding, adjacent lands and provides appropriate secondary access for emergency vehicles.

- 9) Dedications. That any land or improvements to be dedicated to the County is consistent with the Master Plan.

Staff Comment: The open space associated with this proposed subdivision will remain in the ownership of the proposed Home Owners Association (HOA). Infrastructure improvements built to County standards may be accepted by the appropriate agencies. For this reason staff has determined that any land or improvements to be dedicated to the County is consistent with the Master Plan.

- 10) Energy. That the design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

Staff Comment: To the extent feasible, the design of the subdivision provides for future passive or natural heating or cooling opportunities.

Recommendation

Those agencies which reviewed the application recommended conditions in support of approval of the project. Therefore, after a thorough analysis and review, Tentative Subdivision Map Case Number WTM18-004 is being recommended for approval with conditions. Staff offers the following motion for the Board's consideration.

Motion

I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission approve Tentative Subdivision Map Case Number WTM18-004 for Lakes at Lemmon Valley, LLC, having made all ten findings in accordance with Washoe County Code Section 110.608.25:

- 1) Plan Consistency. That the proposed map is consistent with the Master Plan and any specific plan;
- 2) Design or Improvement. That the design or improvement of the proposed subdivision is consistent with the Master Plan and any specific plan;
- 3) Type of Development. That the site is physically suited for the type of development proposed;

- 4) Availability of Services. That the subdivision will meet the requirements of Article 702, Adequate Public Facilities Management System;
- 5) Fish or Wildlife. That neither the design of the subdivision nor any proposed improvements is likely to cause substantial environmental damage, or substantial and avoidable injury to any endangered plant, wildlife or their habitat;
- 6) Public Health. That the design of the subdivision or type of improvement is not likely to cause significant public health problems;
- 7) Easements. That the design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through, or use of property within, the proposed subdivision;
- 8) Access. That the design of the subdivision provides any necessary access to surrounding, adjacent lands and provides appropriate secondary access for emergency vehicles;
- 9) Dedications. That any land or improvements to be dedicated to the County is consistent with the Master Plan; and
- 10) Energy. That the design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

Appeal Process

Planning Commission action will be effective 10 calendar days after the written decision is filed with the Secretary to the Planning Commission, unless the action is appealed to the Washoe County Board of County Commissioners, in which case the outcome of the appeal shall be determined by the Washoe County Board of County Commissioners. Any appeal must be filed in writing with the Planning and Building Division within 10 calendar days from the date the written decision is filed with the Secretary to the Planning Commission and mailed to the applicant.

xc: Applicant: Lakes at Lemmon Valley, LLC, Attn: Chuck Bluth, 4655 Longley Lane, Reno, NV 89502

Property Owner: Lakes at Lemmon Valley, LLC, Attn: Chuck Bluth, 4655 Longley Lane, Reno, NV 89502

Representatives: CFA, Inc., Attn: Dave Snelgrove, 1150 Corporate Boulevard, Reno, NV 89502



Exhibit A

Conditions of Approval

Tentative Subdivision Map Case Number WTM18-004

The project approved under Tentative Subdivision Map Case Number WTM18-004 shall be carried out in accordance with the Conditions of Approval granted by the Planning Commission on May 1, 2018. Conditions of Approval are requirements placed on a permit or development by each reviewing agency. These Conditions of Approval may require submittal of documents, applications, fees, inspections, amendments to plans, and more. These conditions do not relieve the applicant of the obligation to obtain any other approvals and licenses from relevant authorities required under any other act.

Unless otherwise specified, all conditions related to the approval of this Tentative Subdivision Map shall be met or financial assurance must be provided to satisfy the conditions of approval prior to issuance of a grading or building permit. The agency responsible for determining compliance with a specific condition shall determine whether the condition must be fully completed or whether the applicant shall be offered the option of providing financial assurance. All agreements, easements, or other documentation required by these conditions shall have a copy filed with the County Engineer and the Planning and Building Division.

Compliance with the conditions of approval related to this Tentative Subdivision Map is the responsibility of the applicant, his/her successor in interest, and all owners, assignees, and occupants of the property and their successors in interest. Failure to comply with any of the conditions imposed in the approval of the Tentative Subdivision Map may result in the institution of revocation procedures.

Washoe County reserves the right to review and revise the conditions of approval related to this Tentative Subdivision Map should it be determined that a subsequent license or permit issued by Washoe County violates the intent of this approval.

For the purpose of conditions imposed by Washoe County, "may" is permissive and "shall" or "must" is mandatory.

Conditions of Approval are usually complied with at different stages of the proposed project. Those stages are typically:

- Prior to recordation of a final map.
- Prior to obtaining a final inspection and/or a certificate of occupancy.
- Prior to the issuance of a business license or other permits/licenses.
- Some "Conditions of Approval" are referred to as "Operational Conditions." These conditions must be continually complied with for the life of the project.

The Washoe County Commission oversees many of the reviewing agencies/departments with the exception of the following agencies:

- **The DISTRICT BOARD OF HEALTH, through the Washoe County Health District, has jurisdiction over all public health matters in the Health District.**

Any conditions set by the Health District must be appealed to the District Board of Health.

**STANDARD CONSIDERATIONS FOR SUBDIVISIONS
Nevada Revised Statutes 278.349**

Pursuant to NRS 278.349, when contemplating action on a tentative subdivision map, the governing body, or the planning commission if it is authorized to take final action on a tentative map, shall consider:

- (a) Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal;
- (b) The availability of water which meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;
- (c) The availability and accessibility of utilities;
- (d) The availability and accessibility of public services such as schools, police and fire protection, transportation, recreation and parks;
- (e) Conformity with the zoning ordinances and master plan, except that if any existing zoning ordinance is inconsistent with the master plan, the zoning ordinance takes precedence;
- (f) General conformity with the governing body's master plan of streets and highways;
- (g) The effect of the proposed subdivision on existing public streets and the need for new streets and highways to serve the subdivision;
- (h) Physical characteristics of the land such as floodplain, slope and soil;
- (i) The recommendations and comments of those entities reviewing the tentative map pursuant to NRS 278.330 and 278.335; and
- (j) The availability and accessibility of fire protection, including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires, including fires in wild lands.

THE FOLLOWING ARE CONDITIONS OF APPROVAL REQUIRED BY THE REVIEWING AGENCIES. EACH CONDITION MUST BE MET TO THE SATISFACTION OF THE ISSUING AGENCY.

Washoe County Planning and Building Division

1. The following conditions are requirements of the Planning and Building Division, which shall be responsible for determining compliance with these conditions.

Contact Names – Roger Pelham, 775.328.3622, rpelham@washoecounty.us and Vahid Behmaram, (775) 328-3600, vbehmaram@washoecounty.us

- a. The applicant shall demonstrate substantial conformance to the plans approved as part of this special use permit.
- b. The subdivision shall specifically be in substantial conformance with the provisions of Washoe County Development Code Article 604, Design Requirements, Article 608, Tentative Subdivision Maps, Article 424 Hillside Development, Article 406, Common Open Space Development, Article 438, Grading as well as all other generally applicable provisions of Washoe County Code.
- c. Final maps and final construction drawings shall comply with all applicable statutes, ordinances, rules, regulations and policies in effect at the time of submittal of the tentative map or, if requested by the developer and approved by the applicable agency, those in effect at the time of approval of the final map.
- d. In accordance with NRS 278.360, the sub-divider shall present to Washoe County a final map, prepared in accordance with the tentative map, for the entire area for which a tentative map has been approved, or one of a series of final maps, each covering a portion of the approved tentative map, within four years after the date of approval of the tentative map or within one year of the date of approval for subsequent final maps. On subsequent final maps, that date may be extended by two years if the extension request is received prior to the expiration date.
- e. Final maps shall be in substantial compliance with all plans and documents submitted with and made part of this tentative map request, as may be amended by action of the final approving authority.
- f. All final maps shall contain the applicable portions of the following jurat:

Jurat for FIRST FINAL MAP

THE TENTATIVE MAP FOR WTM18-004 (Lemmon Drive Estates)
WAS APPROVED BY THE WASHOE COUNTY PLANNING
COMMISSION ON MAY 1, 2018.

THIS FINAL MAP, <subdivision name and unit/phase #>, MEETS
ALL APPLICABLE STATUTES, ORDINANCES AND CODE
PROVISIONS; IS IN SUBSTANTIAL CONFORMANCE WITH THE
TENTATIVE MAP; AND ALL CONDITIONS HAVE BEEN MET.

[Omit the following paragraph if this is the first and last (only) final
map.]

THE NEXT FINAL MAP FOR WTM18-004 (Lemmon Drive
Estates) MUST BE APPROVED AND ACCEPTED FOR
RECORDATION BY THE PLANNING AND BUILDING
DIRECTOR ON OR BEFORE THE EXPIRATION DATE, THE
____ DAY OF _____, 20____, OR AN EXTENSION OF

TIME FOR THE TENTATIVE MAP MUST BE APPROVED BY THE WASHOE COUNTY PLANNING COMMISSION ON OR BEFORE SAID DATE.

THIS FINAL MAP IS APPROVED AND ACCEPTED FOR RECORDATION THIS ____ DAY OF _____, 20____ BY THE WASHOE COUNTY PLANNING AND BUILDING DIRECTOR. THE OFFER OF DEDICATION FOR <streets, sewers> IS REJECTED AT THIS TIME, BUT WILL REMAIN OPEN IN ACCORDANCE WITH NRS CHAPTER 278.

MOJRA HAUENSTEIN, DIRECTOR,
PLANNING AND BUILDING DIVISION

Jurat for ALL SUBSEQUENT FINAL MAPS

THE TENTATIVE MAP for WTM18-004 (Lemmon Drive Estates) was APPROVED <denied> BY THE WASHOE COUNTY PLANNING COMMISSION ON <date>. [If the TM had been appealed to the BCC --- Add:] THE WASHOE COUNTY COMMISSION APPROVED THE TENTATIVE MAP ON APPEAL ON <date>.

THE FIRST FINAL MAP FOR THIS TENTATIVE MAP WAS APPROVED AND ACCEPTED FOR RECORDATION ON <date of Planning and Building Director's signature on first final map>. [Omit the following if second map.] THE MOST RECENTLY RECORDED FINAL MAP, <subdivision name and prior unit/phase #> FOR THIS TENTATIVE MAP WAS APPROVED AND ACCEPTED FOR RECORDATION ON <date of Planning and Building Director's signature on most recent final map> [If an extension has been granted after that date – add the following]: A TWO YEAR EXTENSION OF TIME FOR THE TENTATIVE MAP WAS APPROVED BY THE WASHOE COUNTY PLANNING COMMISSION ON <date of last Planning Commission action to extend the tentative map>.

THIS FINAL MAP, <subdivision name and unit/phase #>, MEETS ALL APPLICABLE STATUTES, ORDINANCES AND CODE PROVISIONS; IS IN SUBSTANTIAL CONFORMANCE WITH THE TENTATIVE MAP; AND ALL CONDITIONS HAVE BEEN MET.

[Omit the following paragraph if this is the last final map.]

THE NEXT FINAL MAP FOR WTM18-004 (Lemmon Drive Estates) MUST BE APPROVED AND ACCEPTED FOR RECORDATION BY THE PLANNING AND BUILDING

DIRECTOR ON OR BEFORE THE EXPIRATION DATE, THE _____ DAY OF _____, 20____, <add two years to the current expiration date unless that date is more than two years away> OR AN EXTENSION OF TIME FOR THE TENTATIVE MAP MUST BE APPROVED BY THE WASHOE COUNTY PLANNING COMMISSION ON OR BEFORE SAID DATE.

<Insert Merger and Re-subdivision option as applicable>

THIS FINAL MAP IS APPROVED AND ACCEPTED FOR RECORDATION THIS _____ DAY OF _____, 20____ BY THE WASHOE COUNTY PLANNING AND BUILDING DIRECTOR. THE OFFER OF DEDICATION FOR <streets, sewers> IS REJECTED AT THIS TIME, BUT WILL REMAIN OPEN IN ACCORDANCE WITH NRS CHAPTER 278.

MOJRA HAUENSTEIN, DIRECTOR,
PLANNING AND BUILDING DIVISION

- g. A note shall be placed on all grading plans and construction drawings stating:

NOTE

Should any cairn or grave of a Native American be discovered during site development, work shall temporarily be halted at the specific site and the Sheriff's Office as well as the State Historic Preservation Office of the Department of Conservation and Natural Resources shall be immediately notified per NRS 383.170.

- h. The final map shall designate faults that have been active during the Holocene epoch of geological time, and the final map shall contain the following note:

NOTE

No habitable structures shall be located on a fault that has been active during the Holocene epoch of geological time.

- i. The developer and all successors shall direct any potential purchaser of the site to meet with the Planning and Building Division to review conditions of approval prior to the final sale of the site. Any subsequent purchasers of the site shall notify the Planning and Building Division of the name, address, telephone number and contact person of the new purchaser within thirty (30) days of the final sale.
- j. Lot standards for this development shall include: Minimum Lot Dimension: 75 feet; Front Yard Setbacks: 10 feet adjacent to a public street or common driveway, and 20 feet in front of each garage; Side Yard Setback: 5 feet; Rear Yard Setback: 10 feet. Minimum lot width shall be 75 feet.
- k. Failure to comply with all conditions of approval shall render this approval null and void.

Washoe County Conditions of Approval

- i. Grading shall comply with all applicable provisions of Article 438, of the Washoe County Development Code. Specifically, no slopes shall be greater than 10 feet in elevation. Retaining walls may be required. All retaining walls shall be stained with a permanent desert varnish product to mimic the color of the surrounding undisturbed hillside.
- m. At least one tree shall be installed with irrigation on each residential lot. Trees and irrigation shall be shown on each building permit application for a dwelling.
- n. Street trees shall be installed as shown in the application materials. All landscaping shall be maintained in accordance with the provisions found in Section 110.412.75, Maintenance. A three-year maintenance plan shall be submitted by a licensed landscape architect registered in the State of Nevada to the Planning and Building Division, prior to a Certificate of Occupancy. The plan shall be wet-stamped.
- o. The applicant shall construct an earthen berm with a sound-attenuating wall along the southern property line of the subject site. The berm shall be at least 4 feet in height. The wall shall be at least 6 feet in height. The wall shall be of durable materials acceptable to the Director of Planning and Building. The colors shall be muted and blend with the surrounding area. The area between the sound-attenuating wall and the dwellings shall be landscaped and shall include evergreen trees.
- p. Limit all dwellings to a single story located on the perimeter when adjacent to or across a street from residential development in existence as of the final adoption of this plan.
- q. New residential parcels shall not front on existing streets.
- r. Vary setbacks and driveway design.
- s. Construct no more than 25% of the total residential units in the same architectural elevation.
- t. Limit the use of block, concrete, or similar material to posts, pillars and similar uses when constructing fences and / or walls. These materials are not to be used for panel or wall sections. Plans for the maintenance of perimeter fences will be submitted with tentative map applications.
- u. Minimize the use of street lighting. Any lighting proposed must show how it is consistent with current best practice "dark-sky" standards. Exterior lighting fixtures mounted on the homes or units shall be no higher than the line of the first story eave or, where no eave exists, no higher than 15 feet above finished grade. Lights shall be shielded to prevent light spillage onto adjacent properties or streets.
- v. Establish landscape designs that emphasize the use of native vegetation, with non-native and atypical vegetation integrated sparingly into any landscaped area. Homebuilders must offer at least two separate xeriscape options.

Washoe County Conditions of Approval

- w. Conditions, covenants, and restrictions (CC&Rs), including any supplemental CC&Rs, shall be submitted to Planning and Building staff for review and subsequent forwarding to the District Attorney for review and approval. The final CC&Rs shall be signed and notarized by the owner(s) and submitted to Planning and Building with the recordation fee prior to the recordation of the final map. The CC&Rs shall require all phases and units of the subdivision approved under this tentative map to be subject to the same CC&Rs. Washoe County shall be made a party to the applicable provisions of the CC&Rs to the satisfaction of the District Attorney's Office. Said CC&Rs shall specifically address the potential for liens against the properties and the individual property owners' responsibilities for the funding of maintenance, replacement, and perpetuation of the following items, at a minimum:
1. Maintenance of public access easements, common areas, and common open spaces. Provisions shall be made to monitor and maintain, for a period of three (3) years regardless of ownership, a maintenance plan for the common open space area. The maintenance plan for the common open space area shall, as a minimum, address the following:
 - a. Vegetation management;
 - b. Watershed management;
 - c. Debris and litter removal;
 - d. Fire access and suppression; and
 - e. Maintenance of public access and/or maintenance of limitations to public access.
 2. All drainage facilities and roadways not maintained by Washoe County shall be privately maintained and perpetually funded by the homeowners association.
 3. All open space identified as common area on the final map shall be privately maintained and perpetually funded by the homeowners association. The deed to the open space and common area shall reflect perpetual dedication for that purpose. The maintenance of the common areas and related improvements shall be addressed in the CC&Rs to the satisfaction of the District Attorney's Office.
 4. The project and adjacent to undeveloped land shall maintain a fire fuel break of a minimum 30 feet in width until such time as the adjacent land is developed.
 5. Locating habitable structures on potentially active (Holocene) fault lines, whether noted on the recorded map or disclosed during site preparation, is prohibited.
 6. All outdoor lighting on buildings and streets within the subdivision shall be down-shielded.

7. No motorized vehicles shall be allowed on the platted common area.
8. Washoe County will not assume responsibility for maintenance of the private street system of the development nor will Washoe County accept the streets for dedication to Washoe County unless the streets meet those Washoe County standards in effect at the time of offer for dedication.
9. Mandatory solid waste collection.
10. Fence material (if any), height, and location limitations, and re-fencing standards. Replacement fence must be compatible in materials, finish and location of existing fence.
11. At least one tree shall be installed with irrigation on each residential lot. Trees and irrigation shall be shown on each building permit application for a dwelling.
12. Street trees shall be installed as shown in the application materials. All landscaping shall be maintained in accordance with the provisions found in Section 110.412.75, Maintenance. A three-year maintenance plan shall be submitted by a licensed landscape architect registered in the State of Nevada to the Planning and Building Division, prior to a Certificate of Occupancy. The plan shall be wet-stamped.
13. When adjacent to or across a street from residential development in existence as of the final adoption of this plan, provide a minimum 30-foot wide open-space buffer, containing a minimum 8-foot wide decomposed granite trail, on the perimeter AND maintain a minimum parcel size of 15,000 square feet for any parcel located on the perimeter; OR, provide for perimeter parcel sizes that match the existing residential parcels.
14. Limit all dwellings to a single story located on the perimeter when adjacent to or across a street from residential development in existence as of the final adoption of this plan.
15. Provide a statement regarding how the proposed design responds to the community input received during the tentative map review process must be made available to staff and the Planning Commission.
16. In regulatory zones LDS 1; LDS 2; MDS 3 and MDS 4, new residential parcels shall not front on existing streets.
17. Vary setbacks and driveway design.
18. Construct no more than 25% of the total residential units in the same architectural elevation.
19. Limit the use of block, concrete, or similar material to posts, pillars and similar uses. These materials are not to be used for panel or wall

sections. Plans for the maintenance of perimeter fences will be submitted with tentative map applications.

20. Minimize the use of street lighting. Any lighting proposed must show how it is consistent with current best practice "dark-sky" standards. Exterior lighting fixtures mounted on the homes or units shall be no higher than the line of the first story eave or, where no eave exists, no higher than 15 feet above finished grade. Lights shall be shielded to prevent light spillage onto adjacent properties or streets.
 21. Establish landscape designs that emphasize the use of native vegetation, with non-native and atypical vegetation integrated sparingly into any landscaped area. Homebuilders must offer at least two separate xeriscape options.
 22. Evergreen planting in the common area at the south end of the proposed subdivision along the length of the wall, adjacent to the existing kennel shall be maintained with an average spacing of one tree every 25 feet in staggered rows with the intention of creating a year-round landscaped screen. All trees shall be at least six feet in height at the time of planting. Permanent irrigation shall be provided to each tree. All trees shall be maintained in a healthy condition. Any dead trees shall be replaced for the life of the subdivision.
- x. The common open space owned by the homeowners association shall be noted on the final map as "common open space" and the related deed of conveyance shall specifically provide for the preservation of the common open space in perpetuity. The deed to the open space and common area shall reflect perpetual dedication for that purpose. The deed shall be presented with the CC&Rs for review by Planning and Building staff and the District Attorney.
 - y. Construction activities shall be limited to the hours between 7AM and 6PM on Mondays, Tuesdays, Wednesdays, Thursdays, Fridays and Saturdays. Construction activities shall be limited to the hours between 8AM and 5PM on Sundays.
 - z. Address numbers shall be clearly marked on each dwelling and on the curb in front of each dwelling.
 - aa. The applicant shall attach a copy of this action order to all subsequent submittals to Washoe County, including final maps and construction permits.
 - bb. The developer shall include sound-attenuating windows and wall materials in all south-facing walls on parcels numbered 85 through 89 and 92 and 93. (Those parcels that are proposed to be located adjacent to the existing kennel.)
 - cc. The applicant shall disclose to all homebuyers that the adjacent kennel is a permitted use which has been in operation since the 1970's and that noise from barking dogs is understood and accepted by the homebuyers.

Washoe County Conditions of Approval

- dd. The applicant shall include a note on all final maps that the adjacent kennel is a permitted use which has been in operation since the 1970's and that noise from barking dogs is understood and accepted by any homebuyer.
- ee. The following note shall be included on all title documents and shall be included in all subsequent sales of all lots within the subdivision:

NOTE

The adjacent kennel (to the south of the subdivision) is a permitted use which has been in operation since the 1970's. Noise from barking dogs is understood and accepted by the homebuyers.

- ff. The applicant shall construct a wall along the south property line beginning 20 feet east of the right-of-way for Lemmon Drive and extending east to a point 20 feet east of the edge of proposed parcel number 92. The wall shall be six feet in height. The wall shall be constructed of masonry or other sound-attenuating material that is acceptable to the Director of Planning and Building. The wall shall be neutral, earth-tone in color.
- gg. In addition to all landscaping shown in the application, the applicant shall install evergreen trees in the common area at the south end of the proposed subdivision along the length of the wall required in condition # 1ff, above. Evergreen planting shall be provided with an average spacing of one tree every 25 feet in staggered rows with the intention of creating a year-round landscaped screen. All trees shall be at least six feet in height at the time of planting. Permanent irrigation shall be provided to each tree. All trees shall be maintained in a healthy condition. Any dead trees shall be replaced for the life of the subdivision.

Washoe County Engineering and Capital Projects

- 2. The following conditions are requirements of the Engineering Division, which shall be responsible for determining compliance with these conditions.

Contact Names – Clara Lawson, PE, PTOE, Licensed Engineer, 775.328.3603 and Leo R. Vesely, PE, CFM, 775.328.2313 and Timothy Simpson, P.E., 775.954.4648

- a. Final maps and final construction drawings shall comply with all applicable statutes, ordinances, rules, regulations, and policies in effect at the time of submittal of the tentative map or, if requested by the developer and approved by the applicable agency, those in effect at the time of approval of the final map.
- b. Prior to acceptance of public improvements and release of any financial assurances, the developer shall furnish to the water and sewer provider(s) and Engineering and Capital Projects Division a complete set of reproducible as-built construction drawings in an approved digital format, prepared by a civil engineer registered in the State of Nevada.
- c. The developer shall be required to participate in any applicable General Improvement District or Special Assessment District formed by Washoe County.

Washoe County Conditions of Approval

The applicable County Department shall be responsible for determining compliance with this condition.

- d. The developer shall provide written approval from the U.S. Postal Service concerning the installation and type of mail delivery facilities. The system, other than individual mailboxes, must be shown on the project construction plans and installed as part of the onsite improvements.
- e. A complete set of construction improvement drawings, including an onsite grading plan, shall be submitted to the County Engineer for approval prior to finalization of any portion of the tentative map. Grading shall comply with best management practices (BMP's) and shall include detailed plans for grading and drainage on each lot, erosion control (including BMP locations and installation details), slope stabilization and mosquito abatement. Placement or disposal of any excavated material shall be indicated on the grading plan.
- f. All open space shall be identified as common open space on the final map. A note on the final map shall indicate that all common open space shall be privately maintained and perpetually funded by the Homeowners Association. The maintenance of the common open space shall also be addressed in the CC&Rs to the satisfaction of the District Attorney's Office.
- g. Any existing easements or utilities that conflict with the development shall be relocated, quitclaimed, and/or abandoned, as appropriate.
- h. Any easement documents recorded for the project shall include an exhibit map that shows the location and limits of the easement in relationship to the project.
- i. All existing overhead utility lines shall be placed underground, except electric transmission lines greater than 100 kilovolts, which can remain above ground.
- j. With each affected final map, provide written approval from NV Energy for any improvements located within their easement or under their facilities.
- k. Appropriate easements shall be granted for any existing or new utilities, with each affected final map. This includes, but is not limited to, electrical lines, water lines, and drainage maintenance access.
- l. Appropriate easements shall be granted to perpetuate/relocate existing access roads and easements.
- m. A 10 foot Public Utilities Easement and a 10 foot easement for traffic control signage, plowed snow storage and sidewalks shall be granted adjacent to all rights-of-way.
- n. A design level geotechnical investigation with fault study shall be provided with the submittal of each final map.
- o. Cut slopes, fill slopes, and berms shall be setback from parcel lines and access easements in accordance with Washoe County Code Article 438.

Washoe County Conditions of Approval

- p. Slope easements shall be provided for areas of cut or fill that fall outside of the subdivision boundary.
- q. The conditional approval of this tentative map shall not be construed as final approval of the drainage facilities shown on the tentative map. Final approval of the drainage facilities will occur during the final map review and will be based upon the final hydrology report.
- r. Prior to finalization of the first final map, a master hydrology/hydraulic report and a master storm drainage plan shall be submitted to the County Engineer for approval.
- s. Prior to finalization of any portion of the tentative map, a final, detailed hydrology/hydraulic report for that unit shall be submitted to the County Engineer. All storm drainage improvements necessary to serve the project shall be designed and constructed to County standards and specifications and/or financial assurances in an appropriate form and amount shall be provided.
- t. Any increase in peak stormwater runoff flow rate resulting from the development and based on the 5 year and 100 storm(s) shall be detained onsite.
- u. The 100-year floodplain boundaries and flood elevations shall appear on each final map. If the floodplain boundary has been conditionally changed by a Federal Emergency Management Agency (FEMA) Conditional Letter of Map Amendment or Conditional Letter of Map Revision, the date of that letter and a note to that effect shall appear on the final map. All grading and construction in these areas shall be in conformance with the Washoe County Code Article 416.
- v. Prior to placement of any fill material within a FEMA Special Flood Hazard Area, an approved Conditional Letter of Map Revision (CLOMR) shall be obtained from FEMA.
- w. An approved Letter of Map Revision (LOMR) shall be obtained from FEMA prior to issuance of a Certificate of Occupancy for any structures within the Special Flood Hazard Area.
- x. Standard reinforced concrete headwalls or other approved alternatives shall be placed on the inlet and outlet of all drainage structures, and grouted rock riprap shall be used to prevent erosion at the inlets and outlets of all culverts to the satisfaction of the Engineering and Capital Projects Division.
- y. The developer shall provide pretreatment for petrochemicals and silt for all storm drainage leaving the site to the satisfaction of the Engineering and Capital Projects Division.
- z. The Truckee Meadows Regional Stormwater Quality Management Program Construction Permit Submittal Checklist and Inspection Fee shall be submitted with each final map.
- aa. In medians with irrigated landscaping adjacent to the curb, a subdrain system shall be installed a minimum of one foot behind the back face of curb to intercept

- drainage from the landscaping. The system shall be tied to the storm drain system or an acceptable alternative drainage system.
- bb. Drainage swales that drain more than two lots are not allowed to flow over the curb into the street; these flows shall be intercepted by an acceptable storm drain inlet and routed into the storm drain system.
 - cc. A note on the final map shall indicate that all drainage facilities not maintained by Washoe County shall be privately maintained and perpetually funded by a homeowners association. As an alternative to a homeowners association, the developer may request the establishment of a County Utility Service Area under which fees would be paid for maintenance of the proposed storm drainage detention facility. The fee amount will be based on the additional service above that normally provided by the County to maintain new stormwater facilities dedicated by the developer (i.e., curb and gutter, drop inlets and piping). The County Engineer shall determine compliance with this condition. The maintenance and funding of these drainage facilities shall also be addressed in the CC&Rs to the satisfaction of the District Attorney's Office.
 - dd. The maximum permissible flow velocity (that which does not cause scour) shall be determined for all proposed channels and open ditches. The determination shall be based on a geotechnical analysis of the channel soil, proposed channel lining and channel cross section, and it shall be in accordance with acceptable engineering publications/calculations. Appropriate linings shall be provided for all proposed channels and open ditches such that the 100-year flows do not exceed the maximum permissible flow velocity.
 - ee. Prior to issuance of a grading permit or finalization of the first final map, a wetlands delineation must be approved by the United States Army Corps of Engineers (COE). A copy of the wetlands delineation and the COE approval shall be submitted to the County Engineer.
 - ff. Prior to issuance of a grading permit or approval of the affected final map, the developer shall obtain a permit from the COE for any work within the wetlands/waters of the U.S., or a letter from the COE indicating that a permit is not required. A copy of the permit/letter shall be submitted to the County Engineer.
 - gg. Maintenance access and drainage easements shall be provided for all existing and proposed drainage facilities. All drainage facilities located within Common Area shall be constructed with an adjoining minimum 12' wide gravel access road. Maintenance access road shall be provided to the bottom of proposed detention basins as well as over County owned and maintained storm drainage facilities.
 - hh. Drainage easements shall be provided for all storm runoff that crosses more than one lot.
 - ii. The project shall mitigate the increased stormwater volume produced from the development based on the 100 year–10 day storm event. Alternatives for mitigation include excavation of material within or adjacent to the existing flood

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- zone creating additional effective flood volume or other means subject to approval by the County Engineer.
- jj. Prior to the finalization of the first final map, a maintenance and operation plan for the maintenance of the project's detention/retention basins and Volume Replacement Area shall be developed in accordance with the Washoe County Code Article 421.
 - kk. A note shall be added to the final map and similar language contained with the project CC&R's stating that owners of parcels created by final map within this development shall not protest the formation of a Storm Water Utility District, Flood Control District, Special Assessment District or other funding mechanism which is approved and created for the purpose of storm water and/or flood water management.
 - ll. Offsite drainage and common area drainage draining onto residential lots shall be perpetuated around the residential lots, and drainage facilities capable of passing a 100-year storm shall be constructed with the subdivision improvements to perpetuate the storm water runoff to improved or natural drainage facilities. The maintenance of these drainage facilities shall be addressed in the CC&Rs to the satisfaction of the District Attorney's Office.
 - mm. All roadway improvements necessary to serve the project shall be designed and constructed to County standards and specifications and/or financial assurances in an appropriate form and amount shall be provided.
 - nn. An Occupancy Permit shall be obtained from the City of Reno for all construction within the Lemmon Drive right-of-way, and a copy of said permit shall be submitted to the County Engineer prior to finalization of the affected final map.
 - oo. The applicant shall dedicate any additional right-of-way, as needed, to the City of Reno for Lemmon Drive to accommodate the planned widening from 4 lanes to 6 lanes as stated in the 2040 RTC Regional Transportation Plan.
 - pp. Street names shall be reviewed and approved by the Regional Street Naming Coordinator.
 - qq. Proposed landscaping and/or fencing along street rights-of-way and within median islands shall be designed to meet American Association of State Highway and Transportation Officials (AASHTO) sight distances and safety guidelines. No tree shall overhang the curb line of any public street.
 - rr. A note on each affected final map shall state that no direct access from individual lots shall be allowed onto Lemmon Drive. This note shall also be included in the CC&Rs to the satisfaction of the District Attorney's Office.
 - ss. For any utilities placed in existing County streets, the streets shall be repaired to the satisfaction of the County Engineer. At a minimum, this will require full depth removal and replacement of asphalt for half the street width, or replacement of non-woven pavement reinforcing fabric with a 2" asphalt overlay for half the street width. Type II slurry seal is required for the entire street width with either

- option. Full width street improvements may be required if the proposed utility location is too close to the centerline of the existing street.
- tt. Streetlights shall be constructed to Washoe County standards at locations to be determined at the final design stage.
 - uu. AASHTO clear zones shall be determined for all streets adjacent to retaining walls or slopes steeper than 3:1. If a recoverable or traversable clear zone cannot be provided, an analysis to determine if barriers are warranted shall be submitted for approval.
 - vv. All retaining walls that are adjacent to, provide support for or retain soil from the County right-of-way shall be constructed of reinforced masonry block or reinforced concrete and designed by an engineer licensed in the State of Nevada.
 - ww. All retaining walls that are within the slope failure wedge from Washoe County right-of-way shall be constructed of reinforced masonry block or reinforced concrete and designed by an engineer licensed in the State of Nevada. Retaining walls shall not be located within Washoe County right-of-way. The maintenance of the retaining walls shall be by Homeowners Association and the CCR's shall clearly identify the HOA's maintenance responsibilities of retaining walls.
 - xx. No retaining walls that retain soil from the County right-of-way shall be located within a plowed snow storage easement.
 - yy. Sidewalks shall be constructed on both sides of the street and shall meet ADA requirements.
 - zz. Curb and gutter shall be standard Type I per Washoe County standard details.
 - aaa. Prior to recordation of the final map, an environmental study that confirms no hazardous materials exist in the property to be dedicated to Washoe County.
 - bbb. Appropriate transitions shall be provided between the existing and proposed improvements at all proposed street connections. This may include removal of existing pavement.
 - ccc. Any streetlights that do not meet Washoe County standards shall be placed outside Washoe County right-of-way. These streetlights shall be private, and the CC&R's shall indicate operation and maintenance of the streetlights shall be the responsibility of the Homeowners Association. The County Engineer and the District Attorney's Office shall determine compliance with this condition.
 - ddd. Adequate snow storage easements shall be identified on the final plat.
 - eee. The conditions, covenants and restrictions (CC&Rs) shall prominently note to the satisfaction of the District Attorney's Office and the County Engineer that Washoe County will not assume responsibility for maintenance of the development's median islands.

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- fff. Signing, striping and traffic control improvements shall comply with American Association of State Highway and Transportation Officials Design guidelines, the Manual of Uniform Traffic Control Devices and Washoe County requirements and where applicable Nevada Department of Transportation requirements.
- ggg. Access from Lemmon Drive to Sunset View Drive and Snowbrush Court shall be constructed as right-in/right-out only.
- hhh. The proposed project should modify the channelizing island on the west side of Lemmon Drive at the Lemmon Drive/Military Road intersection to provide enough space for large passenger vehicles to make northbound to southbound U-turns.
- iii. A deceleration lane shall be constructed on Lemmon Drive at the intersection of Sunset View Drive to the satisfaction of the City of Reno.
- jjj. The applicant shall conform to all conditions imposed by intergovernmental agreements required to provide sewer service to the subject project, and, if required, be a party to any such agreements.
- kkk. All fees shall be paid or deferred in accordance with Washoe County Ordinance prior to the approval of each final map.
- lll. Improvement plans shall be submitted and approved by the Engineering and Capital Projects Division prior to approval of the final map. They shall be in compliance with Washoe County Design Standards and be designed by a Professional Engineer licensed to practice in the State of Nevada.
- mmm. The applicant shall submit an electronic copy of the street and lot layout for each final map at initial submittal time. The files must be in a format acceptable to Washoe County.
- nnn. The applicant shall construct and/or provide the financial assurance for the construction of any on-site and off-site sanitary sewer collection systems prior to signature on each final map. The financial assurance must be in a form and amount acceptable to the Engineering and Capital Projects Division.
- ooo. Approved improvement plans shall be used for the construction of on-site and off-site sanitary sewer collection system. The Engineering and Capital Projects Division will be responsible to inspect the construction of the sanitary sewer collection system.
- ppp. The sanitary sewer collection system must be offered for dedication to Washoe County along with the recordation of each final map.
- qqq. Easements and real property for all sanitary sewer collection systems and appurtenances shall be in accordance with Washoe County Design Standards and offered for dedication to Washoe County along with the recordation of each final map.
- rrr. A master sanitary sewer report for the entire tentative map shall be prepared and submitted by the applicant's engineer at the time of the initial submittal for the first final map which addresses:

Washoe County Conditions of Approval

- i. the estimated sewage flows generated by this project,
 - ii. projected sewage flows from potential or existing development within tributary areas,
 - iii. the impact on capacity of existing infrastructure,
 - iv. slope of pipe, invert elevation and rim elevation for all manholes,
 - v. proposed collection line sizes, on-site and off-site alignment, and half-full velocities.
- sss. No Certificate of Occupancy will be issued until all the sewer collection facilities necessary to serve each final map have been completed, accepted and engineer prepared as-built drawings are delivered to the utility. As-built drawings must be in a format acceptable to Washoe County.
- ttt. No permanent structures (including rockery or retaining walls, building's, etc.) shall be allowed within or upon any County maintained utility easement.
- uuu. A minimum 30-foot sanitary sewer and access easement shall be dedicated to Washoe County over any facilities not located in a dedicated right of way.
- vvv. A minimum 12-foot wide all weather sanitary sewer access road shall be constructed to facilitate access to off-site sanitary sewer manholes.
- www. The existing sewer main to be realigned shall be abandoned to the satisfaction of the County Engineer.
- xxx. The developer will be responsible to fund the design and construction of major infrastructure such as pump structures, controls, telemetry and appurtenances, lift stations, force mains, sewer mains, interceptor and wastewater treatment facilities necessary to accommodate the project. However, the actual design will be the responsibility of the Engineering and Capital Projects Division. Prior to initiation of design the Developer shall pay the estimated design costs to Washoe County. The Engineering and Capital Projects Division may either provide such design in-house, or select an outside consultant. When an outside consultant is to be selected, the Engineering and Capital Projects Division and the Developer shall jointly select that consultant.
- yyy. The Engineering and Capital Projects Division shall reserve the right to over-size or realign the design of infrastructure to accommodate future development as determined by accepted engineering calculations. Funding shall be the responsibility of Washoe County. Washoe County shall either participate monetarily at the time of design and/or shall credit an appropriate dollar amount to the Developer at the time of recordation of the subdivision map.

Nevada Division of Environmental Protection

3. The following conditions are requirements of the Nevada Division of Environmental Protection, which shall be responsible for determining compliance with these conditions.

Washoe County Conditions of Approval

Contact Name – Patrick Mohn, 775.687.9419, pmohn@ndep.nv.gov

- a. An intent-to-serve letter for sewer will be required for Tentative Map review and a formal Will-Serve for sewer will be required for the NDEP Final Map review.

Truckee Meadows Fire Protection District

4. The following conditions are requirements of the Truckee Meadows Fire Protection District, which shall be responsible for determining compliance with these conditions.

Contact Name – Lisa Beaver, 775.326.6000, LBeaver@tmfpd.us

- a. The project must comply with the following codes for fire and life safety;
 - i. 2012 International Fire Code
 - ii. Chapter 60 Washoe County Code
 - iii. 2012 WUI Code
 - iv. All Applicable NFPA codes

Regional Transportation Commission

5. The following conditions are requirements of the Regional Transportation Commission, which shall be responsible for determining compliance with these conditions.

Contact Name – Rebecca Kapuler, 775.332.0174, rkapuler@rtcwashoe.com

- a. The developer shall contact Tina Wu, RTC Senior Transit Planner, at 775.335.1908 or twu@rtcwashoe.com, to discuss future transit improvements for this project.

*** End of Conditions ***



Exhibit B

North Valleys Citizens Advisory Board

MEMORANDUM

Date: April 9, 2018
To: Roger Pelham, Washoe County Planners
Re: Tentative Subdivision Map Case Number WTM18-004 (Lemmon Drive Estates)
From: Misty Moga, Recording Secretary

The following is an excerpt from the North Valleys Citizen Advisory Board on April 9, 2018.

7. DEVELOPMENT PROJECTS- The project description is provided below with links to the application or you may visit the Planning website and select the Applications tab and then the Applications Commission District Four: https://www.washoecounty.us/csd/planning_and_development/index.php.

6.B. Tentative Subdivision Map Case Number WTM18-004 (Lemmon Drive Estates) – Request for community feedback, discussion and possible action to forward community and Citizen Advisory Board comments to Washoe County staff on a request for a 98-lot single-family residential, common open space subdivision. Lot sizes are proposed to range from a minimum size of 5,218 square feet (\pm .12 acres) to a maximum size of 10,811 square feet (\pm .25 acres) with an average size of 6,011 square feet (\pm .14 acres). Front yard setbacks are proposed to be reduced from a minimum of 20 feet to a minimum of 10 feet adjacent to a public street or common driveway, and maintain 20 feet in front of each garage. Rear yard setbacks are proposed to be reduced from a minimum of 20 feet to a minimum of 10 feet. Side yard setbacks are proposed to be reduced from a minimum of 8 feet to a minimum of 5 feet. Required lot widths are proposed to be reduced from a minimum of 80 feet to a minimum of 75 feet. (for Possible Action)

- Applicant: Lakes at Lemmon Valley, LLC.
 - Property Owner: Lakes at Lemmon Valley, LLC.
 - Location: On the east side of Lemmon Drive, approximately 700 feet south of its intersection with Military Road.
 - Assessor's Parcel Number: 552-201-18
 - Staff: Roger Pelham, Senior Planner; 775-328-3622; rpelham@washoecounty.us
 - Reviewing Body: Tentatively scheduled for Planning Commission, May 1, 2018
- Roger Pelham, Washoe County Planning, introduced himself. He said he is available for process and procedure questions. He said the tentative subdivision map is the first step for a developer.
 - Roger Edwards asked about utility; where will the sewer be pumped. A public member said Stead.

Dave S., Project representative, gave an overview:

- Lemmon Estates, a common open space subdivision
- The flood channel is not being disturbed
- Detention basin is larger than it needs to be
- Proposed common open space subdivision; leaving the scenic features of the natural landscape
- Current project allows for 101 units at medium density. They are proposing 98 units.
- Exploring trail connectivity within common open space
- Expansion of the road
- Subdivision with sidewalks
 - miles of paths around the subdivision.

Public comment:

Danny Cleous said all the runoff will go into Swan Lake. It's full. There doesn't need houses there. Lemmon Drive is always a mess. Stead Sewer Plant is already full. This development is not needed.

Denise Ross said the FEMA application was posted on FB. They have changed the application. We don't need any changes to our flood plan at this time. This project's geotechnical report states concerns. She said there will be more impervious surfaces as a result of more buildings and coverage; where does that water go. It runs into Swan Lake. 50% of water usage in the home leaves as sewage. They will import from Fish Springs. We are in the middle of a catastrophic event. Build infrastructure. There is a need for housing, but not here. Let's figure it out first.

Joe Reinhardt said he is the Silver State Kennel co-owner. The kennel has been in existence since 70s. He said the kennel is good neighbors. He said they are concerned when there will be houses built within 40 feet of the kennel. The new neighbors will complain about barking dogs. He said they are working with the project manager to install a wall, include a disclosure to the new homeowners, and other things. If this does go through, we will work with them to be good neighbors.

Tammy Holt-Still, a member of the Swan Lake Recovery Committee, said follow NRS 278.828, the Health Department says you need to have sewer, water, fire police, and schools. The elementary school is full. 395 is already at capacity. A boy had a seizer, and it took 20 minutes for him to get service.

Maureen O'Brien said she is concerned with fire and emergency medical responses. She asked if this project is in the sphere of influence. The representative said it would be serviced by TMFPD. Reno/Stead corridor plan will be revised.

Teresa Aquila asked about access. The representative said Traffic Worx and RTC have looked at access. It will be right-in, right-out movement. They will work with the geography for a U-turn. Teresa asked about the traffic study. The representative said approximately 900+/- trips. It's less than ¼ mile to the shopping node. It's an opportunity for people to walk to the shopping rather than drive. Teresa said that will create an increase in pedestrian activity.

Roger Edwards said he doesn't have problem with this kind of development. He said he doesn't like that the Setbacks are 10 feet down to 0 feet. He said the open space includes the retention basins. He said this is a way to get away from not dedicating open space. The development will be 1 foot above elevation. Roger said unless there will be excavation, it won't do anything. Roger Edwards said he won't vote for anymore development in this basin.

Chief Charlie Moore of TMFPD said we do not have a mutual aid with the City of Reno for EMT services. He said TMFPD won't be the first to respond if this is in the City of Reno. He said they have automatic aid for brush and structure fire. You won't get rapid service from City of Reno.

Ray Lake asked for clarification regarding the fills of 4-5 feet in-fill on the east end of the property in order to get out of the flood zone. The representative said the elevation will change. Ray Lake said there will be 463 trips per day according to the traffic study, with the majority of the traffic heading south. There will be approximately 417 u-turns at Military Road; there needs to be another way. The sewer and run-off needs to be addressed.

Jean Harris said she echoes what has been said. No more development needs to happen in this basin. There needs to be remediation. There needs to be change. She said the density is too high. Cluster homes don't belong in the North Valley. Not one more thing should be built out here until there is mitigation with flooding.

MOTION: Roger Edwards moved to recommend denial; the board is not in favor of this project. The Board will forward comments to the Planning and County Commission. Teresa Aquila seconded the motion to recommend denial. Motion carried unanimously.

Exhibit C



WASHOE COUNTY

COMMUNITY SERVICES DEPARTMENT

Engineering and Capital Projects

1001 EAST 9TH STREET
PO BOX 11130
RENO, NEVADA 89520-0027
PHONE (775) 328-3600
FAX (775) 328.3699

Date: April 3, 2018

To: Roger Pelham, Senior Planner

From: Leo Vesely, P.E., Licensed Engineer

Re: Lemmon Drive Estates WTM18-004 (98 Lots)
APN 552-201-18

GENERAL PROJECT DISCUSSION

Washoe County Engineering and Capital Project staff has reviewed the above referenced application. The proposed project consists of a 98-lot subdivision and is located on approximately 34 acres along the east side of Lemmon Drive and north of Buck Drive. Sanitary sewer service will be provided by Washoe County. The Engineering and Capital Projects Division recommends approval with the following comments and conditions of approval which supplement applicable County Code and are based upon our review of the site and the tentative map application prepared by CFA, Inc. The County Engineer shall determine compliance with all the following conditions of approval.

For questions related to sections below, please see the contact name provided.

GENERAL CONDITIONS

Contact Information: Leo Vesely, P.E. (775) 328-2313

1. Final maps and final construction drawings shall comply with all applicable statutes, ordinances, rules, regulations, and policies in effect at the time of submittal of the tentative map or, if requested by the developer and approved by the applicable agency, those in effect at the time of approval of the final map.
2. Prior to acceptance of public improvements and release of any financial assurances, the developer shall furnish to the water and sewer provider(s) and Engineering and Capital Projects Division a complete set of reproducible as-built construction drawings in an approved digital format, prepared by a civil engineer registered in the State of Nevada.
3. The developer shall be required to participate in any applicable General Improvement District or Special Assessment District formed by Washoe County. The applicable County Department shall be responsible for determining compliance with this condition.
4. The developer shall provide written approval from the U.S. Postal Service concerning the installation and type of mail delivery facilities. The system, other than individual mailboxes, must be shown on the project construction plans and installed as part of the onsite improvements.
5. A complete set of construction improvement drawings, including an onsite grading plan, shall be submitted to the County Engineer for approval prior to finalization of any portion of the tentative map. Grading shall comply with best management practices (BMP's) and shall include detailed plans for grading and drainage on each lot, erosion control (including BMP locations and



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installation details), slope stabilization and mosquito abatement. Placement or disposal of any excavated material shall be indicated on the grading plan.

6. All open space shall be identified as common area on the final map. A note on the final map shall indicate that all common areas shall be privately maintained and perpetually funded by the Homeowners Association. The maintenance of the common areas shall also be addressed in the CC&Rs to the satisfaction of the District Attorney's Office.
7. Any existing easements or utilities that conflict with the development shall be relocated, quitclaimed, and/or abandoned, as appropriate.
8. Any easement documents recorded for the project shall include an exhibit map that shows the location and limits of the easement in relationship to the project.
9. All existing overhead utility lines shall be placed underground, except electric transmission lines greater than 100 kilovolts, which can remain above ground.
10. With each affected final map, provide written approval from NV Energy for any improvements located within their easement or under their facilities.
11. Appropriate easements shall be granted for any existing or new utilities, with each affected final map. This includes, but is not limited, to electrical lines, water lines, and drainage maintenance access.
12. Appropriate easements shall be granted to perpetuate/relocate existing access roads and easements.
13. A 10 foot Public Utilities Easement and a 10 foot easement for traffic control signage, plowed snow storage and sidewalks shall be granted adjacent to all rights-of-way.
14. A design level geotechnical investigation with fault study shall be provided with the submittal of each final map.
15. Cut slopes, fill slopes, and berms shall be setback from parcel lines and access easements in accordance with Washoe County Code Article 438.
16. Slope easements shall be provided for areas of cut or fill that fall outside of the subdivision boundary.

DRAINAGE (COUNTY CODE 110.420)

Contact Information: Leo Vesely, P.E. (775) 328-2313

1. The conditional approval of this tentative map shall not be construed as final approval of the drainage facilities shown on the tentative map. Final approval of the drainage facilities will occur during the final map review and will be based upon the final hydrology report.
2. Prior to finalization of the first final map, a master hydrology/hydraulic report and a master storm drainage plan shall be submitted to the County Engineer for approval.
3. Prior to finalization of any portion of the tentative map, a final, detailed hydrology/hydraulic report for that unit shall be submitted to the County Engineer. All storm drainage improvements necessary to serve the project shall be designed and constructed to County standards and specifications and/or financial assurances in an appropriate form and amount shall be provided.
4. Any increase in peak stormwater runoff flow rate resulting from the development and based on the 5 year and 100 storm(s) shall be detained onsite.

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5. The 100-year floodplain boundaries and flood elevations shall appear on each final map. If the floodplain boundary has been conditionally changed by a Federal Emergency Management Agency (FEMA) Conditional Letter of Map Amendment or Conditional Letter of Map Revision, the date of that letter and a note to that effect shall appear on the final map. All grading and construction in these areas shall be in conformance with the Washoe County Code Article 416.
6. Prior to placement of any fill material within a FEMA Special Flood Hazard Area, an approved Conditional Letter of Map Revision (CLOMR) shall be obtained from FEMA.
7. An approved Letter of Map Revision (LOMR) shall be obtained from FEMA prior to issuance of a Certificate of Occupancy for any structures within the Special Flood Hazard Area.
8. Standard reinforced concrete headwalls or other approved alternatives shall be placed on the inlet and outlet of all drainage structures, and grouted rock riprap shall be used to prevent erosion at the inlets and outlets of all culverts to the satisfaction of the Engineering and Capital Projects Division.
9. The developer shall provide pretreatment for petrochemicals and silt for all storm drainage leaving the site to the satisfaction of the Engineering and Capital Projects Division.
10. The Truckee Meadows Regional Stormwater Quality Management Program Construction Permit Submittal Checklist and Inspection Fee shall be submitted with each final map.
11. In medians with irrigated landscaping adjacent to the curb, a subdrain system shall be installed a minimum of one foot behind the back face of curb to intercept drainage from the landscaping. The system shall be tied to the storm drain system or an acceptable alternative drainage system.
12. Drainage swales that drain more than two lots are not allowed to flow over the curb into the street; these flows shall be intercepted by an acceptable storm drain inlet and routed into the storm drain system.
13. A note on the final map shall indicate that all drainage facilities not maintained by Washoe County shall be privately maintained and perpetually funded by a homeowners association. As an alternative to a homeowners association, the developer may request the establishment of a County Utility Service Area under which fees would be paid for maintenance of the proposed storm drainage detention facility. The fee amount will be based on the additional service above that normally provided by the County to maintain new stormwater facilities dedicated by the developer (i.e., curb and gutter, drop inlets and piping). The County Engineer shall determine compliance with this condition. The maintenance and funding of these drainage facilities shall also be addressed in the CC&Rs to the satisfaction of the District Attorney's Office.
14. The maximum permissible flow velocity (that which does not cause scour) shall be determined for all proposed channels and open ditches. The determination shall be based on a geotechnical analysis of the channel soil, proposed channel lining and channel cross section, and it shall be in accordance with acceptable engineering publications/calculations. Appropriate linings shall be provided for all proposed channels and open ditches such that the 100-year flows do not exceed the maximum permissible flow velocity.
15. Prior to issuance of a grading permit or finalization of the first final map, a wetlands delineation must be approved by the United States Army Corps of Engineers (COE). A copy of the wetlands delineation and the COE approval shall be submitted to the County Engineer.
16. Prior to issuance of a grading permit or approval of the affected final map, the developer shall obtain a permit from the COE for any work within the wetlands/waters of the U.S., or a letter from the COE indicating that a permit is not required. A copy of the permit/letter shall be submitted to the County Engineer.

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17. Maintenance access and drainage easements shall be provided for all existing and proposed drainage facilities. All drainage facilities located within Common Area shall be constructed with an adjoining minimum 12' wide gravel access road. Maintenance access road shall be provided to the bottom of proposed detention basins as well as over County owned and maintained storm drainage facilities.
18. Drainage easements shall be provided for all storm runoff that crosses more than one lot.
19. The project shall mitigate the increased stormwater volume produced from the development based on the 100 year–10 day storm event. Alternatives for mitigation include excavation of material within or adjacent to the existing flood zone creating additional effective flood volume or other means subject to approval by the County Engineer.
20. Prior to the finalization of the first final map, a maintenance and operation plan for the maintenance of the project's detention/retention basins and Volume Replacement Area shall be developed in accordance with the Washoe County Code Article 421.
21. A note shall be added to the final map and similar language contained with the project CC&R's stating that owners of parcels created by final map within this development shall not protest the formation of a Storm Water Utility District, Flood Control District, Special Assessment District or other funding mechanism which is approved and created for the purpose of storm water and/or flood water management.
22. Offsite drainage and common area drainage draining onto residential lots shall be perpetuated around the residential lots, and drainage facilities capable of passing a 100-year storm shall be constructed with the subdivision improvements to perpetuate the storm water runoff to improved or natural drainage facilities. The maintenance of these drainage facilities shall be addressed in the CC&Rs to the satisfaction of the District Attorney's Office.

TRAFFIC AND ROADWAY (COUNTY CODE 110.436)

Contact Information: Clara Lawson, P.E. (775) 328-3603

1. All roadway improvements necessary to serve the project shall be designed and constructed to County standards and specifications and/or financial assurances in an appropriate form and amount shall be provided.
2. An Occupancy Permit shall be obtained from the City of Reno for all construction within the Lemmon Drive right-of-way, and a copy of said permit shall be submitted to the County Engineer prior to finalization of the affected final map.
3. The applicant shall dedicate any additional right-of-way, as needed, to the City of Reno for Lemmon Drive to accommodate the planned widening from 4 lanes to 6 lanes as stated in the 2040 RTC Regional Transportation Plan.
4. Street names shall be reviewed and approved by the Regional Street Naming Coordinator.
5. Proposed landscaping and/or fencing along street rights-of-way and within median islands shall be designed to meet American Association of State Highway and Transportation Officials (AASHTO) sight distances and safety guidelines. No tree shall overhang the curb line of any public street.
6. A note on each affected final map shall state that no direct access from individual lots shall be allowed onto Lemmon Drive. This note shall also be included in the CC&Rs to the satisfaction of the District Attorney's Office.

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7. For any utilities placed in existing County streets, the streets shall be repaired to the satisfaction of the County Engineer. At a minimum, this will require full depth removal and replacement of asphalt for half the street width, or replacement of non-woven pavement reinforcing fabric with a 2" asphalt overlay for half the street width. Type II slurry seal is required for the entire street width with either option. Full width street improvements may be required if the proposed utility location is too close to the centerline of the existing street.
8. Streetlights shall be constructed to Washoe County standards at locations to be determined at the final design stage.
9. AASHTO clear zones shall be determined for all streets adjacent to retaining walls or slopes steeper than 3:1. If a recoverable or traversable clear zone cannot be provided, an analysis to determine if barriers are warranted shall be submitted for approval.
10. All retaining walls that are adjacent to, provide support for or retain soil from the County right-of-way shall be constructed of reinforced masonry block or reinforced concrete and designed by an engineer licensed in the State of Nevada.
11. All retaining walls that are within the slope failure wedge from Washoe County right-of-way shall be constructed of reinforced masonry block or reinforced concrete and designed by an engineer licensed in the State of Nevada. Retaining walls shall not be located within Washoe County right-of-way. The maintenance of the retaining walls shall be by Homeowners Association and the CCR's shall clearly identify the HOA's maintenance responsibilities of retaining walls.
12. No retaining walls that retain soil from the County right-of-way shall be located within a plowed snow storage easement.
13. Sidewalks shall be constructed on both sides of the street and shall meet ADA requirements.
14. Curb and gutter shall be standard Type I per Washoe County standard details.
15. Prior to recordation of the final map, an environmental study that confirms no hazardous materials exist in the property to be dedicated to Washoe County.
16. Appropriate transitions shall be provided between the existing and proposed improvements at all proposed street connections. This may include removal of existing pavement.
17. Any streetlights that do not meet Washoe County standards shall be placed outside Washoe County right-of-way. These streetlights shall be private, and the CC&R's shall indicate operation and maintenance of the streetlights shall be the responsibility of the Homeowners Association. The County Engineer and the District Attorney's Office shall determine compliance with this condition.
18. Adequate snow storage easements shall be identified on the final plat.
19. The conditions, covenants and restrictions (CC&Rs) shall prominently note to the satisfaction of the District Attorney's Office and the County Engineer that Washoe County will not assume responsibility for maintenance of the development's median islands.
20. Signing, striping and traffic control improvements shall comply with American Association of State Highway and Transportation Officials Design guidelines, the Manual of Uniform Traffic Control Devices and Washoe County requirements and where applicable Nevada Department of Transportation requirements.
21. Access from Lemmon Drive to Sunset View Drive and Snowbrush Court shall be constructed as right-in/right-out only.

Exhibit C

Subject: **Lemmon Drive Estates WTM18-004**(98 Lots)
Date: April 3, 2018
Page: 6

22. The proposed project should modify the channelizing island on the west side of Lemmon Drive at the Lemmon Drive/Military Road intersection to provide enough space for large passenger vehicles to make northbound to southbound U-turns.
23. A deceleration lane shall be constructed on Lemmon Drive at the intersection of Sunset View Drive to the satisfaction of the City of Reno.

UTILITIES (County Code 422 & Sewer Ordinance)

Contact Information: Tim Simpson, P.E. (775) 954-4648

1. The applicant shall conform to all conditions imposed by intergovernmental agreements required to provide sewer service to the subject project, and, if required, be a party to any such agreements.
2. All fees shall be paid or deferred in accordance with Washoe County Ordinance prior to the approval of each final map.
3. Improvement plans shall be submitted and approved by the Engineering and Capital Projects Division prior to approval of the final map. They shall be in compliance with Washoe County Design Standards and be designed by a Professional Engineer licensed to practice in the State of Nevada.
4. The applicant shall submit an electronic copy of the street and lot layout for each final map at initial submittal time. The files must be in a format acceptable to Washoe County.
5. The applicant shall construct and/or provide the financial assurance for the construction of any on-site and off-site sanitary sewer collection systems prior to signature on each final map. The financial assurance must be in a form and amount acceptable to the Engineering and Capital Projects Division.
6. Approved improvement plans shall be used for the construction of on-site and off-site sanitary sewer collection system. The Engineering and Capital Projects Division will be responsible to inspect the construction of the sanitary sewer collection system.
7. The sanitary sewer collection system must be offered for dedication to Washoe County along with the recordation of each final map.
8. Easements and real property for all sanitary sewer collection systems and appurtenances shall be in accordance with Washoe County Design Standards and offered for dedication to Washoe County along with the recordation of each final map.
9. A master sanitary sewer report for the entire tentative map shall be prepared and submitted by the applicant's engineer at the time of the initial submittal for the first final map which addresses:
 - a. the estimated sewage flows generated by this project,
 - b. projected sewage flows from potential or existing development within tributary areas,
 - c. the impact on capacity of existing infrastructure,
 - d. slope of pipe, invert elevation and rim elevation for all manholes,
 - e. proposed collection line sizes, on-site and off-site alignment, and half-full velocities.
10. No Certificate of Occupancy will be issued until all the sewer collection facilities necessary to serve each final map have been completed, accepted and engineer prepared as-built drawings are delivered to the utility. As-built drawings must be in a format acceptable to Washoe County.
11. No permanent structures (including rockery or retaining walls, buildings, etc.) shall be allowed within or upon any County maintained utility easement.

Exhibit C

Subject: **Lemmon Drive Estates WTM18-004** (98 Lots)
Date: April 3, 2018
Page: 7

12. A minimum 30-foot sanitary sewer and access easement shall be dedicated to Washoe County over any facilities not located in a dedicated right of way.
13. A minimum 12-foot wide all weather sanitary sewer access road shall be constructed to facilitate access to off-site sanitary sewer manholes.
14. The existing sewer main to be realigned shall be abandoned to the satisfaction of the County Engineer.
15. The developer will be responsible to fund the design and construction of major infrastructure such as pump structures, controls, telemetry and appurtenances, lift stations, force mains, sewer mains, interceptor and wastewater treatment facilities necessary to accommodate the project. However, the actual design will be the responsibility of the Engineering and Capital Projects Division. Prior to initiation of design the Developer shall pay the estimated design costs to Washoe County. The Engineering and Capital Projects Division may either provide such design in-house, or select an outside consultant. When an outside consultant is to be selected, the Engineering and Capital Projects Division and the Developer shall jointly select that consultant.
16. The Engineering and Capital Projects Division shall reserve the right to over-size or realign the design of infrastructure to accommodate future development as determined by accepted engineering calculations. Funding shall be the responsibility of Washoe County. Washoe County shall either participate monetarily at the time of design and/or shall credit an appropriate dollar amount to the Developer at the time of recordation of the subdivision map.

Exhibit C



March 30, 2018

Roger Pelham, MPA, Senior Planner
Washoe County Community Services
Planning and Development Division
PO Box 11130
Reno, NV 89520-0027

RE: WTM18-004 Lemmon Drive Estates; [Click here to enter text.](#)
[Click here to enter text.](#); [Click here to enter text.](#)

Dear Mr. Pelham:

The Washoe County Health District, Environmental Health Services Division (WCHD) has reviewed the above referenced project. Approval by the WCHD is subject to the following conditions:

1. The project must comply with the following codes for fire and life safety;
2. 2012 International Fire Code
3. Chapter 60 Washoe County Code
4. 2012 WUI Code
5. All Applicable NFPA codes

Please contact me for additional questions

Sincerely,

Denise Reynolds

TRUCKEE MEADOWS FIRE PROTECTION DISTRICT
1001 E. Ninth St. Bldg. D 2nd Floor • Reno, Nevada 89512 • PO Box 11130 • Reno, Nevada 89520
Office 775.326.6000 Fax 775.326.6003

Exhibit C

From: John Christopherson [<mailto:jchrist@forestry.nv.gov>]
Sent: Wednesday, March 28, 2018 2:09 PM
To: Stark, Katherine
Subject: RE: Added Traffic Impact Study - March Agency Review Memo II

Hello Katherine,

The Division of Forestry has not comments on the Lemmon Drive Estates tentative subdivision map case.

Thank you.

John



John Christopherson
Natural Resource Program Manager
Nevada Division of Forestry
2478 Fairview Drive, Carson City, NV 89701
ph: (775) 684-2507 | fax: (775) 684-2571
jchrist@forestry.nv.gov

From: Patrick Mohn
To: [Pelham, Roger](#)
Subject: WTM18-004 Lemmon Drive Estates
Date: Thursday, March 22, 2018 8:31:28 AM

The NDEP will do a detailed review of the Tentative Map when it is submitted to the NDEP with proper fees. The NDEP understands that the development will be served by Washoe County for sewer. Intent-to-Serve letter for sewer will be required for Tentative Map review, and a formal Will Serve for sewer will be required for the NDEP Final Map review.

Pat



Patrick A. Mohn, M.Sc., P.E.
UIC Compliance Coordinator
Bureau of Water Pollution Control (BWPC)
Nevada Division of Environmental Protection
901 South Stewart Street, Suite 4001
Carson City, NV 89701
p: 775.687.9419 fax: 775.687.4684
pmohn@ndep.nv.gov

Exhibit C



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning - Public Transportation & Operations - Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

April 3, 2018

FR: Chrono/PL 183-17

Mr. Roger Pelham, Senior Planner
Community Services Department
Washoe County
PO Box 11130
Reno, NV 89520

RE: WTM18-004 (Lemmon Drive Estates)

Dear Mr. Pelham,

We have reviewed the subject application and have the following comments and recommendations.

Comments and Recommendations:

1. The 2040 Regional Transportation Plan (RTP) identifies Lemmon Drive as an arterial with Moderate-Access control. To maintain arterial capacity, the following RTP access management standards should be maintained.

Access Management Standards-Arterials ¹ and Collectors							
Access Management Class	Posted Speeds	Signals Per Mile and Spacing ²	Median Type	Left From Major Street? (Spacing from signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways?	Driveway Spacing ³
Moderate Access Control	40-45 mph	3 or less Minimum spacing 1590 feet	Raised or painted w/turn pockets	Yes 500 ft. minimum	No, on 6 or 8-lane roadways w/o signal	Yes ⁴	200 ft./300 ft.

¹ 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.

² 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.

³ Minimum spacing from signalized intersections/spacing other driveways.

⁴ If there are more than 60 inbound, right-turn movements during the peak-hour.

2. The policy Level of Service (LOS) standard for Lemmon Drive is LOS D. Policy LOS for intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersection corridor. This project should be required to meet all the conditions necessary to complete road improvements to maintain policy LOS standards.
3. The 2040 RTP identifies Lemmon Drive from US 395 to Military Road to be widened from 4 to 6 lanes by 2026. Dedication of right of way or setbacks adequate to complete RTP improvements should be required as a condition of approval. See the attached typical 120' right of way section for a 6-lane facility. Additional right-of-way may be required for dedicated turn lanes at intersections.

RTC Board: Ron Smith (Chair) · Bob Lucey (Vice Chair) · Paul McKenzie · Vaughn Hartung · Neoma Jardon
PO Box 30002, Reno, NV 89520 · 1105 Terminal Way, Reno, NV 89502 · 775-348-0400 · rtcwashoe.com

Exhibit C

Page 2

WTM18-004 (Lemmon Drive Estates)

4. The applicant may be eligible for RRIF waivers for right-of-way and/or construction of improvements to Lemmon Drive through a RRIF Offset Agreement. To be eligible for RRIF waivers, the capital improvements to Lemmon Drive must be included in the RRIF Capital Improvement Plan (CIP). RRIF eligible intersection improvements are limited to the intersection of two regional roadways. The project access roadways are not regional roadways and therefore, not eligible for RRIF Waivers the RRIF Offset program. The 6th Edition RRIF CIP is currently under development and will include the widening of Lemmon Drive to 6 lanes. Once the RRIF CIP is adopted, the developer may request to enter into a RRIF Offset Agreement through a letter of intent. Questions regarding RRIF waivers should be directed to Julie Masterpool, RTC Engineering Manager – RRIF Traffic Engineer (348-0171).
5. Please have the developer contact Tina Wu, RTC Senior Transit Planner, at 775-335-1908 or twu@rtcwashoe.com, to discuss future transit improvements for this project.
6. 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. Also, 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 these applications. Please feel free to contact me at 775-332-0174 or email me at rkapuler@rtcwashoe.com if you have any questions or comments.

Sincerely,



Rebecca Kapuler
Planner

RK/jm

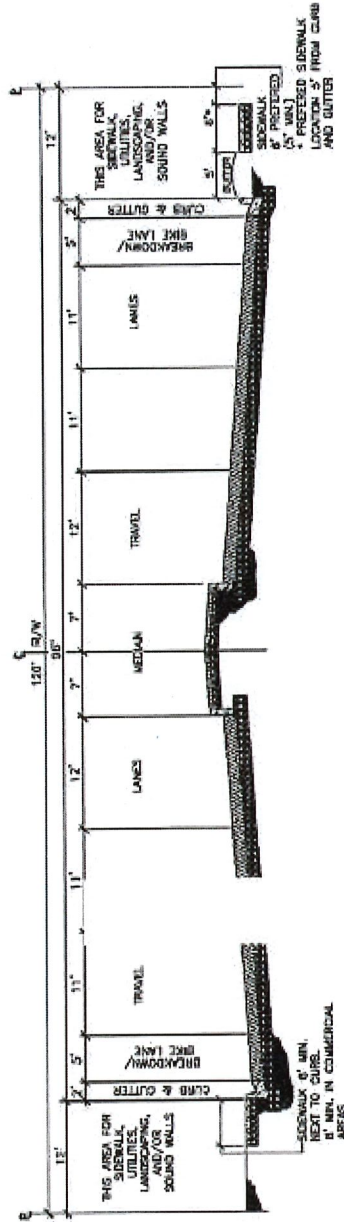
Attachment

Copies: Mojra Hauenstein, Washoe County Community Services
Trevor Lloyd, Washoe County Community Services
Jae Pullen, Nevada Department of Transportation, District II
Daniel Doenges, Regional Transportation Commission
Tina Wu, Regional Transportation Commission
Mark Maloney, Regional Transportation Commission
Julie Masterpool, Regional Transportation Commission
David Jickling, Regional Transportation Commission

/807 Lemmon Drive Estates

Exhibit C

TYPICAL 6-LANE RIGHT-OF-WAY SECTION



TYPICAL 120' RIGHT-OF-WAY SECTION
SIX TRAVEL LANES

REGIONAL TRANSPORTATION COMMISSION
RIGHT-OF-WAY SECTION



Exhibit C

From: [Kaneyuki, Bradley](#)
To: [Pelham, Roger](#)
Cc: [Kaneyuki, Bradley](#)
Subject: re: Lemmon Drive Estates - Tentative Map WTM18-004 (CFA - Dave Snelgrove for Lakes at Lemmon Valley - Chuck Bluth)
Date: Wednesday, March 21, 2018 5:29:36 PM

Roger,

For the purposes of Emergency Management, these street names have been rejected because the street name already exists or sounds phonetically similar to an existing street name:

1. WILD RYE rejected on WILD RYE

****Note:** Washoe County GIS reserves the right to rescind any reserved street name before recordation, in accordance with public safety concerns.

****Note:** A street name reservation is valid for one year after it is ACCEPTED. If the name does not appear on a recorded document within one year of acceptance, then there is no obligation to honor the reservation. Notify GIS for renewal.

Attention: All future street name requests:

1. Download the form from:
https://www.washoecounty.us/csd/engineering_capitalprojects/files-engineering-capital-projects/mapping_streets_roads/New%20street_reservation.pdf
2. Fill out *Request to Reserve New Street Name(s)*. Do **NOT** include USPS suffix types (e.g. AVE, ST, RD, CT, DR, LN, WAY, CIR, PL, TRL, etc.); that comes later.
3. No more than 14 letters, 15 if there is an "i" in the name (spaces count as a character).
4. Special characters are **NOT** allowed (', ", ~, /, \, -, *, #, &, @, %, +).
5. Abbreviations for MOUNT (MT) and SAINT (ST) are **NOT** allowed.
6. E-mail form to: Addressing@Washoecounty.us Do **NOT** fax or e-mail a photo-copy.

For the purposes of Emergency Management, street names will reject if the street name already exists or sounds similar, phonetically, to an existing street name. For street names that already exist or reserved in the Washoe County Master Street Directory click:

https://www.washoecounty.us/csd/engineering_capitalprojects/street_directory_naming.php

1. Existing streets: Click [11X17 Regional Street Directory](#)
2. Reserved streets: Click [Reservation Street Name Listing](#)

Bradley Kaneyuki
Technology Systems Developer II
Regional Services/GIS
(775) 328-2344
1001 E 9th St, Bldg C, Reno, NV 89512

Exhibit C

From: [Kaneyuki, Bradley](#)
Subject: re: Tentative Map WTM18-004: Lemmon Drive Estates - Reserved Street Names
Date: Wednesday, March 21, 2018 5:19:00 PM

Reserved Street Name Recipients:

These street name(s) have been **accepted** and reserved into the Washoe County Master Street Directory Reservation table:
 In Washoe County APN 552-210-18

Reservations		
Date Submitted	Fullname	Description
3/21/2018	FIRE WHEEL	Lemmon Drive Estates - Tentative Map WTM18-004 (CFA - Dave Snelgrove for Lakes at Lemmon Valley - Chuck Bluth)
3/21/2018	SNOWBRUSH	Lemmon Drive Estates - Tentative Map WTM18-004 (CFA - Dave Snelgrove for Lakes at Lemmon Valley - Chuck Bluth)
3/21/2018	SUNSET VIEW	Lemmon Drive Estates - Tentative Map WTM18-004 (CFA - Dave Snelgrove for Lakes at Lemmon Valley - Chuck Bluth)
3/21/2018	WOLF WILLOW	Lemmon Drive Estates - Tentative Map WTM18-004 (CFA - Dave Snelgrove for Lakes at Lemmon Valley - Chuck Bluth)

****Note:** Washoe County GIS reserves the right to rescind any reserved street name before recordation, in accordance with public safety concerns.

****Note:** A street name reservation is valid for one year after it is ACCEPTED. If the name does not appear on a recorded document within one year of acceptance, then there is no obligation to honor the reservation. Notify GIS for renewal.

Attention: All future street name requests:

- Download the form from:
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- No more than 14 letters, 15 if there is an "i" in the name (spaces count as a character).
- Special characters are **NOT** allowed (' , ` ~ / \ - * # & @ % +).
- Abbreviations for MOUNT (MT) and SAINT (ST) are **NOT** allowed.
- E-mail form to: Addressing@Washoecounty.us Do **NOT** fax or e-mail a photo-copy.

For the purposes of Emergency Management, street names will **reject** if the street name already exists or sounds similar, phonetically, to an existing street name. For street names that already exist or reserved in the Washoe County Master Street Directory click:
https://www.washoecounty.us/csd/engineering_capitalprojects/street_directory_naming.php

- Existing streets: Click [11X17 Regional Street Directory](#)
- Reserved streets: Click [Reservation Street Name Listing](#)

Bradley Kaneyuki
 Technology Systems Developer II
 Regional Services/GIS
 (775) 328-2344
 1001 E 9th St, Bldg C, Reno, NV 89512

Exhibit C



WASHOE COUNTY

COMMUNITY SERVICES

INTEGRITY COMMUNICATION SERVICE

P.O. Box 11130
Reno, Nevada 89520-0027
Phone: (775) 328-3600
Fax: (775) 328-3699

March 22, 2018

TO: Roger Pelham, MPA, Senior Planner, CSD, Planning & Development Division
FROM: Vahid Behmaram, Water Management Planner Coordinator, CSD
SUBJECT: Tentative Subdivision Map Case Number WTM18-004 (Lemmon Drive Estates).

Project description:

The applicant is proposing the approval of Tentative Subdivision Map consisting of a 98-lot single-family residential, common open space subdivision.

The property is located on the east side of Lemmon Drive, approximately 700 feet south of its intersection with Military Road, Assessor's Parcel Number: 552-201-18, Parcel Size: ± 33.97 acres.

Water service is to be provided by the Truckee Meadows Water Authority (TMWA) and Sanitary Sewer service to be provided by Washoe County.

The Community Services Department (CSD) recommends approval of this project with the following Water Rights comments and conditions:

- 1) There are no water rights conditions or comments for approval.
- 2) Following the possible approval of the tentative subdivision map, the potential future project will require water supply and sewer service which in turn will require the expansion of water and sewer services and annexation to TMWA service area. This project is located within Washoe County sewer service area.
- 3) Application indicates TMWA discovery process completed.



Exhibit D

Silver State Kennel

600 Lemmon Drive
Reno, Nevada 89506
775-677-2442

April 9, 2018

CFA, Inc.
1150 Corporate Boulevard
Reno, Nevada 89502

Dear Sirs,

Silver State Kennel owned by Carolyn Goll and Joe Reinhardt is located at 600 Lemmon Drive and is adjacent to the southern border of the proposed Lemmon Drive Estates. The Kennel has been in operation for 45 years in its present location with a number of owners over the years. The kennel was established as Silver State Kennel in November, 1989. The original special use permit has been updated and amended over the years with the latest special use permit amendment (Special Use Permit Case No. SB02-001) approved and issued March 11, 2002. In addition to conforming to the use on the designated land use category, the amendment focused on updates of General Conditions addressing construction for sound attenuation associated with Kennel operation. In addition, Operational Conditions were stipulated to go along with the noise management for the kennel. These conditions include hours of operation limited to 7:00 to 6:00 pm and that all dogs shall be contained inside within the kennel building for the night no later than 8:00 pm and not let out earlier than 7:00. Our hours of operation (open for clients) are currently 8:00am to 5:00 pm with letting out the dogs at 7:00 am. Silver State Kennel has been abiding by these conditions with no known complaints and we intend to continue our practices as stipulated.

The proposed Lemmon Drive Estates will result in a number of homes that will be constructed within 40 feet of the Silver State Kennel property line. We realize that dogs will bark and we make every effort to minimize the barking during the day. We also realize that barking dogs can be an impact on neighbors. The Kennel was established at its location due to the rural setting and lack of close neighbors. We have a number of concerns associated with the construction of homes so close to our operation and the possibility of noise issues. We feel that with cooperation with planners, Lakes at Lemmon Valley LLC, and potential homeowners we can all exist with minimal impact.

We would like to propose for your consideration some Conditions of Design and Construction for the subdivision to address sound attenuation and that these be addressed as part of approval of the application. These include and are not limited to:

1. Construction of a low maintenance sound wall. The wall constructed of materials that are durable, sound attenuating and visually attractive. The wall shall extend from the Lemmon Drive easement and along the adjoining property line to the end.
 - a. In conjunction with a sound attenuating wall evergreen vegetation planted along the planned natural vegetation strip along the property line.
 - b. Extend the width of the planned natural vegetation strip to 80 feet.
2. Home construction techniques conducive to sound attenuation. These techniques should be utilized on homes constructed within 200 feet of the Silver State Kennel property line.

Exhibit D

Silver State Kennel

600 Lemmon Drive
Reno, Nevada 89506
775-677-2442

- a. Exterior walls, especially on the south facing walls of those homes directly adjacent to the Silver State Kennel property line, be constructed utilizing sound board and any other sound attenuation techniques.
 - b. No windows on the south facing walls of those homes directly adjacent to the Silver State Kennel property line.
 - c. Windows/ sliding glass doors and doors rated for maximum sound attenuation.
3. No construction shall commence prior to 7:00 am nor shall go on past 6:00 pm. We are restricted to letting dogs out at 7:00 am. Any activity and noise next door wakes those dogs up and becomes a hardship on us with extra barking as well as sanitary issues for the dogs.

We would also like to propose for your consideration some Conditions of Notification and Disclosure for the subdivision to address notification of potential home buyers of the presence of Silver State Kennel in proximity to their home and that these be addressed as part of approval of the application. These include and are not limited to:

1. Applicant shall recognize and acknowledge in writing, the existence of the established Silver State Kennel and all aspects of the operation of said Kennel.
2. Applicant shall signify and notify on final planning maps the existence of the established Silver State Kennel and all aspects of the operation of said Kennel.
3. Applicant shall signify and notify on all sales documents, contracts, etc. that the home buyer acknowledges and understand that they are purchasing a home next door to a long established Kennel operation and all aspects of the operation of said kennel. Signed acknowledgement of the disclosure shall be included in all sales.
4. All disclosures shall be included for any future resale documents, stated in any CCR's and/or any HOA requirements.
5. All disclosures shall be developed jointly with Silver State Kennel so that there is a thorough understanding of residing near a kennel and signed copies shall be made available to Silver State Kennel for file.

Silver State Kennel has been dedicated to maintaining our operation as a good neighbor. To that end we replaced all outdoor kennels with indoor/outdoor kennels so the dogs are inside at night and noise is mitigated. We intend to continue our good neighbor philosophy, without compromising our current operations, employees and business. Thank you for your consideration of the above conditions.

Sincerely,

Carolyn Goll
Owner
Silver State Kennel

Joe Reinhardt
Co-owner
Silver State Kennel

Cc:
North Valleys CAB
Roger Pelham, MPA, W.C. Senior Planner

Exhibit E

From: David Snelgrove
To: [Pelham, Roger](#)
Subject: Very Rough Condition :Language Suggestion Relative to Silver State Kennels
Date: Wednesday, April 11, 2018 10:43:33 AM

Roger:

Per our telephone conversation, I spoke to Chuck Bluth (the applicant on the Lemmon Drive Estates project) after he had a chance to review the letter submitted by Silver State Kennels. Following are the (very rough) condition suggestions that he would be accepting of:

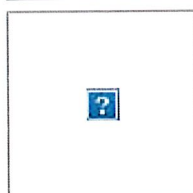
- Disclosure – The developer shall provide a disclosure statement within the sales documents for the homes within the project notifying each owner that a dog kennel exists at the south end, adjacent to the housing development.
- Sound Wall – A 6' high sound wall shall be constructed from the point where the southwesternmost lot (#89) begins eastward along the southern property line of the project to the point where the Kennel Property (APN 522-190-05) ends.
- Intensified Planting – Planting consisting of 100% evergreen trees shall be provided within the common area at the south end of the property, adjacent to the proposed new lots. Evergreen planting shall be provided with an average spacing of one tree every 25 feet in staggered rows with the intention of creating a year-round landscaped screen.

The other conditional items that were suggested by Silver State Kennels were not agreeable to the project applicant.

I realize that there will need to be some wording adjustment to make these condition read appropriately and have necessary county or agency checks. I greatly appreciate your time in discussion of these as well as the owners of Silver State Kennels in the time that they put in to thinking about possible conditions.

Please feel free to call with any questions, comments or concerns.

R. DAVID SNELGROVE, A.I.C.P., PLANNING AND RIGHT-OF-WAY MANAGER



CFA, INC.
LAND SURVEYORS
CIVIL ENGINEERS
LAND USE PLANNERS

1150 CORPORATE BOULEVARD | RENO, NEVADA 89502
MAIN 775-856-1150 | EXT 102 | DIRECT 775-856-7073 | CFARENO.COM

Exhibit G

LEMMON DRIVE ESTATES TENTATIVE MAP & COMMON OPEN SPACE DEVELOPMENT

PREPARED FOR

LAKES AT LEMMON VALLEY, LLC

PREPARED BY:
CFA, INC.
1150 CORPORATE BOULEVARD
RENO, NV 89502
(775) 856-1150



MARCH 15, 2018

PROJECT: 16-013.00

LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP

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Traffic Letter (Traffic Works)	



LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP

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Proof of Property Tax Payment	
Map Pocket	
Full Size Maps	

LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP

Project Description

Project Request

This application is a request for a common open space tentative map on a 33.97+/- acre parcel located at on the east side of Lemmon Drive between Buck Drive and Military Road in Lemmon Valley. The Washoe County Assessor's office recognizes the property as APN 552-210-18.

In addition to this tentative map including a request for a common open space development, this request also includes the review of the site relative to the Hillside Ordinance (Article 424 of the Washoe County Development Code). It should be noted that the reason that a common open space development has been requested is to protect sensitive areas of the site (steep slopes and a drainageway). As such, there is not development proposed in the steep areas of the site, located in the northeast corner of the property, nor in the drainageway flow corridor.

As can be The property is made up of diverse terrain that is , inclusive of approximately 78% of the site in very developable slopes and approximately 22% of the site in moderate to steep slopes, which are predominately consolidated in the northeastern corner of the site. In addition to the slope constraints, a 100-year flood plain crosses the property and separates the most developable slopes from the steeper slope areas.

Requested with this application is a Common Open Space Development and Tentative Map for 98 single family lots parcels. The property is zoned MDS (Medium Density Suburban, which would allow for residential development at a density of up to 3 dwelling units per acre. The maximum number of units that would be allowed per the zoning designation is 101.91 lots residential lots. The proposed development plan contains 98 lots and has a gross density of 2.88+/- dwelling units per acre.

Property Location

The subject property is locate on the west side of Lemmon Drive between Buck Drive and Military Road. The southern property line of the subject parcel is located approximately 1,200 feet north of Buck Drive and the north property line of the subject property is approximately 650 feet south of Military Road. A vicinity map is provided on page 2 of this project description.

LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP

Figure 1 – Vicinity Map



LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP

Master Plan and Zoning Conformance

Master Plan -- The subject property is designated Medium Density Suburban in the Reno Stead Corridor Joint Plan. This designation allows for 1 – 3 dwelling units per acre. The proposed Lemmon Drive Estates project has a gross density of 2.88+/- dwelling units per acre. As such, the project provides the type of development (single family) that is allowed within this master plan designation and presents a density that conforms to the master plan designation.

Zoning – The property is zoned MDS, allowing for up to 3 dwelling units per acre, conforming with the master plan designation for the property. The proposed Lemmon Drive Estates project has a gross density of 2.88+/- dwelling units per acre. As such, the project provides the type of development (single family) that is allowed within this master plan designation and presents a density that conforms to the zoning designation.

Existing Site Conditions

The site is currently vacant and presents low to moderately sloped land on the western and southern ends of the site and possesses a floodplain and steep slopes that are located approximately in the northeast ¼ to 1/3 third of the property. Following are site photos showing the existing condition of the property. All of the photos were taken from the areas that are defined by Washoe County to be the most developable portions of the property via the Development Suitability Map from the North Valleys Area Plan



View of subject property from Southwest corner, near Lemmon Drive and Silver State Kennels.

LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP



View of property from current intersection of gas line and sewer line toward the northeast. Lower rock outcropping is on the subject property and will not be disturbed. Peak of hill is not part of subject property.

View of property from current northwest corner near Lemmon Drive and north property line. Dirt road to on left side of photo is the existing sewer line easement access road.



LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP

Project Summary

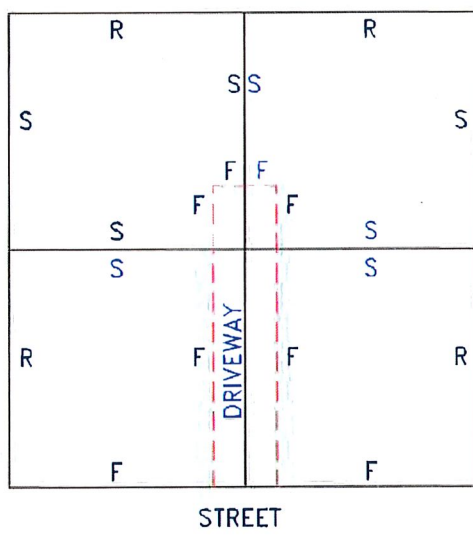
Overview - Lemmon Drive Estates is proposed to be a 98-lot single family subdivision that will incorporate common open space areas to preserve areas of steep slopes and existing drainage corridor that cross the property. The project is proposed to be developed in similar fashion and design to a recently developed project in the City of Sparks called The Preserve. The development design incorporates a clustered lot pattern, where four home sites are served off a common driveway.

Setbacks - Minimum setback requirements are proposed to be provided at 5 feet on all sides of the property with the exception of setbacks to garage faces where a 20-foot setback will be provided to accommodate for a driveway to accommodate 2 cars of parking, in addition to the 2 parking spaces within the garage of each home. Please see Figure 2 showing a typical setback exhibit of where each yard area (front, side and rear) would be considered for the Lemmon Drive Estates project. Figure 3 shows an aerial view of cluster court from The Preserves Subdivision in Sparks. This image shows the

Minimum Setbacks

- Front (home to public street) – 10 feet
- Front (garage to public street) – 20 feet
- Front (home to common driveway) – 5 feet
- Front (garage to common driveway) – 20 feet
- Side – 5 feet
- Rear – 5 feet

Figures 2 & 3 – Yard Definition Exhibit & Product Example Aerial Image



LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP

Streets and Access - All streets within the proposed Lemmon Drive Estates project will be designed and constructed to Washoe County standards. The streets are currently planned to be public streets, but through the review process the applicant will discuss with County staff about the potential of providing private streets with gated entries to the project.

The street sections will be designed with sidewalk on one side of each street except for entry roads with direct connection to Lemmon Drive, where sidewalks on both sides of the street will be provided.

Common Area, Pedestrian Linkages Within and Outside the Community – Lemmon Drive Estates is proposed to be a 98-lot single family residential community with 16.68+/- acres of common area that will be maintained by the Lemmon Drive Estates Homeowner's Association. The project provides approximately 1.1+/- miles of path/sidewalk loops through the community. A Path Loop Exhibit map is provided in Appendix D that illustrates the location of the pedestrian loops around the community. The location of Lemmon Drive Estates provides the nearest shopping and retail level services within ¼ mile of the southern end of the project providing some limitation on typical automobile dependence for short or small shopping trips.

Images of Similar Community - Following are photo images of a similar project to what is proposed for Lemmon Drive Estates. These images were taken at The Preserve in Sparks, Nevada. The project is located on the north side of Disc Drive, between Sparks Boulevard and Galleria Parkway. These images should be helpful in illustrating entry signage, general character and feel of the court appearance of the lots, and the general street scene.

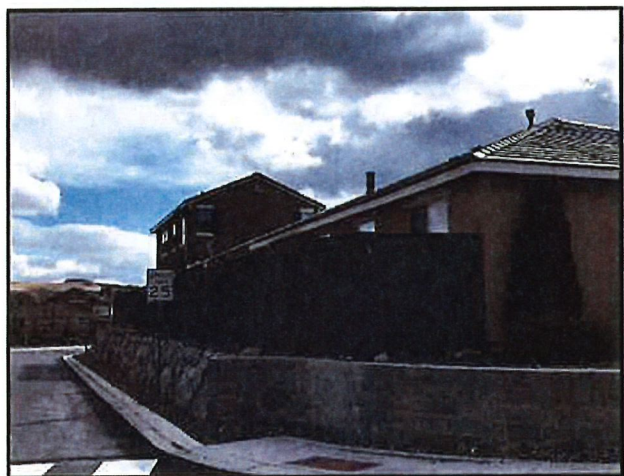


Community Sign General Character Example

LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP

General Street Appearance Example



Rear Yard Fencing Concept, Abutting Street

Example Appearance of Court/Driveway with Housing



LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP

Development Statistics – Following are development statistics for the Lemmon Drive Estates.

Total Project Area:	33.97+/- AC
Maximum Dwelling Units Allowed (Per TMRPA constraint of 5 DU/AC):	101 Residential Lots
Total Dwellings Proposed:	98 Residential Lots
Gross Density Proposed:	2.88+/- DU/AC
Common Area Lots:	4 Parcel

Areas of Use

Residential Lot Area:	13.52+/- AC
Common Area (Landscaped and Natural Areas):	16.68+/- AC
Streets (ROW)	3.77+/- AC

Lot Sizes

Minimum Lot Size:	5,218+/- SF
Maximum Lot Size:	10,811+/- SF
Average Lot Size:	6,011+/- SF

Proposed Setbacks

Front (home to street/ROW)	10 feet
Front (garage to street/ROW)	20 feet
Front (home to common driveway)	10 feet
Front (garage to common driveway)	20 feet
Side	5 feet
Rear	10 feet

Landscape

Required Landscaping (20% of the site)	6.79+/- AC
Landscape Area Provided (Front Yard Landscape Not Included)	16.68+/- AC (49+/-%)

LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP

Common Open Space Development Considerations

Article 408 of the Washoe County Development Code requires that Common Open Space Development requests review (at a minimum) 16 Site Analysis considerations, per 110.408.30 relative to the project location, design and area infrastructure and facility connectivity and availability. Following is a listing of the 16 considerations and a response relative to each item. A Site Analysis Map has been provided as part of this application submittal. Some of the responses to considerations reference that map, other maps in the tentative map package or other reports or documents contained within this application. This review of Common Open Space Development Considerations is duplicated on the Site Analysis Map provide with this application.

- a) Location Map – a location map is provided on the cover of the tentative map set and on page 2 of this project description.
- b) Land Use – Current land use is "vacant." The planned land use is illustrated and defined and mapped in tentative form on the other sheets provided with this application.
- c) Existing Structures – there are no existing structures on the site.
- d) Existing Vegetation – The Washoe County Vegetative Communities/Landcover Map from the Washoe County Master Plan Conservation Element identifies that the area of the subject parcel is contained within the Sagebrush vegetative area
- e) Prevailing Winds – prevailing winds come from the west.
- f) Topography – A slope analysis map is provided in Appendix D of this application package. The site slope calculations on that map show that 6.7+/- acres of the site (19.7% of the site) is contained in 15% or steeper slopes. The steepest areas of the site (30% or greater) are held within the northeastern corner of the site across the drainageway the crosses the subject property. The steep slopes that exist on the site are not proposed for any development and will remain natural and be contained within the common area of the site.
- g) Soils – A geotechnical report is provided in the application package identifying the soil characteristics of the site. Please see Appendix C of this application.
- h) Natural Drainageways – A floodplain bisects the site from the southeast corner to the norther property line.
- i) Wetlands and Waterbodies – no wetlands or water bodies appear on the subject property.
- j) Flood Hazards – a 100-year floodplain is identified on the property through FEMA mapping. The flood plain location is shown on the Site Analysis Map provided on the following page.

LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP

- k) Seismic Hazards – No seismic hazards were identified on the site. This is evidenced in the preliminary geotechnical report, provided in Appendix C.
- l) Avalanche Hazards – There are not avalanche hazards on the site.
- m) Sensitive Habitat and Migration Routes – The Washoe County Master Plan Conservation Element Habitat and Migration Route Maps show that Mule Deer habitat may exist in the area of the site (as it also appears to exist in Lemmon Valley, Spanish Springs, Reno, the Sparks Indian Colony, Stead, and Antelope Valley). No Bighorn, Black Bear, Pronghorn Antelope, Raptors, Sage Grouse or Wild Horse and Burro Herd habitats are shown to exist in the area of the subject property, per the Washoe County Conservation Element Habitat and Migration Route Maps.
- n) Significant Views – The subject property sits in a moderately wide canyon between two hillsides that open to the north of the site and feed out to the expansive area of Lemmon Valley, where Swan Lake/Lemmon Lake is located. Due to this location, the best views from the property are located at the northeastern corner of the site, where the slopes on the property are the steepest and not proposed for development. No trail access is proposed into this area as there are no existing trails and the 120-acre federal land located to the east on (APN 552-210-19) contains no trails until you get to the western side of the hill that is contained within this federal parcel. No photos are provided as the views are (1) not significant and (2) not proposed to be accessible with the proposed development plan.
- o) Easements – Existing easements are shown on the Subdivision Map Sheet 1 of 5, provided with this application.
- p) Utilities – Utility connections are shown on the Site and Utilities Plan, Sheet 2 of 5 provided with this application package. Electric service is the only service identified in the requirements that is not shown on the Utilities Map. It is expected to enter the site at the project entrance(s) on Lemmon Drive or off the overhead power line that exists at the north end of the property. Electric, telephone and cable services will be run underground through the proposed subdivision.
- q) Appropriate Access Points – Access to the site must be served off Lemmon Drive. Two access points will be necessary to meet emergency access requirements.

LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP

Tentative Map Findings

Article 821 of the Washoe County Development Code identifies findings that must be made in order to approve a common open space tentative map application. Following is an identification of each finding and the applicant's response as to how or why this finding is met with this request.

(a) Plan Consistency.

The requested Common Open Space Tentative Map request is consistent with the Washoe County Master Plan. The subject property is contained within the Reno Stead Corridor Joint Plan and holds a designation of Medium Density Suburban, which allows for single family residential development with a density range between 1 and 3 dwelling units per acre. The proposed project has a gross density of 2.88+/- dwelling units per acre and is consistent. Some of the specific policies noting consistency are identified below:

Adjacent properties to the southeast of the subject property are designated with a combination of GR (General Rural) and LDS (Low Density Suburban). Per the Washoe County Master Plan, Land Use and Transportation Element, the MDS is highly compatible with LDS and GR designations (see Table 3: Land Use Compatibility Matrix, p.55 of the Washoe County Master Plan).

Reno Stead Corridor Joint Plan Policies

Conservation Policies

C.2.1 The use of major drainageways as undeveloped buffers between areas of development is encouraged. Undeveloped drainageways should also be used for pedestrian, equestrian or bicycle access into the Peavine Mountain area and other open space areas where appropriate. Access routes along major drainageways should include sufficient width for a trail easement. Motorized vehicle access should be restricted where appropriate.

The drainageway that crosses the property is incorporated into the eastern edge of the development area. Pedestrian accesses have been situated along or adjacent to the drainageway as a positive open space element within the subject property boundary. The drainageway offers a boundary to the steep slopes on the subject property that will be preserved in the development plan.

C.3.1 Each development proposal shall be evaluated with the intent to preserve visually prominent ridges and rock outcroppings. Evaluation should address mitigation of the affects on visual appearance, scarring of hillsides, and the impact of increasing access in roadless areas.

Rock outcroppings that are located in the northeastern portion of the property are to be left undisturbed as is the steeper sloped land surrounding the rock outcroppings.

LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP

Land Use and Transportation Element Policies

LUT.3.1 Require timely, orderly, and fiscally responsible growth that is directed to existing suburban character management areas (SCMAs) within the Area Plans as well as to growth areas delineated within the Truckee Meadows Service Area (TMSA).

The subject property situated near commercial development and is adjacent on both the north and south sides of the Lemmon Drive frontage with existing development (a dog kennel to the south and a church to the north).

LUT.3.3 Single family detached residential development shall be limited to a maximum of five (5) dwelling units per acre.

The proposed Lemmon Drive Estates project proposes a gross density of 2.88+/- DU/AC. This conforms with LUT 3.3.

Housing Element Goals and Policies

Program 3.5: The County will promote residential development in areas where services and infrastructure already exist or are planned.

Services and infrastructure already exist and the parcel is a vacant, infill site.

(b) Design or Improvement.

Finding b addresses consistency with master plan goals and policies, similar to finding a. As such, please see the address to finding a as the responses are the same.

(c) Type of Development

The areas of the subject property identified for development are categorized to be within the area "most suitable" for development per the Development Suitability Map within the North Valleys Area Plan. The steeper sloped portions of the property are to be retained as undisturbed open space.

(d) Availability of Services.

Based on preliminary discussion and review with utility purveyors that would serve the Lemmon Drive Estates project, utilities necessary to serve this in-fill site are generally adjacent to the site.

LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP

(e) Fish or Wildlife.

The Washoe County Master Plan Conservation Element Habitat and Migration Route Maps show that Mule Deer habitat may exist in the area of the site (as it also appears to exist in Lemmon Valley, Spanish Springs, Reno, the Sparks Indian Colony, Stead, and Antelope Valley). No Bighorn, Black Bear, Pronghorn Antelope, Raptors, Sage Grouse or Wild Horse and Burro Herd habitats are shown to exist in the area of the subject property, per the Washoe County Conservation Element Habitat and Migration Route Maps.

(f) Public Health.

A single-family manufactured home subdivision does not present any anticipated public health problems.

(g) Easements

There are only a few easements that currently encumber the property. A 16" natural gas line and sewer line are the primary easements and facilities that either dictate portions of the project design or will necessitate realignment through the subdivision with development of the site. Both easements can be accommodated or relocated appropriately within the proposed development plan.

(h) Access

Primary access is provided on E. Fourth Avenue, a collector status street as defined within the Sun Valley Area Plan Streets and Highways System Plan. Secondary/emergency access is provided to Pearl Drive as a gated emergency access.

(i) Dedications

The Valle Vista Community is proposed to contain private streets and private common area. No new dedications of roads or parks is expected. The existing flood plain at the northwest corner of the property is already contained within a protected drainage easement and no development is proposed for the storm water carrying feature.

(j) Energy

The proximity of the project to shopping and bus routes can have a positive impact on vehicle miles traveled. dependent upon the articulation of the roofline for each house that will be constructed (which will vary), substantial roof surface should be available for solar panels on the majority of the homes with smaller areas available for solar panels, if the home owner wishes to install them.

APPENDIX A

Washoe County Development Application

Your entire application is a public record. If you have a concern about releasing personal information, please contact Planning and Building staff at 775.328.6100.

Project Information		Staff Assigned Case No.: _____	
Project Name: Lemmon Drive Estates			
Project Description: A common open space tentative map is proposed for a 98 lot single family detached subdivision.			
Project Address: 0 Lemmon Drive			
Project Area (acres or square feet): 33.97 +/- Acres			
Project Location (with point of reference to major cross streets AND area locator): Located east of Lemmon Drive, north of Buck Drive, and south of the Church of Jesus Christ Latter Day Saints in Golden Valley.			
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
552-210-18	33.97 +/- acres		
Section(s)/Township/Range: Sec. 09, T. 20, R. 19			
Indicate any previous Washoe County approvals associated with this application: Case No.(s). CPA99-NV-1 (a comp plan amendment that provided MDS designation)			
Applicant Information (attach additional sheets if necessary)			
Property Owner:		Professional Consultant:	
Name: Lakes at Lemmon Valley LLC		Name: CFA, Inc.	
Address: 4655 Longley Lane, Suite 107 Reno, NV <input type="checkbox"/> Zip: 89502		Address: 1150 Corporate Blvd. Zip:	
Phone: 775-359-1191 Fax:		Phone: 775-856-7073 Fax:	
Email: cpbluth@aol.com		Email: dsnelgrove@cfareno.com	
Cell: 775-772-1641 Other:		Cell: 775-737-8910 Other:	
Contact Person: Chuck Bluth		Contact Person: Dave Snelgrove, AICP	
Applicant/Developer:		Other Persons to be Contacted:	
Name: Same as Owner		Name:	
Address:		Address:	
Zip:		Zip:	
Phone: Fax:		Phone: Fax:	
Email:		Email:	
Cell: Other:		Cell: Other:	
Contact Person:		Contact Person:	
For Office Use Only			
Date Received: Initial:		Planning Area:	
County Commission District:		Master Plan Designation(s):	
CAB(s):		Regulatory Zoning(s):	

Property Owner Affidavit

Applicant Name: Lakes at Lemmon Valley LLC

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA)
)
COUNTY OF WASHOE)

I, Charles Bluth, Owner of the Lakes at Lemmon Valley, LLC
(please print name)

being duly sworn, depose and say that I am the owner* of the property or properties involved in this application as listed below and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects complete, true, and correct to the best of my knowledge and belief. I understand that no assurance or guarantee can be given by members of Planning and Building.

(A separate Affidavit must be provided by each property owner named in the title report.)

Assessor Parcel Number(s): 552-210-18

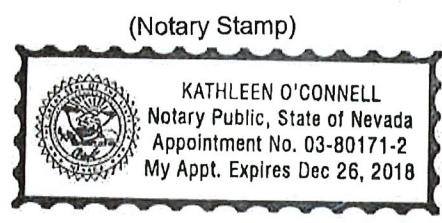
Printed Name CHARLES P. BLUTH
Signed [Signature]

Address 4655 Longley Lane, Suite 107

Subscribed and sworn to before me this 07th day of MARCH, 2018

[Signature]
Notary Public in and for said county and state

My commission expires: 12-26-2018



*Owner refers to the following: (Please mark appropriate box.)

- Owner
- Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- Power of Attorney (Provide copy of Power of Attorney.)
- Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- Property Agent (Provide copy of record document indicating authority to sign.)
- Letter from Government Agency with Stewardship

Tentative Subdivision Map Application Supplemental Information

(All required information may be separately attached)

Chapter 110 of the Washoe County Code is commonly known as the Development Code. Specific references to tentative subdivision maps may be found in Article 608, Tentative Subdivision Maps.

1. What is the location (address or distance and direction from nearest intersection)?

The subject property is located in Golden Valley to the east of Lemmon Dr., north of Buck Drive and APN 552-190-05 and APN 552-190-11, and south of APN 552-262-01. The subject parcel is recognized by the Washoe County Assessor's Office as APN 552-210-18.

2. What is the subdivision name (proposed name must not duplicate the name of any existing subdivision)?

Lemmon Drive Estates

3. Density and lot design:

a. Acreage of project site	33.97 acres
b. Total number of lots	98 residential lots - 1 common area lot
c. Dwelling units per acre	3 DU/AC
d. Minimum and maximum area of proposed lots	Minimum 5,218+/- s.f. Maximum 10,811+/- s.f.
e. Minimum width of proposed lots	75'
f. Average lot size	6,011+/- SF

4. Utilities:

a. Sewer Service	Washoe County
b. Electrical Service	NV Energy
c. Telephone Service	AT&T
d. LPG or Natural Gas Service	NV Energy
e. Solid Waste Disposal Service	Waste Management
f. Cable Television Service	Charter
g. Water Service	Truckee Meadows Water Authority

5. For common open space subdivisions (Article 408), please answer the following:

a. Acreage of common open space:

16.68 acres of natural and landscaped common open space is provided, which equates to +/-49% of the total site.

b. Development constraints within common open space (slope, wetlands, faults, springs, ridgelines):

The FEMA map shows that the site has a flood plain running through it from southeast to the northern parcel line. The flood plain area separates the area of the site that is most suitable for development from the street slopes that exist on the parcel. The slope analysis map, provided with this application shows that there is a total of 6.7+/- acres of slopes in excess of 15% on the subject site. These slope areas are not proposed for development and are shown to be in common open space on the tentative map sheets with this application. The preliminary geotechnical investigation, provided with this application did not find any information evidencing any faults on the subject property.

c. Range of lot sizes (include minimum and maximum lot size):

Minimum - 5,218+/- s.f., Maximum - 10,811+/- s.f.

d. Average lot size:

6,011+/- SF

e. Proposed yard setbacks if different from standard:

Front (home to street) - 10 feet
Front (garage to street) - 20 feet
Front (home to common driveway) - 10 feet
Front (garage to common driveway) - 20 feet
Side - 5 feet
Rear - 10 feet

f. Justification for setback reduction or increase, if requested:

Smaller sized lots, which are allowed in common open space developments are meritorious having smaller setbacks, appropriate to their lot sizing, orientation and design. The proposed minimum setback distances are typical and provide flexibility for the home builder to provide a housing product that meets desires of many home buyers who do not want a yard area that creates considerable upkeep and maintenance. The trade-off for the compact lot and setback standards is the provision, protection and maintenance of common area that will not be scarred, developed or otherwise altered.

g. Identify all proposed non-residential uses:

There are not any non-residential uses proposed as part of the Lemmon Drive Estates project.

- h. Improvements proposed for the common open space:

A pedestrian trail system is incorporated into appropriate sections of the common area to provide an interconnected series of loops with the sidewalks within the subdivision area. The total length of the path and sidewalk loops within the subdivision is 1.1+/- miles.

- i. Describe or show on the tentative map any public or private trail systems within common open space of the development:

A pedestrian The sidewalk/pedestrian path system will be available and accessible to residents within the Lemmon Drive Estates housing development as well as the general public.

- j. Describe the connectivity of the proposed trail system with existing trails or open space adjacent to or near the property:

There are no existing trails near the subject property. As such, no connections have been proposed.

- k. If there are ridgelines on the property, how are they protected from development?

There are ridgelines on the property, only slopes heading toward ridgelines that exist off-property.

- l. Will fencing be allowed on lot lines or restricted? If so, how?

Fencing will be allowed on lot lines, typical with good neighbor fencing or enhanced wood fencing (photo example from The Preserve is provided in project description). Open fencing or combined solid and open fencing treatments may be incorporated along common areas where roads are not adjacent.

m. Identify the party responsible for maintenance of the common open space:

The Lemmon Drive Estates Homeowner's Association will be responsible for maintenance of the Common Open Space within the project.

6. Is the project adjacent to public lands or impacted by "Presumed Public Roads" as shown on the adopted April 27, 1999 Presumed Public Roads (see Washoe County Engineering website at <http://www.washoecounty.us/pubworks/engineering.htm>). If so, how is access to those features provided?

The Washoe County Engineering website and "Presumed Public Roads" map of the Reno Area does not show any "presumed public roads" that are not in paved road alignments. Lemmon Drive is shown on the map as the nearest "presumed public road" and that paved public right-of-way will provide access to the project.

7. Is the parcel within the Truckee Meadows Service Area?

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
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8. Is the parcel within the Cooperative Planning Area as defined by the Regional Plan?

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, within what city? Reno through the Reno-Stead Joint Corridor Plan
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9. Will a special use permit be required for utility improvement? If so, what special use permits are required and are they submitted with the application package?

No. The subject property is an infill site along a major arterial roadway (Lemmon Drive) and utilities are available adjacent to the property.

10. Has an archeological survey been reviewed and approved by SHPO on the property? If yes, what were the findings?

Cultural Resources mapping provided in the Washoe County Master Plan indicates that SHPO has identified resources in the general area (within 1 mile of the project site), but it is unknown whether anything was identified, specific to the subject property.

11. Indicate the type and quantity of water rights the application has or proposes to have available:

a. Permit #		acre-feet per year	
b. Certificate #		acre-feet per year	
c. Surface Claim #		acre-feet per year	
d. Other #		acre-feet per year	

e. Title of those rights (as filed with the State Engineer in the Division of Water Resources of the Department of Conservation and Natural Resources):

Water is proposed to be served through TMWA. The applicant is fully aware that any necessary water rights to serve the project will have to be purchased by the applicant/project developer. A copy of the TMWA discovery report is provided with this application.

12. Describe the aspects of the tentative subdivision that contribute to energy conservation:

The proximity of the project to shopping and bus routes can have a positive impact on vehicle miles traveled. dependent upon the articulation of the roofline for each house that will be constructed (which will vary), substantial roof surface should be available for solar panels on the majority of the homes with smaller areas available for solar panels, if the home owner wishes to install them.

13. Is the subject property in an area identified by Planning and Building as potentially containing rare or endangered plants and/or animals, critical breeding habitat, migration routes or winter range? If so, please list the species and describe what mitigation measures will be taken to prevent adverse impacts to the species:

The Washoe County Master Plan Conservation Element Habitat and Migration Route Maps show that Mule Deer habitat may exist in the area of the site (as it also appears to exist in Lemmon Valley, Spanish Springs, Reno, the Sparks Indian Colony, Stead, and Antelope Valley). No Bighorn, Black Bear, Pronghorn Antelope, Raptors, Sage Grouse or Wild Horse and Burro Herd habitats are shown to exist in the area of the subject property, per the Washoe County Conservation Element Habitat and Migration Route Maps.

14. If private roads are proposed, will the community be gated? If so, is a public trail system easement provided through the subdivision?

Streets are designed and proposed to be public, but the applicant will discuss with the County and the project design team the possibility of providing private streets through the review process.

15. Is the subject property located adjacent to an existing residential subdivision? If so, describe how the tentative map complies with each additional adopted policy and code requirement of Article 434, Regional Development Standards within Cooperative Planning Areas and all of Washoe County, in particular, grading within 50 and 200 feet of the adjacent developed properties under 5 acres and parcel matching criteria:

This section of code addresses policies from the 2002 Regional Plan, which are no longer valid.

16. Are there any applicable policies of the adopted area plan in which the project is located that require compliance? If so, which policies and how does the project comply?

Please see the Tentative Map Legal Findings review section of the Project Description of this application.

17. Are there any applicable area plan modifiers in the Development Code in which the project is located that require compliance? If so, which modifiers and how does the project comply?

There are no applicable area plan modifiers in the Development Code that would apply to this project.

18. Will the project be completed in one phase or is phasing planned? If so, please provide that phasing plan:

The project will be constructed in a total of three (3) Phases. The proposed phasing lines are shown on the tentative map sheets provided with this application package.

19. Is the project subject to Article 424, Hillside Development? If yes, please address all requirements of the Hillside Ordinance in a separate set of attachments and maps.

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, include a separate set of attachments and maps.
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20. Is the project subject to Article 418, Significant Hydrologic Resources? If yes, please address Special Review Considerations within Section 110.418.30 in a separate attachment.

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	If yes, include separate attachments.
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Grading

Please complete the following additional questions if the project anticipates grading that involves: (1) Disturbed area exceeding twenty-five thousand (25,000) square feet not covered by streets, buildings and landscaping; (2) More than one thousand (1,000) cubic yards of earth to be imported and placed as fill in a special flood hazard area; (3) More than five thousand (5,000) cubic yards of earth to be imported and placed as fill; (4) More than one thousand (1,000) cubic yards to be excavated, whether or not the earth will be exported from the property; or (5) If a permanent earthen structure will be established over four and one-half (4.5) feet high:

21. How many cubic yards of material are you proposing to excavate on site?

41,500+/- CY

22. How many cubic yards of material are you exporting or importing? If exporting of material is anticipated, where will the material be sent? If the disposal site is within unincorporated Washoe County, what measures will be taken for erosion control and revegetation at the site? If none, how are you balancing the work on-site?

500+/- CY are estimated to be exported from the site. The grading plan identifies that the export material will be taken to the Lockwood Landfill, but if there is a suitable site that can accept the material that is within the Lemmon Valley area, we will take the material there. This will be determined nearer to the actual time of earthwork and grading permit for the project.

23. Can the disturbed area be seen from off-site? If yes, from which directions, and which properties or roadways? What measures will be taken to mitigate their impacts?

Most of the disturbed areas associated with site grading will be screened by the proposed development. Any portions that will remain visible will be revegetated, landscaped or left natural. Revegetation and landscaping are the primary mitigative treatments for such areas.

24. What is the slope (Horizontal/Vertical) of the cut and fill areas proposed to be? What methods will be used to prevent erosion until the revegetation is established?

3:1 maximum slope will be incorporated in the grading design. Fiber rolls, silt fences and/or other BMP's will be incorporated into the SWPPP for prevention of erosion escaping the site prior to revegetation or stabilization. BMP Notes are provided on the Grading Plan provided with this application.

25. Are you planning any berms and, if so, how tall is the berm at its highest? How will it be stabilized and/or revegetated?

No berms are proposed.

26. Are retaining walls going to be required? If so, how high will the walls be, will there be multiple walls with intervening terracing, and what is the wall construction (i.e. rockery, concrete, timber, manufactured block)? How will the visual impacts be mitigated?

There are no retaining walls on the site.

27. Will the grading proposed require removal of any trees? If so, what species, how many, and of what size?

There are no existing trees on the site.

28. What type of revegetation seed mix are you planning to use and how many pounds per acre do you intend to broadcast? Will you use mulch and, if so, what type?

DAVE (Hansen)
A revegetation seed mix will be used in areas where formal landscape is not proposed that have been graded. The total pounds per acre is expected to be 30+/- lbs/acre.

29. How are you providing temporary irrigation to the disturbed area?

No temporary irrigation is proposed for revegetation areas. Hydroseeding is the anticipated method of treatment for revegetation.

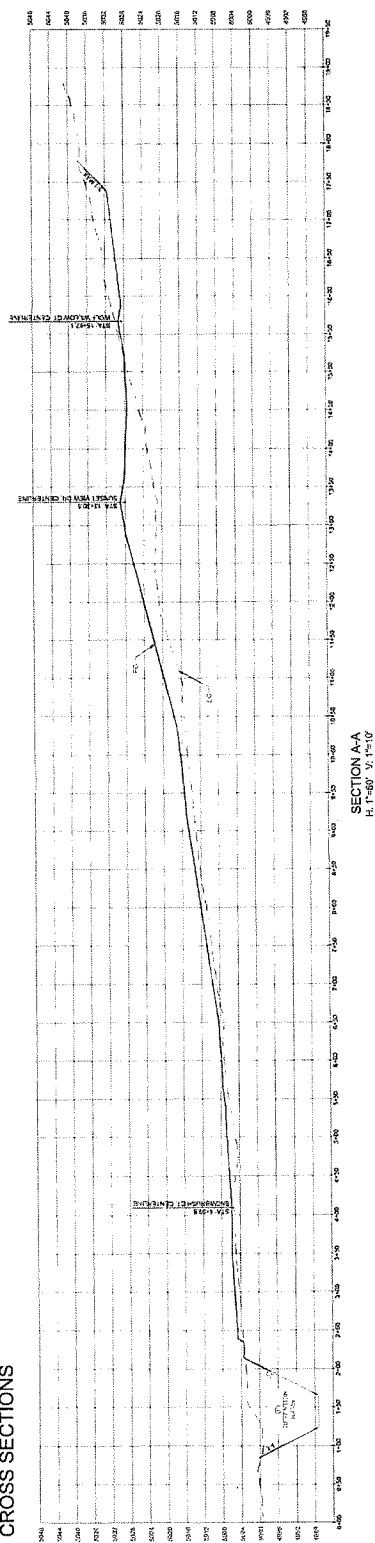
30. Have you reviewed the revegetation plan with the Washoe Storey Conservation District? If yes, have you incorporated their suggestions?

No, the plan has not been reviewed with the Washoe Storey Conservation District.

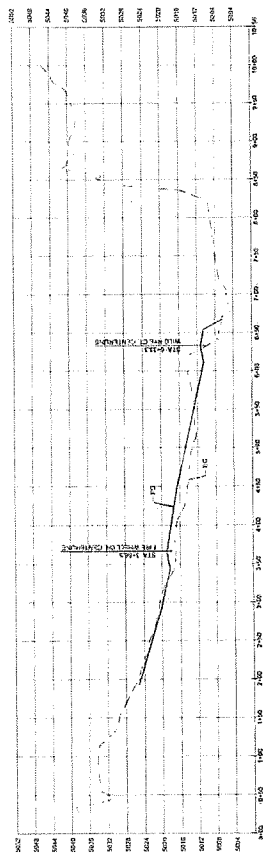
<h2 style="margin: 0;">Request to Reserve New Street Name(s)</h2> <p style="margin: 0; font-size: small;">The Applicant is responsible for all sign costs.</p>	
Applicant Information	
Name:	<u>Lakes at Lemmon Valley LLC</u>
Address:	<u>4655 Longley Lane, Suite 107</u> <u>Reno, NV 89502</u>
Phone (Home) : <u>775-359-1191</u>	Phone (Work): _____
<input type="checkbox"/> Private Citizen	<input checked="" type="checkbox"/> Agency/Organization
Street Name Requests	
(No more than 14 letters or 15 if there is an "i" in the name. Attach extra sheet if necessary.)	
sunset view drive	snowbrush drive/court
fire wheel drive	wild rye court
wolf willow court	
If final recordation has not occurred within one (1) year, it is necessary to submit a written request for extension to the coordinator prior to the expiration date of the original approval request.	
Location	
Project Name: <u>Need name from client</u>	
<input type="checkbox"/> Reno	<input type="checkbox"/> Sparks
<input checked="" type="checkbox"/> Washoe County	
Parcel Numbers: <u>552-210-18</u>	
<input checked="" type="checkbox"/> Subdivision	<input type="checkbox"/> Parcelization
<input type="checkbox"/> Private Street	
Please attach maps, petitions and supplementary information.	
Approved: _____	Date: _____
Regional Street Naming Coordinator	
<input type="checkbox"/> Except where noted	
Denied: _____	Date: _____
Regional Street Naming Coordinator	
Washoe County Department of Public Works Post Office Box 11130 - 1001 E. Ninth Street Reno, NV 89520-0027 Phone: (775) 328-2344 Please email form to: Addressing@washoecounty.us	

APPENDIX B

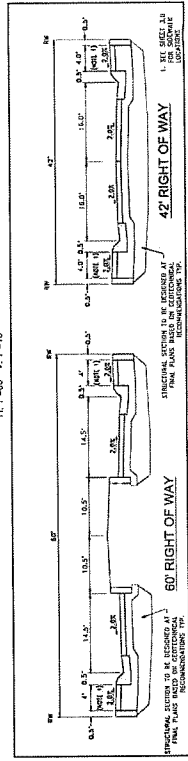
LEMMON DRIVE ESTATES TENTATIVE MAP CROSS SECTIONS



SECTION A-A
H: 1"=60' V: 1"=10'



SECTION B-B
H: 1"=60' V: 1"=10'



STREET CROSS SECTIONS
H: 1"=60' V: 1"=10'



LEMMON DRIVE ESTATES
TENTATIVE MAP
CROSS SECTIONS

WASHOE COUNTY NEVADA

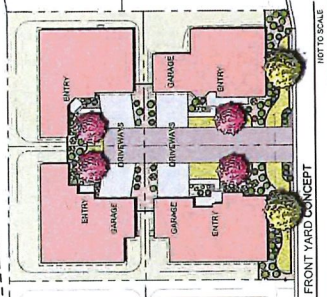
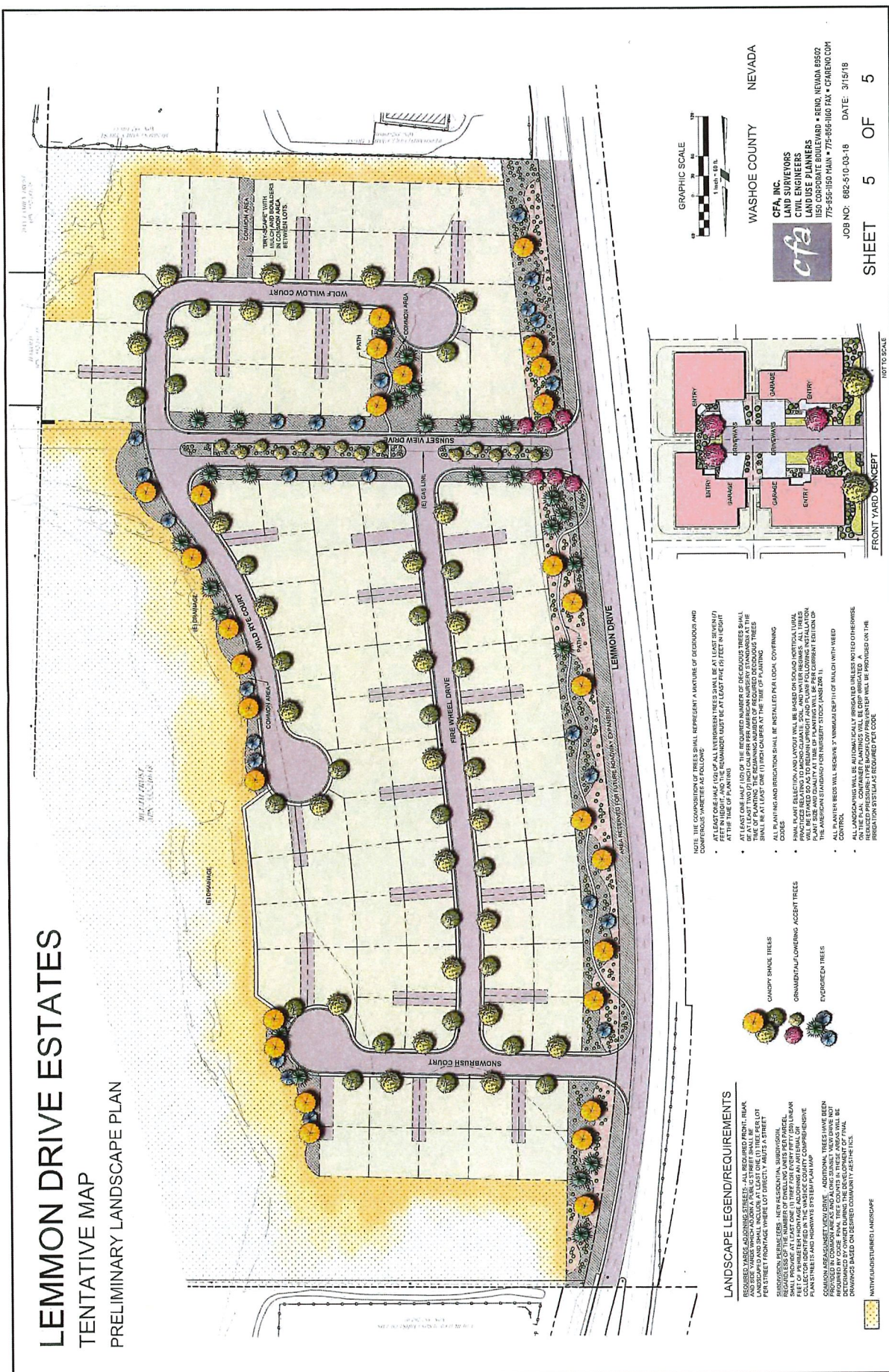
CFA, INC.
LAND SURVEYORS
CIVIL ENGINEERS
LAND USE PLANNERS
775-856-0300 FAX: 775-856-0304
775-856-0300 MAIL: 775-856-0304

JOB NO: 18013.00 DATE: 03-15-2018

SHEET 4 OF 5

LEMMON DRIVE ESTATES

TENTATIVE MAP PRELIMINARY LANDSCAPE PLAN



NOTE: THE COMPOSITION OF TREES SHALL REPRESENT AN MIXTURE OF DECIDUOUS AND CONIFEROUS WHERE APPROPRIATE.

- AT LEAST ONE HALF (50%) OF ALL EVERGREEN TREES SHALL BE AT LEAST SEVEN (7) FEET IN HEIGHT AT THE TIME OF PLANTING.
- AT LEAST TWO (2) INCH CALIPER PER AMERICAN STANDARD SPECIFICATIONS SHALL BE AT THE TIME OF PLANTING.
- ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL COVERING CODES.
- FRUIT LIGHT SELECTION AND LOCATION SHALL BE PER LOCAL COVERING CODES.
- ALL TREES SHALL BE PLANTED AT A MINIMUM OF 10 FEET FROM THE CURB AND 10 FEET FROM THE SIDEWALK.
- ALL TREES SHALL BE PLANTED AT A MINIMUM OF 10 FEET FROM THE SIDEWALK AND 10 FEET FROM THE DRIVEWAY.
- ALL TREES SHALL BE PLANTED AT A MINIMUM OF 10 FEET FROM THE DRIVEWAY AND 10 FEET FROM THE GARAGE.
- ALL PLANTING SHALL BE INSTALLED PER LOCAL COVERING CODES.
- ALL TREES SHALL BE PLANTED AT A MINIMUM OF 10 FEET FROM THE CURB AND 10 FEET FROM THE SIDEWALK.
- ALL TREES SHALL BE PLANTED AT A MINIMUM OF 10 FEET FROM THE SIDEWALK AND 10 FEET FROM THE DRIVEWAY.
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- ALL TREES SHALL BE PLANTED AT A MINIMUM OF 10 FEET FROM THE CURB AND 10 FEET FROM THE SIDEWALK.
- ALL TREES SHALL BE PLANTED AT A MINIMUM OF 10 FEET FROM THE SIDEWALK AND 10 FEET FROM THE DRIVEWAY.
- ALL TREES SHALL BE PLANTED AT A MINIMUM OF 10 FEET FROM THE DRIVEWAY AND 10 FEET FROM THE GARAGE.

LANDSCAPE LEGEND/REQUIREMENTS

ALL TREES SHALL BE PLANTED AT A MINIMUM OF 10 FEET FROM THE CURB AND 10 FEET FROM THE SIDEWALK AND 10 FEET FROM THE DRIVEWAY AND 10 FEET FROM THE GARAGE.

- UNIQUE SHADE TREES
- ORNAMENTAL/LOWERING ACCENT TREES
- EVERGREEN TREES

GRAPHIC SCALE
1 inch = 40 feet

WASHOE COUNTY NEVADA

CFA, INC.
LAND SURVEYORS
CIVIL ENGINEERS
LAND USE PLANNERS
1150 CORPORATE BOULEVARD • RENO, NEVADA 89502
775-786-1800 FAX • 775-786-1801
JOB NO: 682-510-03-18 DATE: 3/15/18

SHEET 5 OF 5

FRONT YARD CONCEPT
1/8" = 10'

APPENDIX C



Quality. Delivered.

1355 Capital Blvd. • P.O. Box 30013 • Reno, NV 89520-3013
☎ 775.834.8080 • ☎ 775.834.8003

TO: Karen Meyer **DATE:** September 8, 2016
THRU: Scott Estes *SE*
FROM: Brooke Long *BL*
CC: Tiffany Anderson
RE: Lemmon Drive Discovery, TMWA WO# 16-5019

SUMMARY:

TMWA can provide service to the project. The project lies outside TMWA's service territory and annexation will be required prior to water service.

The estimated planning level costs for facility improvements and applicable TMWA water service fees are on the order of \$514,500.

Please contact Brooke Long (834-8104) with any questions or comments regarding this discovery.

PURPOSE:

Determine the offsite water facility requirements and planning level costs for service to the project.

PROJECT LOCATION:

The Project is located on the east side of Lemmon Drive between Buck Dr and Military Rd (see Figure 1). The Project is comprised of a single vacant parcel, outside TMWA's retail service territory. Annexation will be required prior to a water service agreement.

ASSUMPTIONS:

1. The applicant shall be responsible for all application, review, inspection, storage, treatment, permit, easements, and other fees pertinent to the Project as adopted by the TMWA at the time of application.
2. The cost opinions contained herein do not include new business fees, cost of water rights and related fees, or contribution to the water meter retrofit fund.
3. All cost opinions are preliminary and subject to change. The costs presented in this study are planning level estimates based on the information available. Actual costs will be determined at the time of application for service.
4. All TMWA owned facilities shall be constructed in public rights of way or easements granted to TMWA per TMWA Standards. Main sizes could change based on the required fire flow demand at the time of final application.

Truckee Meadows Water Authority is a not-for-profit, community-owned water utility, overseen by elected officials and citizen appointees from Reno, Sparks and Washoe County.

Lemmon Drive Discovery
Work Order 16-5019

Page 2
Sept, 2016

-
5. Project pressure criteria are:
 - a. Maximum day pressure of 45 pounds per square inch (psi) at building pad elevation with tank level at top of fire storage,
 - b. Peak hour pressure of 40 psi at building pad elevation with tank level at top of emergency storage, and
 - c. Maximum day plus fire flow pressure of 20 psi at center of street elevation with tank level at bottom of fire storage.
 6. Facility requirements for the Project are based on the assumed maximum day demand and fire flow requirements. Changes in demand or fire flow requirements may affect facility requirements.
 7. Easements, permits and all pertinent Agency approvals are obtained for the design and construction of the water infrastructure necessary to serve the proposed Project.
 8. TMWA plans to reevaluate the maximum day demand equations for all customer usage types within the next 12 months, as part of a Water Facility Plan Update.
 9. Future development may alter the conclusions of this discovery. Capacity in TMWA's system is available on a first-come, first-served basis, and commitment to provide service is not established until a contract for service is executed and all fees are paid.
 10. Project water resources and storage will be obtained from the Vidler Water Company. Vidler owns the Fish Springs Ranch water rights and the available storage capacity in the TMWA's Terminal Tank. TMWA owns the importation water infrastructure, originating at the Fish Springs Ranch and terminating in Lemmon Valley.

DISCUSSION:

This project includes the development of 100 single family residential units on a single 34 acre parcel in Lemmon Valley between Military Rd and Buck Dr. The project water service plan includes supply from the 24" high pressure main on the south side of Lemmon Dr, adjacent to the project. Two supply taps off of the 24" main will be required to provide supply redundancy. Two pressure reducing stations will be required that reduce the pressure from around 220 psi to normal service pressures.

Project Water maximum Day Demands (MDD)

Project maximum day demands were estimated based on an average lot size of 5,000 ft².

$$\text{MDD} = 0.009 * \sqrt{5,000\text{ft}^2} = 0.6 \text{ gpm}$$

$$0.6 \text{ gpm} * 100 \text{ lots} = 60 \text{ gpm}$$

The actual project demand will be re-evaluated at the time of application for water service.

System Capacity

There is adequate water system capacity to accommodate the total estimated build-out project demand.

Storage Capacity

The estimated required storage for this project is 46,063 gallons.

Fire Flows

Assumed project fire flows are 1,500 gpm for 2 hours. The actual fire flow requirement will be set by the governing fire agency.

Project Service and Improvements

Service to the project will include the following:

- Two connections to the high pressure main in Lemmon Dr.
- Two pressure reducing stations.
- 8" diameter piping routed throughout the project (see the attached figure).

TMWA's Area 10 Facility Charge is applicable, based on the project's maximum day demand. The reduced Area 10 charge of \$3,575 per MDD gpm, reflects supply from Vidler's Fish Springs Ranch resource. Per an agreement between TMWA and the Vidler Water Company (VWC), development served directly from the terminal tank will pay a storage fee to VWC and as a result, will pay a reduced TMWA Area 10 Facility Charge.

Cost Opinion

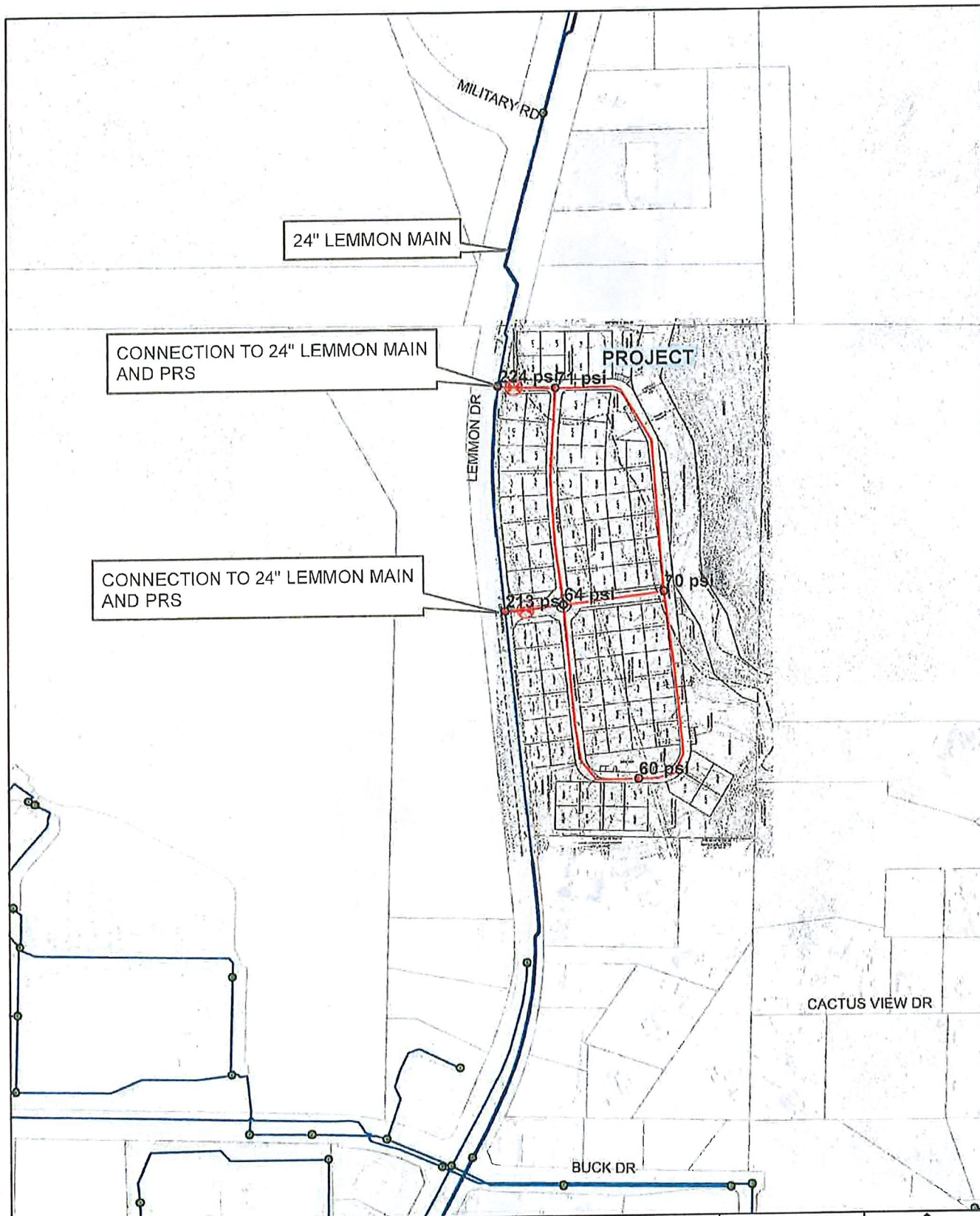
A planning level cost estimate to provide water service to the project can be found in Table 2. A cost estimate for service connections and associated appurtenances was not conducted.



Table 2. Planning level cost estimate of the Project off-site improvements.

Description	Quantity	Unit	Unit Cost	Cost
Area 10 Facility Charge	60.0	MDD, gpm	\$3,575	\$214,500
Connection to the 24" Lemmon Main	2.0	L.S.	\$50,000	\$100,000
Pressure Reducing Station (non-SCADA)	2.0	L.S.	\$100,000	\$200,000
Total				\$514,500

Review of conceptual site plans or tentative maps by TMWA and/or agents of TMWA shall not constitute an application for service, nor implies a commitment by TMWA for planning, design or construction of the water facilities necessary for service. The extent of required off-site and on-site water infrastructure improvements will be determined by TMWA upon receiving a specific development proposal or complete application for service and upon review and approval of a water facilities plan by the local Health Authority. Because the NAC 445A Water System regulations are subject to interpretation, TMWA and/or agents of TMWA cannot guarantee that a subsequent water facility plan will be approved by the Health Authority or that a timely review and approval of the Project will be made. The Applicant should carefully consider the financial risk associated with committing resources to their Project prior to receiving all required approvals. After submittal of a complete Application for Service, the required facilities, the cost of these facilities, which could be significant, and associated fees will be estimated and will be included as part of the Water Service Agreement necessary for the Project. All fees must be paid to TMWA prior to water being delivered to the Project.

cc: File WO# 16-5019
Attachments: Figure 1: Project Water Service Plan



 <p>TRUCKEE MEADOWS WATER AUTHORITY <i>Quality. Delivered.</i></p>	<p>WATER SERVICE PLAN LEMMON VALLEY DISCOVERY 16-5019</p>		 <p>NORTH</p> <p>NAD 83 NEVADA STATE PLANE WEST FEET</p>
	DATE	SEPT 2016	
	MAP BY:	BEL	
	MODEL:	NV-STD_NAC 2016-02	
SCALE: 1 inch = 433 feet			



Quality. Delivered.

1355 Capital Blvd. • P.O. Box 30013 • Reno, NV 89520-3013
☎ 775.834.8080 • ☎ 775.834.8003

Date: June 16, 2016

To: Karen Meyer

From: David Nelson *DN*

RE: 16-5019, Lemmon Valley, +/- 123 SFR Lots, (APN 552-210-18)

The New Business/Water Resource team will answer the following assumptions on each new discovery:

- Is the property within Truckee Meadows Water Authority's water service territory?
- Does the property have Truckee River water rights appurtenant to the property, groundwater or resource credits associated with the property?
 - If yes, what is the status of the water right: Agricultural or Municipal and Domestic use?
- Estimated water demand for residential and or commercial projects.
- Any special conditions, or issues, that are a concern to TMWA or the customer.

The following information is provided to complete the Discovery as requested:

- This subject parcel (APN 552-210-18) is not within Truckee Meadows Water Authority's (TMWA's) service territory. An annexation is required.
- There are no resource credits or Truckee River decreed water rights appurtenant to this property. The developer will be required to follow TMWA's current rules, specifically Rule 7, and pay all fees for water rights needed in order to obtain a will serve commitment letter.
- Based on the information provided by the applicant this project "123 SFR Lots" is estimated to require a domestic demand of **39.36 acre feet (AF)**. Landscaping was not provided to TMWA; therefore, an additional demand could not be determined. Please see the attached demand calculation sheet for the **estimated** demand and water resource fees. Once final plans are submitted a more accurate demand will be calculated. *Note: Water rights held or banked by the applicant must be dedicated to a project before any rule 7 water rights are purchased from TMWA. If applicant dedicates surface water for this project additional fees and dedications will apply. TMWA's resources are first come, first serve and are limited in this area.*
- Any existing right of ways and public easements would need to be reviewed, and if needed the property owner will need to grant TMWA the proper easements and/or land dedications to provide water service to the subject properties. Property owner will be required, at its sole expense, to provide TMWA with a current preliminary title report for all subject properties. Owner will represent and warrant such property offered for dedication or easements to TMWA shall be free and clear of all liens and encumbrances. Owner is solely responsible for obtaining all appropriate permits, licenses, construction easements, subordination agreements, consents from lenders, and other necessary rights from all necessary parties to dedicate property or easements with title acceptable to TMWA.

*Truckee Meadows Water Authority is a not-for-profit, community-owned water utility,
overseen by elected officials and citizen appointees from Reno, Sparks and Washoe County.*



WATER RIGHTS AND METER FUND CONTRIBUTION
CALCULATION WORKSHEET FOR MULTI-TENANT APPLICATIONS

	Demand (Acre Feet)
1 Existing demand (current usage) at Service Property	0.00
2 Office/Living units _____ x .12 (Apartments)	0.00
3 Average Lot Size: <u>123</u> x 0.32 per lot	39.36
4 Fixture units: _____ x 15x 365x 3.07/ 1 mil	0.00
5 Landscaping: Turf _____ sq ft x 3.41/ 43,560	TBD
6 Drip	TBD
7 Other calculated demand:	<u>TBD</u>
8 New or additional demand at Service Property (lines 2+3+4+5+6)	<u>39.36</u>
9 Total Demand at Service Property (lines 1+8)	39.36
10 Less: Prior demand commitments at service property	
11 Less: Other resource credits	<u>0.00</u>
12 Total Credits (lines 10+11)	<u>0.00</u>
13 Subtotal: Required resource dedication/commitment (lines 9-12)	39.36
14 Factor amount (0.11 x Line 13)	TBD
15 Return flow required ([1-2.5/duty] x Line 13)	<u>TBD</u>
16 TOTAL RESOURCES REQUIRED (lines 13+14+15)	<u>39.36</u>
17 Price of Water Rights per AF \$7,500	\$ TBD
18 Will Serve Commitment Letter Preparation Fee (\$100 per letter)	\$ 100
19 Due Diligence Fee (\$150.00 per parcel)	\$ 0
20 Demand Calc Sheet Revision due to plan changes (\$100 per revised document)	\$ 0
21 Document Preparation Fees (\$100.00 per document)	\$ 0
22 Meter Contribution (\$1,830 x 39.36 acre feet of demand)	\$ <u>TBD</u>
23 TOTAL FEES DUE (lines 17 thorough 22)	\$ <u>100</u>

Project: Lemmon Valley +/- 123 SFR Lots Discovery

Applicant: Chuck Bluth Quote date: 6/16/2016

Phone: CFA: Russ Applegate 856-1150 Tech contact: David 834-8021

APN: 552-210-18 Project No: 16-5019

Remarks: Fees quotes are valid only within 15 calendar days of Quote Date.

Estimate shows dedication of groundwater. Additional fees and dedications will

apply if surface water is brought into TMWA. Property needs to be annexed.



Traffic Engineering, Transportation Planning, & Forensic Services

March 14, 2018

Charles P. Bluth
BLUTH DEVELOPMENT
4655 Longley Lane, Suite 107
Reno, NV 89502

Trip Generation Letter for Lemmon Drive Residential Project – Bluth Development

Dear Mr. Bluth,

This letter provides trip generation estimates for the development of 98 single family residential units on parcel APN 555-210-18 in Reno, NV. The project is located on the east side of Lemmon Drive between Buck Drive and Military Road, just south of the existing church property opposite Military Road.

Trip Generation Estimates

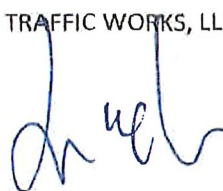
Trip generation rates for this analysis were obtained from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition*.

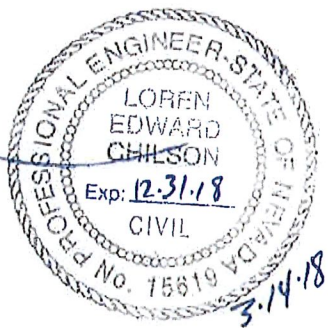
The table below shows the Daily, AM peak hour, and PM peak hour trip generation details for the planned development. The project would be expected to generate approximately 925 Daily Trips, 73 AM peak hour trips, and 97 PM peak hour trips.

Land Use	Size	Units	Rates							Trips						
			Daily	AM	AM In	AM Out	PM	PM In	PM Out	Daily	AM	AM In	AM Out	PM	PM In	PM Out
Single-Family Detached Housing (210)	98	du	9.44	0.74	0.19	0.56	0.99	0.62	0.37	925	73	18	54	97	61	36

Please do not hesitate to contact us with any questions.

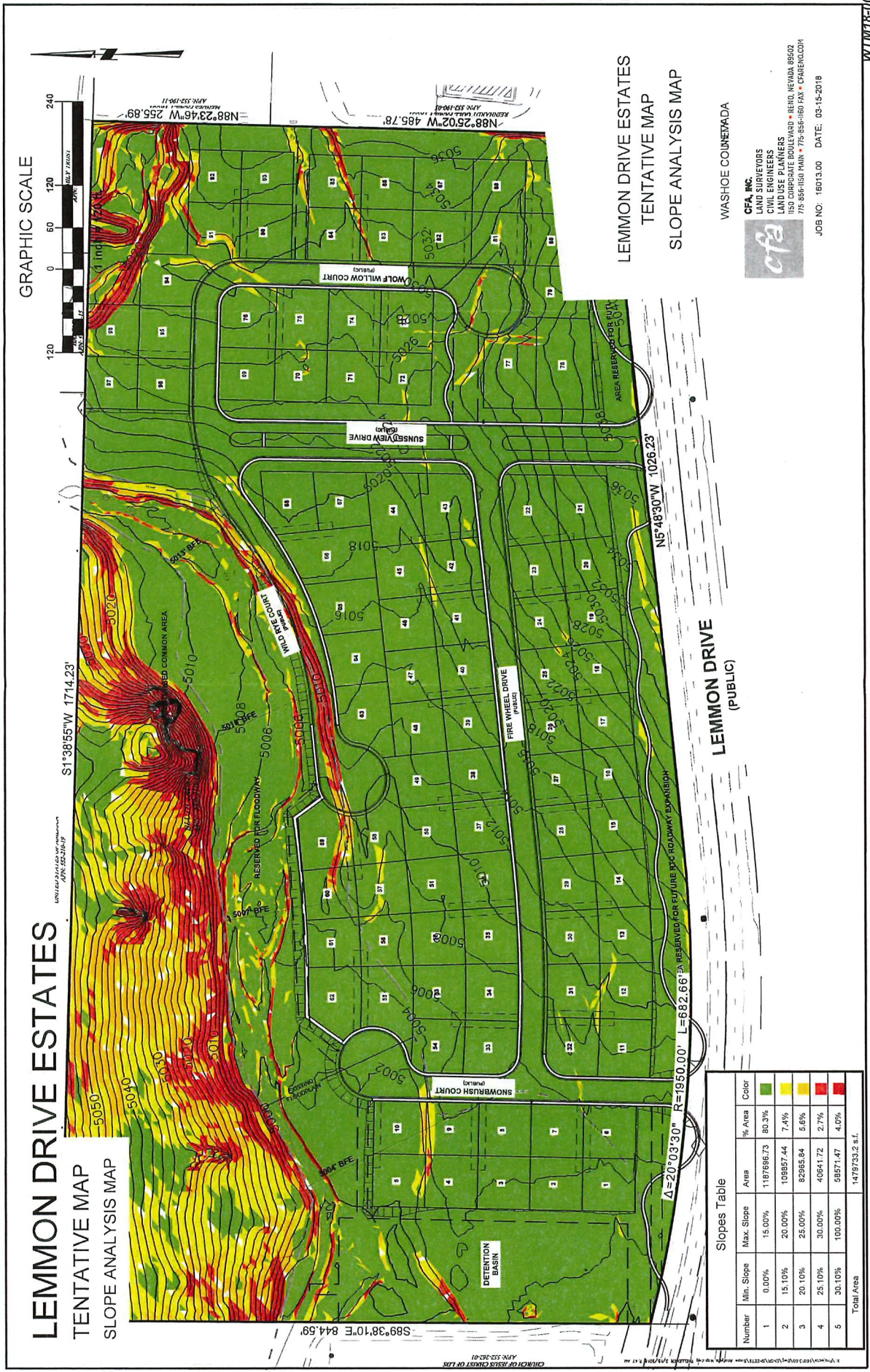
Sincerely,
TRAFFIC WORKS, LLC


Loren E. Chilson, PE
Principal



Traffic Works, LLC
5482 Longley Lane, Suite B, Reno, Nevada 89511
775.322.4300
www.Traffic-Works.com

APPENDIX D



LEMMON DRIVE ESTATES
TENTATIVE MAP
SLOPE ANALYSIS MAP

GRAPHIC SCALE



LEMMON DRIVE ESTATES
TENTATIVE MAP
SLOPE ANALYSIS MAP

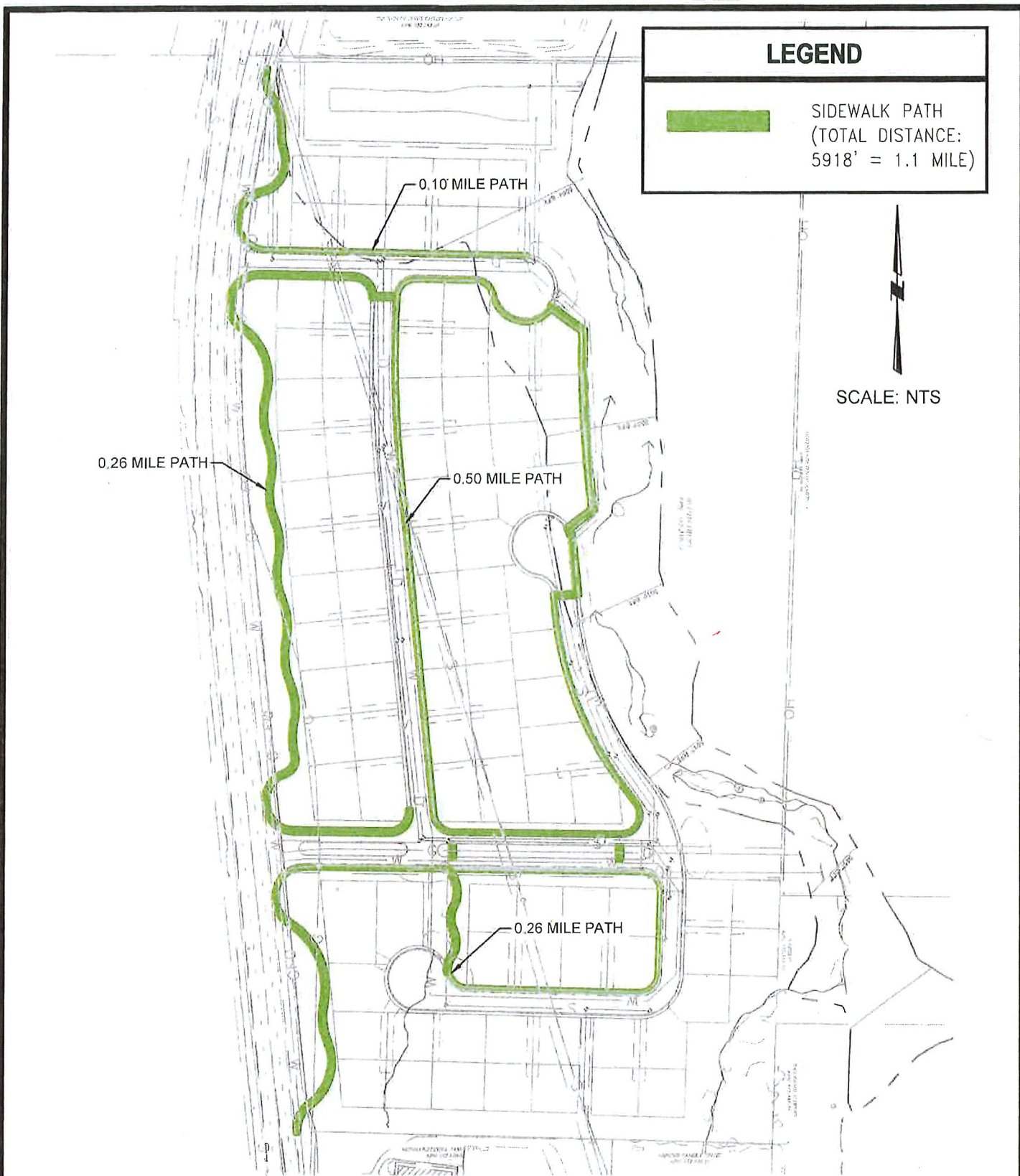
WASHOE COUNTRYPADA

CFA, INC.
LAND SURVEYORS
CIVIL ENGINEERS
LAND USE PLANNERS
1150 CORPORATE BOULEVARD • REDD, NEVADA, 89502
775-856-1150 MAIN • 775-856-1160 FAX • CFA@CFA.COM
JOB NO.: 16013.00 DATE: 03-15-2018

Slopes Table

Number	Min. Slope	Max. Slope	Area	% Area	Color
1	0.00%	15.00%	1,187,896.73	80.3%	Green
2	15.10%	20.00%	1,098,577.44	7.4%	Yellow-Green
3	20.10%	25.00%	82,865.84	5.6%	Yellow
4	25.10%	30.00%	4,054.172	2.7%	Orange
5	30.10%	100.00%	5,857.147	4.0%	Red
Total Area				1,477,352.2 s.f.	

WT178-004
EXHIBIT G



X:\PROJECTS\16013.00\DWG\ENGR\SHEETS\PATH EXHIBIT.DWG <TKELLEHER> 3/15/2018 8:43 AM



1150 CORPORATE BLVD.
RENO, NV 89502
(775) 856-1150

LEMMON DRIVE ESTATES
TENATIVE MAP
PATH LOOP
LEMMON DRIVE
WASHOE COUNTY, NV

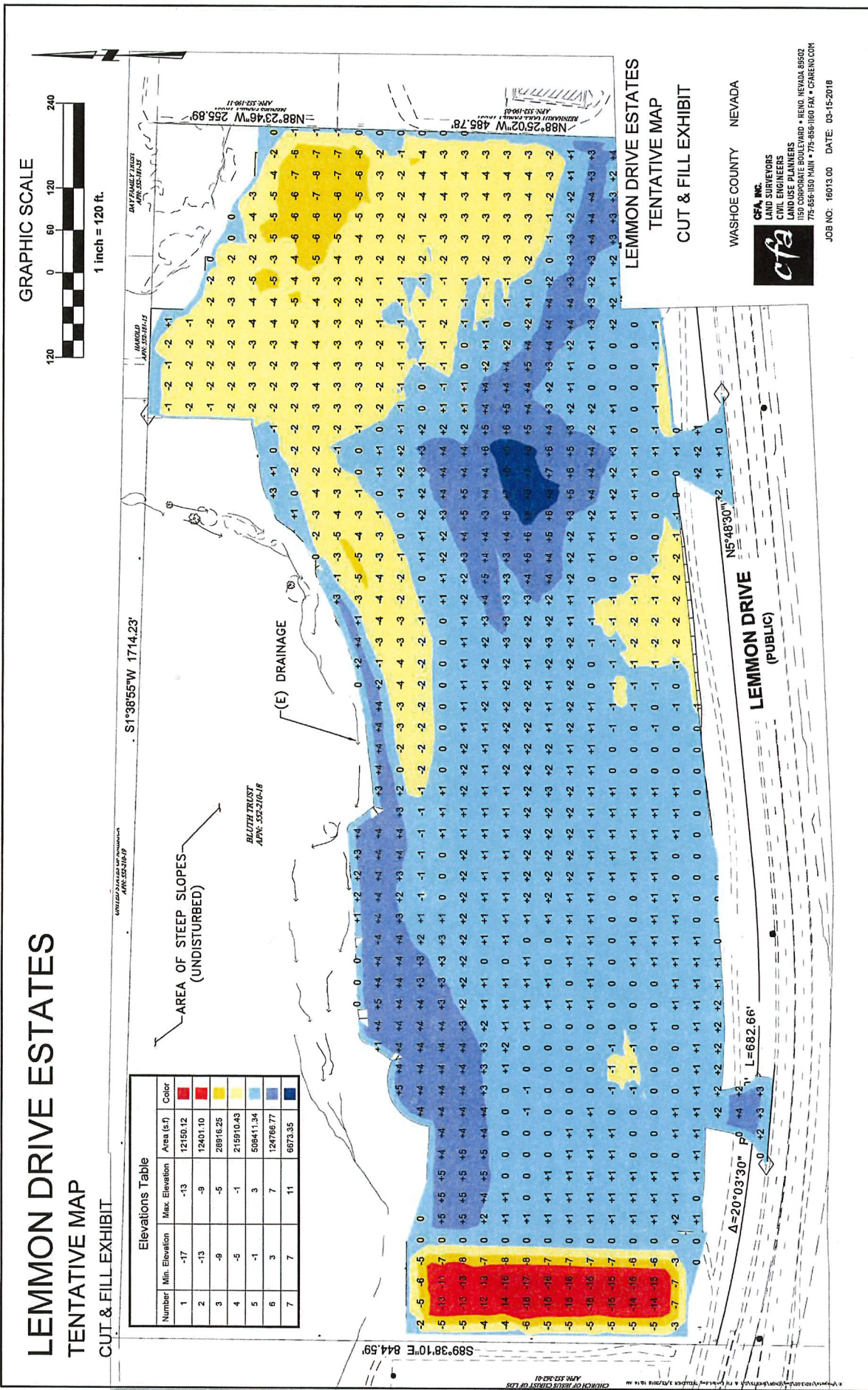
SHEET

1

1

WTM18-004

EXHIBIT G



LEMMON DRIVE ESTATES TENTATIVE MAP CUT & FILL EXHIBIT



Elevations Table			
Number	Min. Elevation	Max. Elevation	Area (sq ft)
1	-17	-13	12150.12
2	-13	-9	12401.10
3	-9	-5	28916.25
4	-5	-1	215910.43
5	-1	3	508411.34
6	3	7	124786.77
7	7	11	8673.35

AREA OF STEEP SLOPES
(UNDISTURBED)

BLITH TRUST
APN: 552-210-18

(E) DRAINAGE

$\Delta = 20^{\circ}03'30''$ P₀ +3 +2, L=682.66'

$N5^{\circ}48'30''$ +2 +1 +1 0

LEMMON DRIVE
(PUBLIC)

LEMMON DRIVE ESTATES
TENTATIVE MAP
CUT & FILL EXHIBIT

WASHOE COUNTY NEVADA



CFA INC
LAND SURVEYORS
CIVIL ENGINEERS
LAND USE PLANNERS

1150 CORPORATE BOULEVARD • RENO, NEVADA 89502
775-856-1150 FAX • 775-856-1150

JOB NO: 16013.00 DATE: 03-15-2018

WT11175-004
EXHIBIT G



THE PRESERVE - PLAN 1A - 1,643 SF



THE PRESERVE - PLAN 2B - 1,683 SF



THE PRESERVE - PLAN 3B - 1,709 SF



THE PRESERVE - PLAN 4B - 1,900 SF



THE PRESERVE - PLAN 4A - 1,900 SF



THE PRESERVE - PLAN 3A - 1,709 SF



THE PRESERVE - PLAN 2A - 1,683 SF



THE PRESERVE - PLAN 1B - 1,643 SF

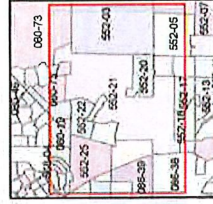
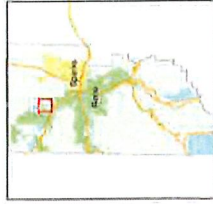
APPENDIX E

Assessor's Map Number
552-21

STATE OF NEVADA
WASHOE COUNTY
ASSESSOR'S OFFICE
Joshua G. Wilson, Assessor
1001 East Ninth Street
Building D
Reno, Nevada, 89512
(775) 328-2231



1 inch = 800 feet
0 200 400 600 800
Feet



created by **CFB 09/08/2010**
last updated **KSB 9/1/012 BMG 9/2/14**
area previously shown on map(s)
552-19

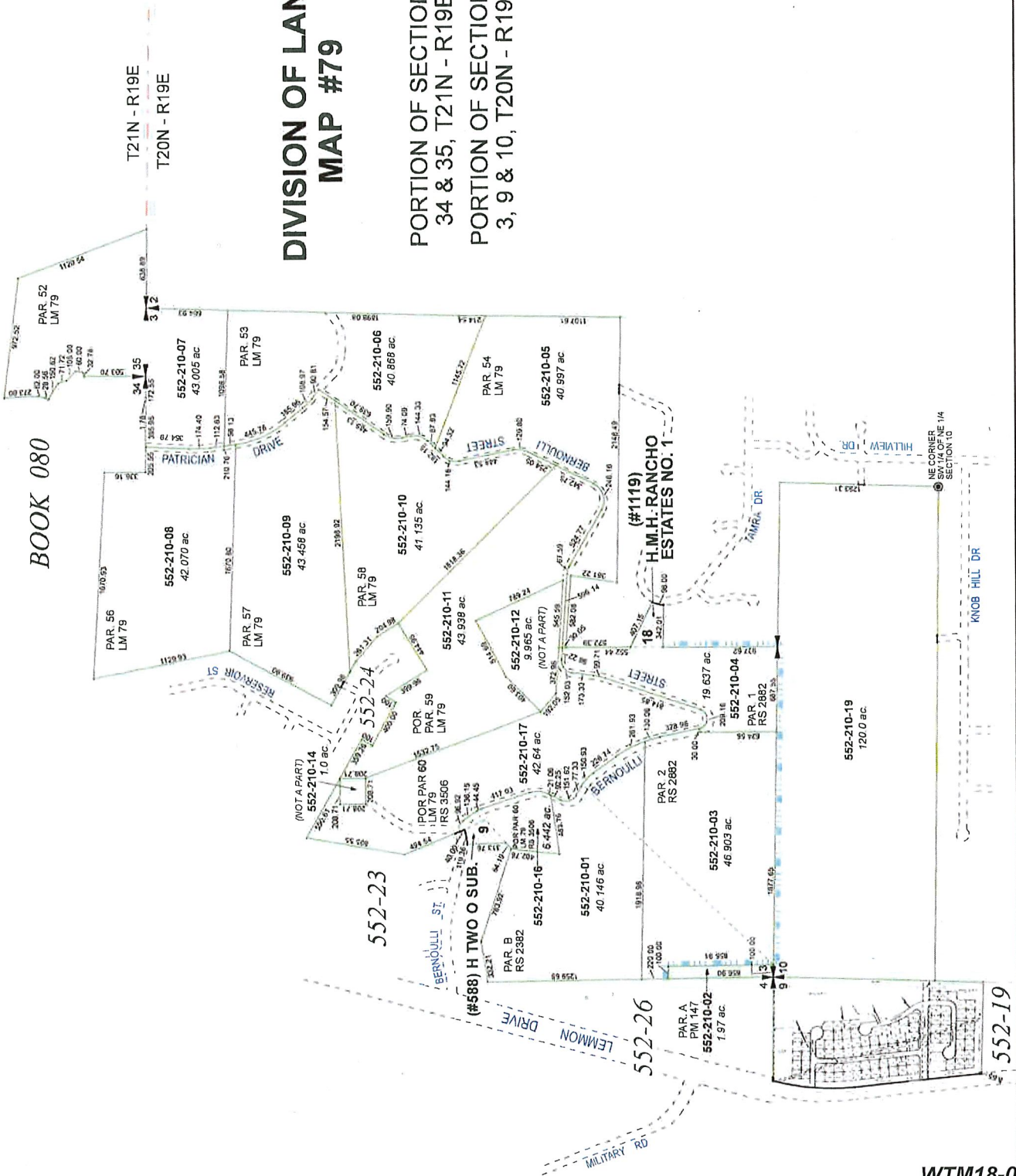
NOTE: This map was prepared for the use of the Assessor's Office and is for informational purposes only. It does not represent a survey of the premises. No liability is assumed as to the sufficiency or accuracy of the data delineated herein.

BOOK 080

T21N - R19E
T20N - R19E

**DIVISION OF LAND
MAP #79**

PORTION OF SECTIONS
34 & 35, T21N - R19E
PORTION OF SECTIONS
3, 9 & 10, T20N - R19E



DOC #4670463

01/13/2017 11:02:30 AM
Electronic Recording Requested By
FIRST CENTENNIAL - RENO (MAIN OF
Washoe County Recorder
Lawrence R. Burtness
Fee: \$18.00 RPTT: \$0
Page 1 of 2

APN: 086-380-15 086-380-13
552-210-18
Escrow No. 00205870 - 001 - 06
RPTT 0.00
When Recorded Return to:
The Lakes at Lemmon Valley, LLC
9550 Gateway Dr.
Reno, NV 89521
Mail Tax Statements to:
Grantee same as above

SPACE ABOVE FOR RECORDERS USE

Grant, Bargain, Sale Deed

THIS INDENTURE WITNESSETH: That
Charles P. Bluth and Cynthia C. Bluth, trustees of The Bluth Trust UTD 4/19/93

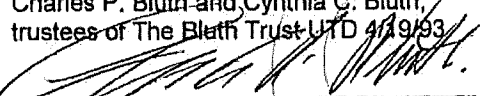
In consideration of \$10.00, the receipt of which is hereby acknowledged, do(es) hereby
Grant, Bargain, Sell and Convey to
The Lakes at Lemmon Valley, LLC a Nevada Limited Liability Company

all that real property situate in the City of Reno, County of Washoe, State of Nevada,
described as follows:

See Exhibit A attached hereto and made a part hereof.
Together with all and singular the tenements, hereditaments and appurtenances thereunto
belonging or in anywise appertaining.

Witness my/our hand(s) this 3rd day of JANUARY, 2017

Charles P. Bluth and Cynthia C. Bluth,
trustees of The Bluth Trust UTD 4/19/93


Charles P. Bluth, trustee


Cynthia C. Bluth, trustee

STATE OF NEVADA
COUNTY OF WASHOE

This instrument was acknowledged before me on January 3, 2017
By Charles P. Bluth and Cynthia C. Bluth


NOTARY PUBLIC



SPACE BELOW FOR RECORDER

Exhibit A

PARCEL 1:

Parcel A of Parcel Map No. 4703, according to the map thereof, filed in the office of the County Recorder of Washoe County, State of Nevada, on January 10, 2007 as File No. 3485112, Official Records.

APN: 086-380-13

PARCEL 2:

Parcel A of Parcel Map No. 4704, for CAMINO VIEJO INVESTMENTS, according to the map thereof, filed in the office of the County Recorder of Washoe County, State of Nevada, on January 10, 2007, as File No. 3485113, Official Records.

APN: 086-380-15

PARCEL 3:

That portion of the Northeast Quarter (NE ¼) of Section 9, Township 20 North, Range 19 East, Mount Diablo Base and Meridian, lying East of the Easterly line of Lemmon Drive, as said Lemmon Drive currently exists.

EXCEPTING THEREFROM that portion thereof lying South of the most Northerly line of the land described in the deed to Silver State Kennel General Partnership, recorded March 23, 1999 as Document No. 2320002 of Official Records.

ALSO EXCEPTING THEREFROM that portion thereof lying South of the most Northerly line of the land described in the deed to Alan L. Mendes and Lilian A. Mendes recorded February 16, 1989 as Document No. 1305374 of Official Records.

APN: 552-210-18

SPACE BELOW FOR RECORDER

Washoe County Treasurer
Tammi Davis

Washoe County Treasurer
P O Box 30039 Reno, NV 89520-3039
ph: (775) 328-2510 fax: (775) 328-2500
Email: tax@washoecounty.us

Bill Detail

[Back to Account Detail](#) [Change of Address](#) [Print this Page](#)

Washoe County Parcel Information

Parcel ID 55221018	Status Active	Last Update 3/13/2018 2:06:47 AM
Current Owner: LAKES AT LEMMON VALLEY LLC 4655 LONGLEY LN STE 107 RENO, NV 89502	SITUS: 0 LEMMON DR WCTY NV	
Taxing District	Geo CD:	
Legal Description Section 9 Township 20 Range 19 SubdivisionName _UNSPECIFIED		

Pay By Check

Please make checks payable to:
WASHOE COUNTY TREASURER

Mailing Address:
P.O. Box 30039
Reno, NV 89520-3039

Overnight Address:
1001 E. Ninth St., Ste D140
Reno, NV 89512-2845

Installments

Period	Due Date	Tax Year	Tax	Penalty/Fee	Interest	Total Due
INST 1	8/21/2017	2017	\$0.00	\$0.00	\$0.00	\$0.00
INST 2	10/2/2017	2017	\$0.00	\$0.00	\$0.00	\$0.00
INST 3	1/1/2018	2017	\$0.00	\$0.00	\$0.00	\$0.00
INST 4	3/5/2018	2017	\$0.00	\$0.00	\$0.00	\$0.00
Total Due:			\$0.00	\$0.00	\$0.00	\$0.00

Change of Address

All requests for a mailing address change must be submitted in writing, including a signature (unless using the online form).

To submit your address change online [click here](#)

Address change requests may also be faxed to: (775) 328-2500

Address change requests may also be mailed to:
Washoe County Treasurer
P O Box 30039
Reno, NV 89520-3039

Tax Detail

	Gross Tax	Credit	Net Tax
<u>State of Nevada</u>	\$343.61	(\$258.60)	\$85.01
<u>Truckee Meadows Fire Dist</u>	\$1,091.46	(\$855.80)	\$235.66
<u>Washoe County</u>	\$2,812.93	(\$2,117.05)	\$695.88
<u>Washoe County Sc</u>	\$2,301.16	(\$1,731.87)	\$569.29
Total Tax	\$6,549.16	(\$4,963.32)	\$1,585.84

Payment History

Tax Year	Bill Number	Receipt Number	Amount Paid	Last Paid
2017	2017175096	B17.115237	\$396.46	9/29/2017
2017	2017175096	B17.167131	\$396.46	12/22/2017
2017	2017175096	B17.230091	\$396.46	3/2/2018
2017	2017175096	B17.61449	\$396.46	8/21/2017

The Washoe County Treasurer's Office makes every effort to produce and publish the most current and accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use, or its interpretation. If you have any questions, please contact us at (775) 328-2510 or tax@washoecounty.us

This site is best viewed using Google Chrome, Internet Explorer 11, Mozilla Firefox or Safari

**LEMMON DRIVE ESTATES
TENTATIVE MAP
& COMMON OPEN SPACE DEVELOPMENT**

(SPECIAL PACKET)

PREPARED FOR

PREPARED BY:
CFA, INC.
1150 CORPORATE BOULEVARD
RENO, NV 89502
(775) 856-1150



MARCH 15, 2018

PROJECT: 16-013.00

LEMMON DRIVE ESTATES

COMMON OPEN SPACE TENTATIVE MAP

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(Special Package)

Appendices

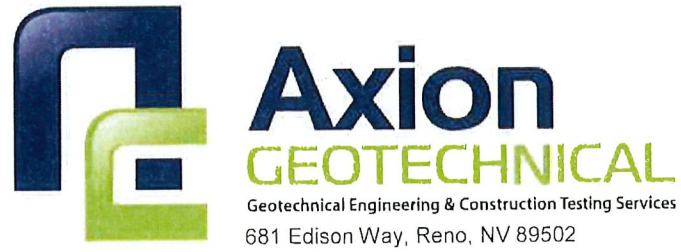
Preliminary Geotechnical Investigation (Axion Geotechnical)	A
Preliminary Hydrology Report (CFA).....	B
Flood Plain Analysis (Schaaf & Wheeler)	C

Map Pocket

- Preliminary Grading Plan
- Preliminary Landscape Plan



APPENDIX A



PRELIMINARY GEOTECHNICAL INVESTIGATION

PROPOSED

LEMMON DRIVE ESTATES

Washoe County Assessor's Office Parcel Number 555-210-18

Lemmon Valley Area

RENO, NEVADA

Prepared for:

Bluth Development, LLC
9550 Gateway Drive
Reno, Nevada 89521

Attention: Charles Bluth, President

March 13, 2018

Project No. 18.169.02-G



March 13, 2018
Project No. 18.169.02-G

Bluth Development, LLC
9550 Gateway Drive
Reno, Nevada 89521

Attn: Charles Bluth, President

Re: Preliminary Geotechnical Investigation, Proposed Lemmon Drive Estates,
Washoe County Assessor's Office Parcel Number 555-210-18,
Lemmon Valley Area, Reno, Nevada.

Dear Bluth:

Axion Geotechnical is pleased to present results of a preliminary geotechnical investigation our firm conducted for the project. Based on results of our investigation, experience in the area, and understanding of project development, we conclude that the site is suitable for its intended use. The primary geotechnical concerns are the potential presence of **expansive soil** and **bedrock**, and the presence of **drainages**, **flood zone** and **utility easements**.

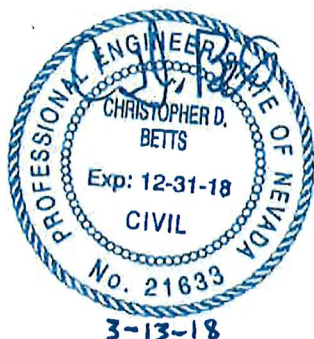
We appreciate being selected to perform this preliminary investigation and trust results fulfill your needs at this time. If you or your design consultants have questions, please contact us at (775) 771-2388 or at chris@axionengineering.net.

Respectfully,

AXION GEOTECHNICAL, LLC

Chris D. Betts

Chris D. Betts, P.E.
President



C O N T E N T S

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Bluth Development, LLC
Preliminary Geotechnical Investigation - Project No. 18.169.02-G
Proposed Lemmon Drive Estates
Lemmon Valley Area - Reno, Nevada
March 13, 2018

Axion Geotechnical, LLC
681 Edison Way
Reno, Nevada 89502
(775) 771-2388

I INTRODUCTION

Axion Geotechnical is pleased to present results of a preliminary geotechnical investigation our firm conducted for the proposed Lemmon Drive Estates. The 33.97-acre parcel is on the south side of Lemmon Drive, west of its intersection with Military Road and is Washoe County Assessor's Office parcel number 555-210-18 (Property). Proposed development includes construction of isolated pads for single-family residences serviced by community water and sewer system and on-site storm water retention. The structures will have one to two levels, will be wood-framed, and will be supported with shallow conventional spread foundations. Dedicated services streets will be surfaced with asphaltic concrete.

We have not received information concerning foundation loads; however, we anticipate maximum wall loads will be on the order of 1.5 kips per foot (dead plus live plus snow load), and that maximum column loads will be less than 5 kips (dead plus live plus snow load). For frost protection, perimeter foundations will bottom at least 24 inches below lowest adjacent exterior ground surface. Structural design will follow criteria outlined in the 2012 *International Building Code*.

We have not received civil design plans; however, we anticipate earthwork to attain proposed grades and for proper site drainage will include cuts and fill on the order of five feet. New slopes will be constructed at final inclinations of two horizontal to one vertical (2H:1V) or flatter. Site earth retaining walls are not anticipated. Depth of utility trenches should be less than eight feet. We assume underground utilities in proposed structural areas will be abandoned or relocated. Earthwork will be performed in accordance with the 2012 *Standard Specifications for Public Works Construction* by the Regional Transportation Commission (RTC).

The purpose of our preliminary geotechnical investigation was to perform a site reconnaissance and review available literature and maps to provide opinions and discussions concerning the geotechnical suitability of the Property for its intended use. Once design parameters, such as building locations, finish floor elevations, foundation loads and proposed grading are known; a design-level geotechnical investigation report with detailed information of the subsurface soil conditions and recommendations for design and construction must be performed.

This report is preliminary and geotechnical in nature and not intended to identify other potential site constraints such as environmental hazards, wetlands determinations or the potential presence of buried utilities. Opinions and discussions included in this report are specific to development at the Property and are not intended for off-site development.

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II SITE, SOIL AND WATER CONDITIONS

The Property is undeveloped, vacant, and bordered by undeveloped land to the east, Lemmon Drive to the west, a church to the north and dog kennels to the south. The surface grades gently downward from the south to the north, and moderately to steeply downward from the east to the west. The Property is covered by medium dense to dense sagebrush and weeds. Trees are present along the eastern drainage. Rock outcrops are present along the steep hillside to the east. Boulders are present in the central portion of the site. Two drainages cross the Property from south to north. Overhead utilities cross along the eastern portion of the Property, and underground utilities (sanitary sewer) crosses the central and eastern portions of the Property. Dirt roads are present.



View of Property from SW corner

Based on the United States Geological Survey 7.5-Minute topographic map of the Reno Quadrangle, the Property is in the NE $\frac{1}{4}$ of Section 9, Township 19 North, Range 19 East and elevation ranges from about 5,040 to 5,060 feet relative to mean sea level.

Based on mapping by H. F. Bonham, Jr. and E. C. Bingler (*Reno Folio, Geologic Map*), the materials underlying the Property are predominantly Quaternary-age alluvial fan deposits of Peavine Mountain (Qpf), with Mesozoic-age granodiorite (Mzgd) along the eastern hillside. These units are described as follows:

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Peavine Mountain (Qpf): Poorly sorted, pale yellowish to reddish brown, montmorillonitic, gravelly, to sandy and clayey silt, with white silicified andesite fragments common. In the Black Springs area, the unit contains pale orange brown clayey and gravelly sand.

Granodiorite (Mzgd): Gray hornblende-biotite granodiorite. Deuteric alteration has commonly formed actinolite and chlorite from hornblende and biotite; epidote calcite, and sericite partially replace plagioclase. It is not normally deeply weathered and usually forms numerous outcrops.

According to mapping by the U. S. Department of Agriculture, Soil Conservation Service (*Soil Survey of Washoe County, Nevada, South Part, Sheet No. 22, 1980*), the Property is underlain by the following units:

Haybourne loamy sand, 2 to 4 percent slopes (# 140): This unit is along the larger drainage to the east. This very deep, well-drained soil on alluvial fans. It formed in alluvium derived dominantly from granitic rocks. Elevation is 4,500 to 5,900 feet. Typically, the surface layer is pale brown loamy sand about 10 inches thick. The subsoil is brown sandy loam about 16 inches thick. The substratum to a depth of 63 inches or more is brown, stratified fine sandy loam through coarse sand. Permeability is moderately rapid in the subsoil and moderately rapid to rapid in the substratum. Effective rooting depth is 60 inches or more. Runoff is slow, the hazard of water erosion is slight. The hazard for soil blowing is moderate. The soil is subject to flash flooding during storms of unusually high intensity and channeling. Deposition are common along streambanks. Limitations for shallow excavations are severe due to cutbanks caving. Limitations for dwellings with or without basements, small commercial buildings are severe due to flooding. Limitations for local roads and streets are severe due to flooding. Limitations for septic tank absorption fields are severe due to poor filter. The shrink-swell potential is low. The frequency of flooding is rare. Depth to high water table is greater than 6.0 feet. Depth to bedrock is greater than 60 inches. The potential frost action is moderate. The risk of corrosion to uncoated steel is moderate, and to concrete it is low. Limitations associated with the use of this unit for urban development, as defined by the soil survey, are flooding, rapid permeability and the susceptibility to frost heaving.

Northmore sandy loam, 2 to 4 percent slopes (# 201). This unit is along the central portion of the Property. This very deep, well-drained soil is on alluvial fans. It formed in alluvium derived from mixed rock sources. Elevation is 4,500 to 5,500 feet. Typically, the surface layer is grayish brown sandy loam about 15 inches thick. The subsoil is brown sandy clay about 30 inches thick. The substratum to a depth of 60 inches or more is pale brown sandy loam. Permeability is slow. Effective rooting depth is 60 inches or more. runoff is medium, and the hazard of water erosion is slight. The hazard of soil blowing is slight. Limitations for shallow excavations are slight. Limitations for dwellings with or without basements are severe due to shrink-swell. Limitations for roadways are severe due to low strength and shrink-swell.

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Limitations for septic tank absorption fields are severe due to slow percolation rates. The shrink-swell potential is low to high. The frequency of flooding is none. Depth to high water table is greater than 6.0 feet. Depth to bedrock is greater than 60 inches. The potential frost action is low. The risk of corrosion to steel and concrete is moderate. The main limitations associated with the use of this unit for urban development, as described by the soil survey, are the high clay content, slow permeable subsoil, and low bearing strength.

Northmore sandy loam, 4 to 8 percent slopes (# 202). This unit is along the central and western portions of the Property. This very deep, well-drained soil is on alluvial fans. It formed in alluvium derived from mixed rock sources. Elevation is 4,500 to 5,500 feet. Typically, the surface layer is grayish brown sandy loam about 10 inches thick. The subsoil is brown sandy clay about 35 inches thick. The substratum to a depth of 60 inches or more is a pale brown sandy loam. Permeability is slow. Available water capacity is high. Effective rooting depth is 60 inches or more. Runoff is medium, and the hazard of water erosion is slight. The hazard of soil blowing is slight. Limitations for shallow excavations are slight. Limitations for dwellings with or without basements and small commercial buildings are severe due to shrink-swell. Limitations for roadways are severe due to low strength and shrink-swell. Limitations for septic tank absorption fields are severe due to slow percolation rates. The shrink-swell potential is low to high. The frequency of flooding is none. Depth to high water table is greater than 6.0 feet. Depth to bedrock is greater than 60 inches. The potential frost action is low. The risk of corrosion to steel and concrete is moderate. The main limitations associated with the use of this unit for urban development, as described by the soil survey, are the high clay content, slow permeability, and low bearing strength.

Northmore sandy loam, 8 to 15 percent slopes (# 203). This unit is at the SE corner of the Property. This very deep, well-drained soil is on side slopes of alluvial fans. It formed in alluvium derived from mixed rock sources. Elevation is 4,500 to 5,500 feet. Typically, the surface layer is grayish brown sandy loam about 10 inches thick. The subsoil is brown sandy clay about 35 inches thick. The substratum to a depth of 60 inches or more is a pale brown sandy loam. Permeability is slow. Available water capacity is high. Effective rooting depth is 60 inches or more. Runoff is medium, and the hazard of water erosion is slight. The hazard of soil blowing is slight. Limitations for shallow excavations are moderate. Limitations for dwellings with or without basements are severe due to shrink-swell. Limitations for small commercial buildings are severe due to shrink-swell and slopes. Limitations for roadways are severe due to low strength and shrink-swell. Limitations for septic tank absorption fields are severe due to slow percolation rates. The shrink-swell potential is low to high. The frequency of flooding is none. Depth to high water table is greater than 6.0 feet. Depth to bedrock is greater than 60 inches. The potential frost action is low. The risk of corrosion to steel and concrete is moderate. The main limitations associated with the use of this unit for urban development, as described by the soil survey, are the high clay content, slow permeability, and low bearing strength.

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Acrelane-Rock outcrop complex, 15 to 50 percent slopes (# 260): This unit is along the far eastern portions of the Property. This map unit is on uplands. Elevation is 4,500 to 6,000 feet. This unit is 65 percent Acrelane very stony sandy loam, 15 to 50 percent slopes, and 25 percent Rock outcrop. The Acrelane soil is on rolling uplands, and the Rock outcrop is on ridgetops and crests. Areas of the components of the unit are so intricately intermingled that it is not practical to map them separately at the scale used. Included in this unit are Verdico Variant soils on slightly concave slopes and in shallow depressions, Graufels soils at higher elevations near Rock outcrop, and Surgem soils on lower colluvial slopes. This unit is about 3 percent Verdico Variant soils, 4 percent Graufels soils, and 3 percent Surgem soils. Descriptions of the two main materials are as follows:

Acrelane soil: This soil is shallow and well-drained. It formed in residuum derived dominantly from granodiorite. Typically, 3 to 10 percent of the surface is covered with stones. The surface layer is brown very stony sandy loam about 6 inches thick. The subsoil is brown very gravelly sandy clay loam about 4 inches thick. Weathered granodiorite is at a depth of 10 inches. Depth to weathered bedrock ranges from 10 to 20 inches. Permeability is moderate. Effective rooting depth is 10 to 20 inches. Runoff is rapid, and the hazard of water erosion is high. The hazard of soil blowing is slight. Limitations for shallow excavations are severe due to depth to rock. Limitations for dwellings with or without basements and for small commercial buildings are severe due to depth to rock and slope. Limitations for local roads and streets are severe due to slope. Limitations for septic tank absorption fields are severe due to depth to rock and slope. Shrink-swell potential is low to moderate. Frequency of flooding is none. Depth to high water table is greater than 6.0 feet. Depth to bedrock is 10 to 20 inches. Hardness of bedrock is soft. Potential frost action is moderate. Risk of corrosion to uncoated steel and concrete is moderate.

Rock outcrop: This material consists of exposed areas of granodioritic rock.

The main limitations associated with the use of this complex for urban development, as defined by the soil survey, are steepness of the slopes, and the shallowness of soil over bedrock.

Acrelane very stony sandy loam, 8 to 15 percent slopes (# 262): This unit is along the far SE portion of the Property. This shallow, well-drained soil is on uplands. It formed in residuum derived dominantly granodiorite. Elevation is 4,500 to 6,000 feet. Typically, 3 to 10 percent of the surface is covered with stones. The surface layer is brown very stony sandy loam about 4 inches thick. The subsoil is brown very gravelly sandy clay loam about 6 inches thick. Weathered granodiorite is at a depth of 10 inches. Depth to weathered bedrock ranges from 10 to 20 inches. Permeability is moderate. Available water capacity is very low. Effective rooting depth is 10 to 20 inches. Runoff is medium, and the hazard of water erosion is slight. The hazard of soil blowing is slight. Limitations for shallow excavations are severe due to depth to

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rock. Limitations for dwellings with or without basements and for small commercial buildings are severe due to depth to rock and slope. Limitations for roadways are moderate due to depth to rock, slope and frost action. Limitations for septic tank absorption fields are severe due to depth to rock. The shrink-swell potential is low to moderate. The frequency of flooding is none. Depth to high water table is greater than 6.0 feet. Depth to bedrock is 10 to 20 inches. The hardness of bedrock is soft. The potential frost action is moderate. The risk of corrosion to steel and concrete is moderate. The main limitations associated with the use of this unit for urban development, as described by the soil survey, are the steepness of slope, depth to bedrock and stones, shallowness of the soil over bedrock, and susceptibility of the soil to frost heaving.

According to the *Reno Folio Hydrologic Map* (Cooley, Span and Scheibach) the top of water table is estimated to be between 20 and 60 feet.

III GEOLOGIC AND SEISMIC CONSIDERATIONS

To evaluate geological hazards at the site, our investigation included a site reconnaissance and review of available geological literature and maps.

A. Geology

The Property is in the northern foothills of the Truckee Meadows a structural basin bounded by Peavine Mountain, Steamboat Hills, the Virginia Range and the Sierra Nevada to the north, south, east and west, respectively. The basin is transitional between the Basin and Range physiographic province to the east and the Sierra Nevada to the West. The geologic structure of the area is characterized by high-angle extensional normal faults trending in a north-northeast direction. The Truckee Meadows is a down-dropped graben with neighboring horsts to the east and west.

B. Faulting and Seismicity

Based on mapping by E. C. Bingler (*Earthquake Hazards Map, Reno Folio*) no fault traces cross the Property. According to the United States Geological Survey Earthquakes Hazards Program, *Quaternary Faults in Google Earth*, no faults cross the Property. The website indicates that the nearest Holocene- to latest-Pleistocene-age fault is approximately 1.9 mile southwest of the Property. These faults are those that have moved or shifted in the last 15,000 years.

According to the Nevada Seismological Laboratory website (<http://www.seismo.unr.edu>), the nearest principal Quaternary-age fault is the north Reno fault zone. The Nevada Seismological Laboratory indicates earthquakes of magnitude 6.6 is possible along this fault zone (*Reno/Carson Fault Information*, updated January 31, 2003).

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C. Liquefaction

Liquefaction is a loss of soil shear strength associated with loose saturated granular soils subjected to strong earthquake shaking. Liquefaction can result in unacceptable movement of foundations supported by such soils. According to the referenced earthquake hazards map the Property is not in an area of potential liquefaction.

D. Slope Stability

Based on the referenced Earthquake Hazards Map the subject property is in an area potentially underlain by moderately stable, semi-lithified alluvial fan deposits which may be subject to minor slumping and rock falls on vertical or near vertical cuts or natural embankments. Based on our understanding proposed slopes will be constructed at maximum inclinations of two horizontal to one vertical (2:1) or flatter, we do not believe the site is susceptible to slumps or ground disturbances.

E. Radon

Radon, a colorless, odorless, radioactive gas derived from the natural decay of uranium, is found in nearly all rocks and soils. The Environmental Protection Agency (EPA) suggests that remedial action be taken to reduce radon in any structure with average indoor radon of 4.0 picocuries per liter (pCi/L) or more. According to *Radon in Nevada* (Rigby *et al.*, Nevada Bureau of Mines and Geology, Bulletin 108, 1994), the Property is in an area with an average indoor measurement equal to or greater than 2.0 pCi/L and less than 4.0 pCi/L.

F. Flooding

Flood hazard studies were completed by the Federal Emergency Management Agency (FEMA), and are dated March 16, 2009 are published on Community Panel Number 32031C3026G. The map indicates much of the Property is in flood zone X; however, along the eastern drainage system it is in flood zone AE. According to FEMA, zone X are areas of minimal flood hazard, while zone AE are special flood hazard areas.

IV OPINION AND DISCUSSION

Based on results of our preliminary investigation, experience in the area, and understanding of the proposed project, we conclude that the site is suitable for its intended use. The primary geotechnical concerns are the potential presence of **expansive soil** and **bedrock**, and the presence of **drainages**, **flood zone** and **utility easements**.

Expansive soils are subject to substantial volume changes (shrink and swell) with changes in moisture content. Changes in moisture content can occur because of seasonal variations in precipitation, landscape irrigation, broken or leaking water pipes and sewer lines, and/or poor site drainage. These volume changes can cause differential movement such as

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Reno, Nevada 89502
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settlement or heave of foundations, slabs-on-grade, exterior flatwork such as walkways, stoops and patios, and pavement sections. To reduce potential for movement the expansive soil must be removed (over-excavated) a sufficient depth and replaced with approved compacted granular fill, thereby reducing the thickness of the expansive layer, providing surcharge, and maintaining moisture at a near constant level.

Alternatively, to mitigate potential movement, structures can be supported with pier and grade beams which penetrates the expansive soil and attain support by end-bearing on the lower firm native soils or by surface adhesion with the pier edges and native soil. Structural support may also be attained using post-tensioned slab-on-ground foundations, which mitigates movement by the rigid nature of the system.

Clay or fine-grain soils exhibit a lower Resistance R-Value and Modulus of Subgrade Reaction (k) than granular material. To reduce the thickness of aggregate base and minimize future maintenance in slab-on-grade, exterior flatwork and pavement areas, portions of these soils must be removed and replaced with approved compacted granular fill subbase.

As clayey soil will also inhibit achieving uniform moisture content and impede compaction efforts, consideration should be given to time constraints associated with scarification, moisture conditioning, drying and compacting clayey soils. During periods of inclement weather, water may also become perched above the clayey soil, resulting in a saturated condition for prolonged periods and creating additional limitations on equipment mobility. Consideration should be given to the necessity for maintaining moisture content to prevent wind erosion and for controlling dust during earthwork operations.

Shallow bedrock is present across the Property. Consideration should be given to the difficulty of grading and trenching associated with bedrock. Although we do not believe that blasting will be necessary, as is inherent with bedrock, localized areas of resistant material may be encountered which will require the use of special equipment such as a hydraulic rock hammer.

In addition to potential difficulty of earthwork operations, consideration should be given to the fact that oversize aggregate such as gravel, cobbles and boulders, will be generated during earthwork operations. Consideration should be given to the subsequent reduction of the quantity of material available for use as fill, and that oversize aggregate could require off-hauling or that import material could be required to balance earthwork quantities to attain proposed grades. If oversize aggregate is proposed for use as fill, screening will be required, and sufficiently large equipment will be necessary to properly place and compact rock fills. Compaction approval during the placement of rock fills can only be achieved based on visual performance specifications established by the Geotechnical Engineer, which would increase on-site technician time and thus, in turn, increase the cost of inspection services. The removal of large cobbles or boulders will result in undercutting of excavation sidewalls and the resulting trench widths would be increased. The presence of

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resistant bedrock could protrude into foundation areas, thereby requiring the drilling and epoxy of reinforcing steel. Footings may need to be formed and stepped.

Two natural drainages cross portions of the Property. Consideration should be given to potential seepage associated with these drainages and ditch and added construction costs associated with their abandonment, containment or realignment. Consideration should be given to the complete removal of organic material associated with these ditches and that proper benching and fill are provided prior to the construction of site improvements or the placement of new fill material. Consideration should also be given to the possibility that construction set-backs may be required.

According to FEMA, a portion of the Property is in an area of potential flooding. Consideration should be given to local and federal regulations which may impose construction constraints, such as requiring minimum finish floor elevations, or ordinances banning basements. Due to constant revisions associated with flood zoning, the Property delineation with respect to flood zoning should be verified with the most current map at the time of building permit application.

Overhead and underground utility easements cross the Property. Consideration should be given to the possibility that, prior to development, these utilities require relocation or abandonment in proposed structural areas. Consideration should also be given to the possibility that construction set-backs are required, and the subsequent potential reduction of property available for development.

The presence of steep drainages can lead to differential settlement as transition areas will occur where building pads are supported on a combination of in-situ soil and compacted fill material. To mitigate potential differential settlement in transition zones, native soils should be removed a sufficient depth to provide for a minimum section of compacted fill material below foundations, or foundations should be deepened to bottom uniformly on in-situ soil. The presence of slopes will require that construction off-sets be established.

The soil survey suggests that the slow percolation rates, frost action low load-bearing and corrosion to steel and concrete can be an additional constraint associated with the use of the underlying soils for urban development. Based on our understanding that project development will be serviced by community water, sewer and storm drain systems, we do not believe that slow permeability rates will impact the site. Consideration, however, should be given to performing infiltration tests if retention/detention basins are proposed. Based on our anticipation that structural fill will be provided below footing and roadways, we do not believe frost action or low load-bearing strength will impact site development. Based on our experience in the area, we believe adequate mitigation can be attained by using properly prepared and placed Type II portland cement concrete, by maintaining a minimum three-inch concrete cover where reinforcing steel or other metal is in proximity to native soils and, at the direction of the Manufacturer, by using special coating on reinforcing steel and metal. Consideration should also be given to chemical constituents which may inhibit establishment of landscaping, such as lawns, plants and other vegetation growth, not

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indigenous to the area. Laboratory testing to determine the agronomic characteristics of the native soils was not part of the scope of our work; however, it should be considered.

There are no apparent geologic hazards that would place unusual constraints on the project; however, strong ground shaking associated with earthquakes should be expected to occur during the life of the project.

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V REFERENCES

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Reno, Nevada 89521
Attn: Charles Bluth, President
Telephone: (775) 749-1057

One unbound wet-stamped copy and one .pdf to:

CFA, Inc.
1150 Corporate Boulevard
Reno, Nevada 89502
Attn: David Snelgrove, Planning and Right-of -Way Manager
Telephone: (775) 856-1150
Facsimile: (775) 856-1160

APPENDIX B

**PRELIMINARY
HYDROLOGY REPORT**

**LEMMON DRIVE ESTATES
TENTATIVE MAP
RENO, NV**

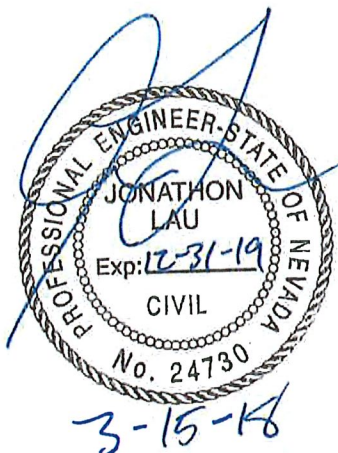


**PRELIMINARY
HYDROLOGY REPORT**

**LEMMON DRIVE ESTATES
TENTATIVE MAP
RENO, NV**

PREPARED BY:
CFA, INC.
1150 CORPORATE BOULEVARD
RENO, NV 89502
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MARCH 2018



16-013.00

INTRODUCTION

This report presents the storm water drainage and management plan to support the tentative map for the Lemmon Drive Estates. This project is a proposed 98-lot subdivision located on approximately 32.76 acres of undeveloped range land in Section 4, Township 20 North, Range 19 East, M.D.M. in the Lemmon Valley area of Reno, Nevada (APN: 552-210-18).

The purpose of this study is to compare the existing generated 5-year and 100-year flows to the proposed site development to mitigate any increase in flows for the 5-year and 100-year storms per Washoe County requirements.

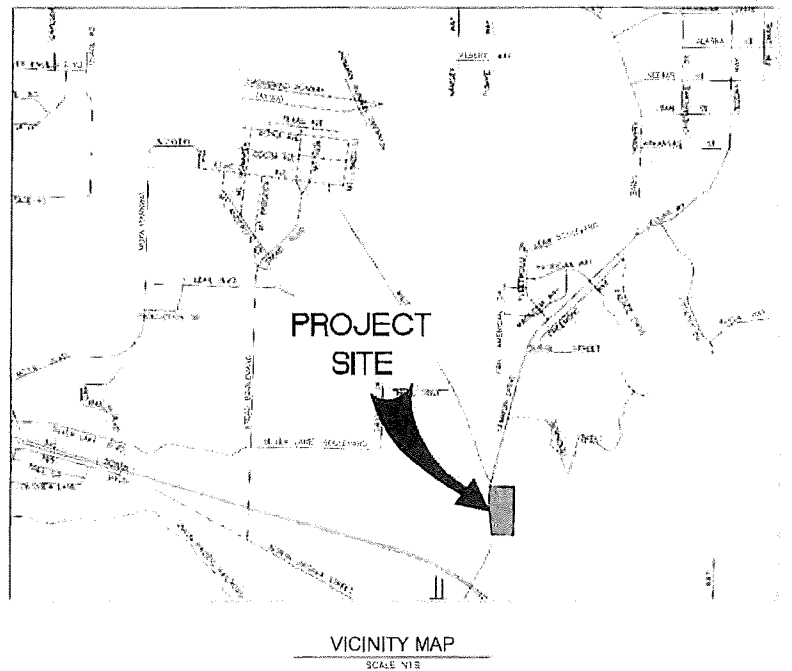
An additional study of the onsite floodplain has been conducted by Schaff & Wheeler in their report *Floodplain Analysis for Lemmon Valley Drive Development Memorandum*, (March 2018) and is referenced in this report and included as appendix F.

EXISTING SITE DESCRIPTION

The project is bordered on the north by baseball fields and a church, to the west by Lemmon Drive, on the south by two private homes, and on the east by undeveloped range land and another private home. This site and all the surrounding parcels are a part of Washoe County. An overall Vicinity Map follows in this report that depicts the area of the proposed project, and a site plan is located on Sheet 1 of the associated drawings.

The existing site is undeveloped with established native weeds sporadic throughout the area. The natural grade slopes from the south to north with a total change in elevation of 37 feet. The grades mostly vary across the site, with an average grade change of approximately 2.2 percent. The Golden Valley Wash exists on site and transfers storm flows from the south to the north on the east side of the proposed project. This wash connects to the Southwest Lemmon Valley Channel A in Lemmon Drive north of the project site.

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PROJECT DESCRIPTION

The Lemmon Drive Estates project is a proposed 98-lot subdivision, with each lot being approximately 0.17 acres. The site will have two entrances, located on Lemmon Drive. A portion of the site will be filled to remove lots from the floodplain. The existing on-site drainage will travel to concrete curb and gutters to capture sheet flows and transfer them to a proposed on-site storm drain infrastructure system. Flows from the storm drain infrastructure system will be carried into a detention basin located on the north end of the site to detain and control storm water flows. The basin will be constructed with an outlet pipe and outlet weir structure to meter the flow out of the basin to pre-development conditions. The pipe will outlet into the Golden Valley Wash that currently exits the site and flows north to the Southwest Lemmon Valley Channel A (and eventually Swan Lake Playa).

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FLOOD ZONE

According to FIRM Index Map #32031C2838G, dated March 16th, 2009, the site is located within two (2) flood zone areas:

- Zone X, Unshaded; flood zone areas determined to be outside the 0.2% annual chance floodplain
- Zone AE, Shaded, special flood hazard areas subject to inundation by the 1% annual chance flood, with base flood elevations determined

A copy of the FIRM Index Map is in Appendix A.

Portions of the development will be removed from the floodplain by filling the site to elevate structures above the effective base flood elevation (BFE). Reference *Floodplain Analysis for Lemmon Valley Drive Development Memorandum* (Schaaf & Wheeler 2018).

EXISTING DRAINAGE

Off-site Drainage:

Off-site drainage enters the site at the southeast corner of the site and traverses the site through the Golden Valley Wash. This exits at the north end of the site and discharges eventually into the Southwest Lemmon Valley Channel A. This off-site drainage was analyzed by Schaaf & Wheeler, and the results are summarized in the *Floodplain Analysis for Lemmon Valley Drive Development Memorandum* (Schaaf & Wheeler 2018).

On-site Drainage:

Existing on-site drainage patterns generally flow south to north. The flows are caught in the existing wash on the east that is channeled away from the site (Ref. Existing Drainage Plan, Appendix D). Under the existing undeveloped range conditions, the site is calculated to generate 3.54 cfs and 21.20 cfs of runoff for the 5-year and 100-year storms, respectively (Ref. Rational Method Calculations, Drainage Channel Calculations, Appendix B, Table 1).

PROPOSED DRAINAGE

Off-site Drainage:

The proposed off-site drainage network will remain unchanged from the existing off-site drainage network. The effects of filling the site to remove development from the flood plain on the effective BFE were

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analyzed by Schaaf & Wheeler and summarized in the *Floodplain Analysis for Lemmon Valley Drive Development Memorandum* (Schaaf & Wheeler 2018).

On-site Drainage:

The site will develop new streets that will have their own drainage network with curb and gutter. Runoff from the lots will flow to the streets where it will be collected into the storm drainage network. The storm drainage network will be comprised of pipes, catch basins and curb and gutter. Flows from the storm drain infrastructure system will be carried into a detention basin located on the north end of the site to detain and control storm water flows (Ref. Proposed Drainage Plan, Appendix D). The proposed development was calculated to generate 11.45 cfs and 34.12 cfs of on-site peak runoff for the 5-year and 100-year storms, respectively (Ref. Rational Method Calculations, Appendix B, Table 2).

RATIONAL METHOD – Washoe County

The Rational Method is used to estimate the peak runoff resulting from a storm of given intensity and frequency falling on a specific watershed. The peak flow is expressed as:

$$Q = CiA$$

- where
- Q = Peak rate of runoff, cubic feet per second
 - C = Runoff coefficient
 - i = Average rainfall intensity, inches per hour
 - A = Watershed area, acres

Washoe County allows the use of the Rational Method for urban and small watersheds. Runoff computations are made using criteria provided by the Truckee Meadows Regional Drainage Manual. Rainfall intensities are determined from the rainfall intensity-duration-frequency (IDF) curves for Reno WSFO Airport. The initial time of concentration, $T_{c(1)}$, is calculated by the formula:

$$T_{c(1)} = 10 \text{ or } \frac{L}{60 \times V} \text{ (whichever is greater)}$$

- where
- $T_{c(1)}$ = Initial time of concentration, minutes
 - L = Length from uppermost point of watershed to design point, feet
 - V = Channel or overland velocity, feet per second

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The initial time of concentration models build-up and sheet flow conditions in the uppermost part of the watershed. Except for very small impervious watersheds, the minimum build-up time of 10 minutes is assumed. Therefore, for the first design point, the time of concentration is determined by adding travel time to the build-up time as follows:

$$T_{c(1)} = 10 + \frac{L}{60 \times V}$$

The time of concentration at successive points downstream is calculated by adding total travel time to the initial build-up time:

$$T_{c(n)} = 10 + \sum \frac{L}{60 \times V}$$

where $T_{c(n)}$ = Time of concentration at design point, minutes
 $\sum \frac{L}{60 \times V}$ = Total travel time to design point, minutes
 L = Length of flow path between design points, feet
 V = Velocity, feet per second

Velocities used are 2 - 3 fps for surface flow and 3 - 5 fps for channel and conduit flow.

Rational Method calculations are performed using a spreadsheet containing the appropriate IDF curves and routing parameters. The peak flow for each drainage area is determined based on the runoff coefficient, initial time of concentration, and area (Ref. Rational Method Calculations, Appendix B).

HYDROLOGY

Peak flows for on-site watersheds were estimated for the 5-year and 100-year design storms using the Rational Method (Ref. Rational Method Calculations, Appendix B, Tables 1 and 2). Curb and gutter flows, along with the storm drain infrastructure piping were designed in accordance with the Truckee Meadows Regional Drainage Manual using the 5-year design storm event. Runoff from the 5-year design storm will increase from 3.54 cfs to 11.45 cfs, and from the 100-year design storm will increase from 21.20 cfs to 34.12 cfs. Once the runoff enters the proposed on-site storm drain system, it is conveyed through the system and into a detention basin located on the north end of the site to detain and control storm water

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flows. The basin will be constructed with an outlet pipe and outlet weir structure. The pipe will outlet into the Golden Valley Wash that exits the site and flows north to the Southwest Lemmon Valley Channel A. The proposed detention basin will be public and maintained by Washoe County upon completion.

The increase in peak runoff generated by the proposed development of this project for the 100-year storm is 12.92 cfs. The increase in runoff volume generated because of the proposed development of the project will be mitigated for the 100-year, 10-day storm event per the Truckee Meadows Regional Drainage Manual for areas draining to the Swan Lake Playa. Flow generated from the proposed site development will be collected and diverted into the proposed detention basin located at the north end of the site. The volume required to mitigate 100-year, 10-day event is approximately 113,347 cubic feet (Ref. Detention Basin Volume Calculations, Appendix E). The proposed site development will provide 270,000 cubic feet of storm water storage.

A preliminary storm drain network was designed for this site and is shown on Sheet 2 of the associated drawings. Pipe sizing and hydraulic calculations for the storm drain network are presented in Appendix C. Proposed catch basins and storm drain piping for the site will have adequate inlet capacity to collect the peak runoff flows for the 5-year storm event. All storm drain pipes, catch basins and storm drain infrastructure are to be dedicated as public and maintained by Washoe County.

The velocities in the Golden Valley Wash through the site are highly erosive. The slope between the filled development and the wash will require rock placement for erosion protection. Reference *Floodplain Analysis for Lemmon Valley Drive Development Memorandum* (Schaaf & Wheeler 2018) for details.

CONCLUSION

As demonstrated in this report, the proposed drainage concept will convey the 5-year and 100-year storm flows, meeting the Washoe County development code requirements. The detention basin has been designed to mitigate twice the volumetric increase for the 100-year, 10-day storm event, helping mitigate flooding of Swan Lake Playa and meeting Washoe County and Truckee Meadows Regional Drainage Manual Design requirements. Lastly, this report demonstrates that Lemmon Drive Estates as planned meets the requirements of Washoe County, and development will not negatively impact adjacent properties or downstream storm drain infrastructure.

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REFERENCE

Truckee Meadows Regional Drainage Manual, (April 2009).

Washoe County, *Washoe County Development Code*. (April 2016).

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Floodplain Analysis for Lemmon Valley Drive Development Memorandum, Schaaf & Wheeler (March 2018).

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APPENDIX A

FIRM MAP

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APPENDIX B

RATIONAL METHOD CALCULATIONS

Lemmon Drive Estates
Preliminary Hydrology Report

WTM18-004
EXHIBIT G

RATIONAL METHOD HYDROLOGY
WASHOE COUNTY IDF CURVES

LEMMON DRIVE ESTATES - EXISTING DRAINAGE

DESIGN POINT	DRAINAGE SUB-BASIN	AREA (acres)	C		WATERSHED LENGTH (ft)	VELOCITY (ft/sec)	Tc (min)	INTENSITY (in/hr)		PEAK RUNOFF (cfs)	
			5-YR	100-YR				5-YR	100-YR	5-YR	100-YR
PART B: EXISTING BASINS - ON-SITE	E1	21.09	0.20	0.50	1800	2	25.0	0.84	2.01	3.54	21.20
OVERALL TOTAL		21.09								3.54	21.20

RATIONAL METHOD HYDROLOGY
WASHOE COUNTY IDF CURVES

LEMMON DRIVE ESTATES - PROPOSED SITE DRAINAGE

DESIGN POINT	DRAINAGE SUB-BASIN	AREA (acres)	C		WATERSHED LENGTH (ft)	VELOCITY (ft/sec)	Tc (min)	INTENSITY (in/hr)		PEAK RUNOFF (cfs)	
			5-YR	100-YR				5-YR	100-YR	5-YR	100-YR
PART B: PROPOSED BASINS - ON-SITE	P1	4.68	0.64	0.80	1800	2	25.0	0.84	2.01	2.60	7.83
	P2	0.17	0.88	0.93	1800	2	25.0	0.84	2.01	0.12	0.31
	P3	2.32	0.62	0.79	1800	2	25.0	0.84	2.01	1.21	3.58
	P4	0.63	0.88	0.93	1800	2	25.0	0.84	2.01	0.46	1.17
	P5	3.17	0.63	0.79	1800	2	25.0	0.84	2.01	1.66	5.05
	P6	0.16	0.88	0.93	1800	2	25.0	0.84	2.01	0.12	0.30
	P7	2.18	0.62	0.79	1800	2	25.0	0.84	2.01	1.14	3.47
	P8	3.85	0.62	0.79	1800	2	25.0	0.84	2.01	1.99	6.10
	P9	1.38	0.68	0.82	1800	2	25.0	0.84	2.01	0.79	2.27
	P10	2.00	0.65	0.81	1800	2	25.0	0.84	2.01	1.09	3.25
	P11	0.36	0.88	0.93	1800	2	25.0	0.84	2.01	0.27	0.68
ON-SITE TOTAL		21.09								11.45	34.12
OVERALL TOTAL		21.09								11.45	34.12

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APPENDIX C

PIPE SIZING AND HYDRAULIC CALCULATIONS

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PIPE SIZING AND HYDRAULIC CALCULATIONS

$$\text{LEG 1} = \text{P8} + \text{P9} = 1.99 + 0.79 = 2.78 \text{ cfs}$$

LEG 1 = 18" PIPE

$$\text{LEG 2} = \text{P4} + \text{P5} = 0.46 + 1.66 = 2.12 \text{ cfs}$$

LEG 2 = 12" PIPE

$$\text{LEG 3} = \text{LEG 1} + \text{LEG 2} + \text{P10} + \text{P11} = 2.78 + 2.12 + 1.09 + 0.27 = 6.26 \text{ cfs}$$

LEG 3 = 18" PIPE

$$\text{LEG 4} = \text{LEG 3} + \text{P6} + \text{P7} = 6.26 + 0.12 + 1.14 = 7.52 \text{ cfs}$$

LEG 4 = 24" PIPE

$$\text{LEG 5} = \text{LEG 4} + \text{P2} + \text{P3} = 7.52 + 0.12 + 1.21 = 8.85 \text{ cfs}$$

LEG 5 = 24" PIPE

$$\text{LEG 6} = \text{LEG 5} + \text{P1} = 8.85 + 2.60 = 11.45 \text{ cfs}$$

LEG 6 = 24" PIPE

Worksheet for 24" Pipe at 0.5% Slope

Project Description

Friction Method Manning Formula
Solve For Full Flow Capacity

Input Data

Roughness Coefficient	0.014
Channel Slope	0.50000 %
Normal Depth	24.00 in
Diameter	24.00 in
Discharge	14.85 ft ³ /s

Results

Discharge	14.85 ft ³ /s
Normal Depth	24.00 in
Flow Area	3.14 ft ²
Wetted Perimeter	6.28 ft
Hydraulic Radius	6.00 in
Top Width	0.00 ft
Critical Depth	1.39 ft
Percent Full	100.0 %
Critical Slope	0.00728 ft/ft
Velocity	4.73 ft/s
Velocity Head	0.35 ft
Specific Energy	2.35 ft
Froude Number	0.00
Maximum Discharge	15.98 ft ³ /s
Discharge Full	14.85 ft ³ /s
Slope Full	0.00500 ft/ft
Flow Type	SubCritical

GVF Input Data

Downstream Depth	0.00 in
Length	0.00 ft
Number Of Steps	0

GVF Output Data

Upstream Depth	0.00 in
Profile Description	
Profile Headloss	0.00 ft
Average End Depth Over Rise	0.00 %

Worksheet for 18" Pipe at 0.5% Slope

Project Description

Friction Method Manning Formula
Solve For Full Flow Capacity

Input Data

Roughness Coefficient 0.014
Channel Slope 0.50000 %
Normal Depth 18.00 in
Diameter 18.00 in
Discharge 6.90 ft³/s

Results

Discharge 6.90 ft³/s
Normal Depth 18.00 in
Flow Area 1.77 ft²
Wetted Perimeter 4.71 ft
Hydraulic Radius 4.50 in
Top Width 0.00 ft
Critical Depth 1.02 ft
Percent Full 100.0 %
Critical Slope 0.00778 ft/ft
Velocity 3.90 ft/s
Velocity Head 0.24 ft
Specific Energy 1.74 ft
Froude Number 0.00
Maximum Discharge 7.42 ft³/s
Discharge Full 6.90 ft³/s
Slope Full 0.00500 ft/ft
Flow Type SubCritical

GVF Input Data

Downstream Depth 0.00 in
Length 0.00 ft
Number Of Steps 0

GVF Output Data

Upstream Depth 0.00 in
Profile Description
Profile Headloss 0.00 ft
Average End Depth Over Rise 0.00 %

Worksheet for 12" Pipe at 0.5% Slope

Project Description

Friction Method Manning Formula
Solve For Full Flow Capacity

Input Data

Roughness Coefficient	0.014
Channel Slope	0.50000 %
Normal Depth	12.00 in
Diameter	12.00 in
Discharge	2.34 ft ³ /s

Results

Discharge	2.34 ft ³ /s
Normal Depth	12.00 in
Flow Area	0.79 ft ²
Wetted Perimeter	3.14 ft
Hydraulic Radius	3.00 in
Top Width	0.00 ft
Critical Depth	0.65 ft
Percent Full	100.0 %
Critical Slope	0.00856 ft/ft
Velocity	2.98 ft/s
Velocity Head	0.14 ft
Specific Energy	1.14 ft
Froude Number	0.00
Maximum Discharge	2.52 ft ³ /s
Discharge Full	2.34 ft ³ /s
Slope Full	0.00500 ft/ft
Flow Type	SubCritical

GVF Input Data

Downstream Depth	0.00 in
Length	0.00 ft
Number Of Steps	0

GVF Output Data

Upstream Depth	0.00 in
Profile Description	
Profile Headloss	0.00 ft
Average End Depth Over Rise	0.00 %

16-013.00

APPENDIX D
PRE & POST DEVELOPMENT
STORM WATER DRAINAGE PLAN

Lemmon Drive Estates
Preliminary Hydrology Report

WTM18-004
EXHIBIT G

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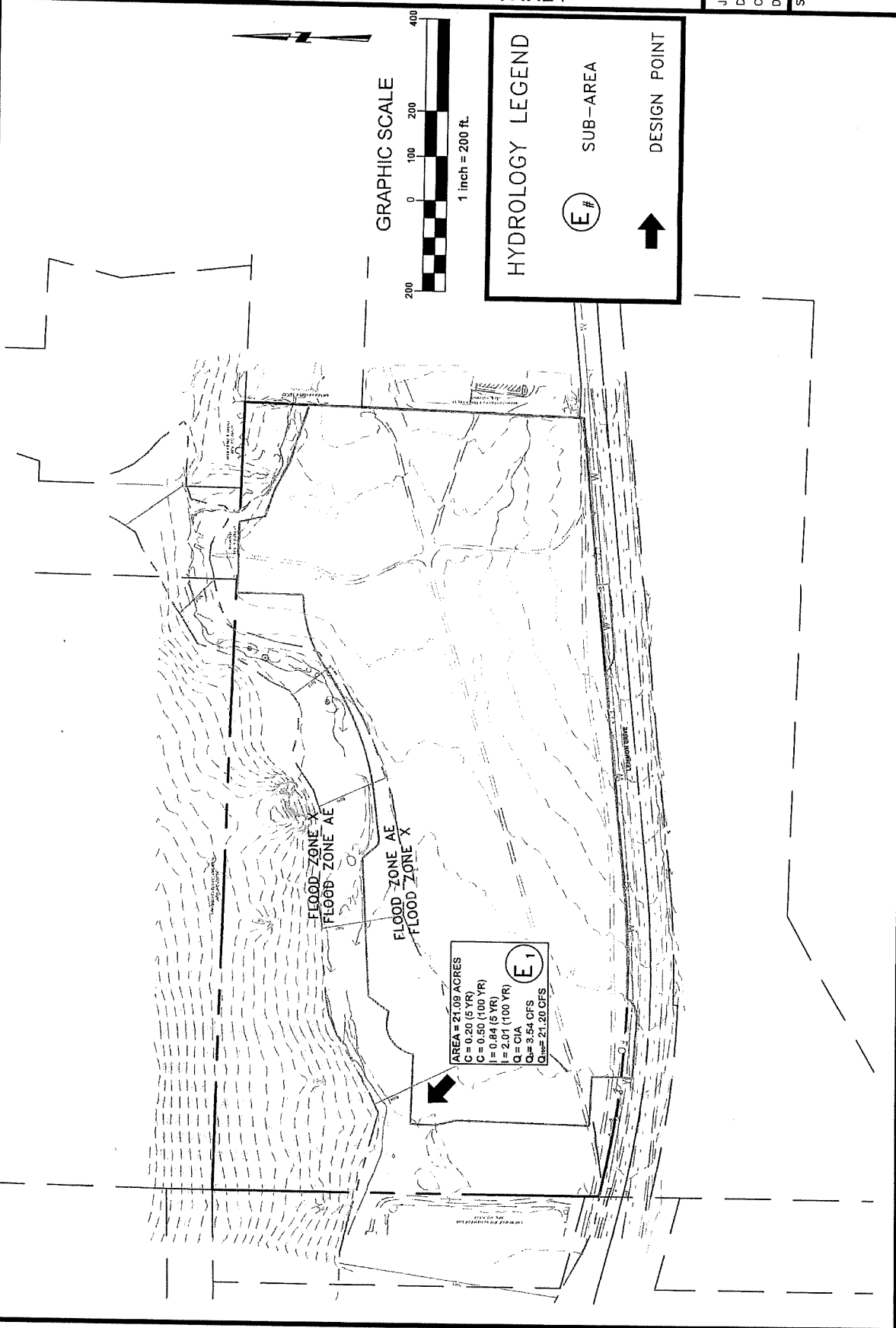
LEMNON DRIVE ESTATES
TENTATIVE MAP
EXISTING HYDROLOGY

RENO

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DESIGNED BY JIL
CHECKED BY MW
DATE 03-15-2018

SHEET 1

OF 2
WTM18-004
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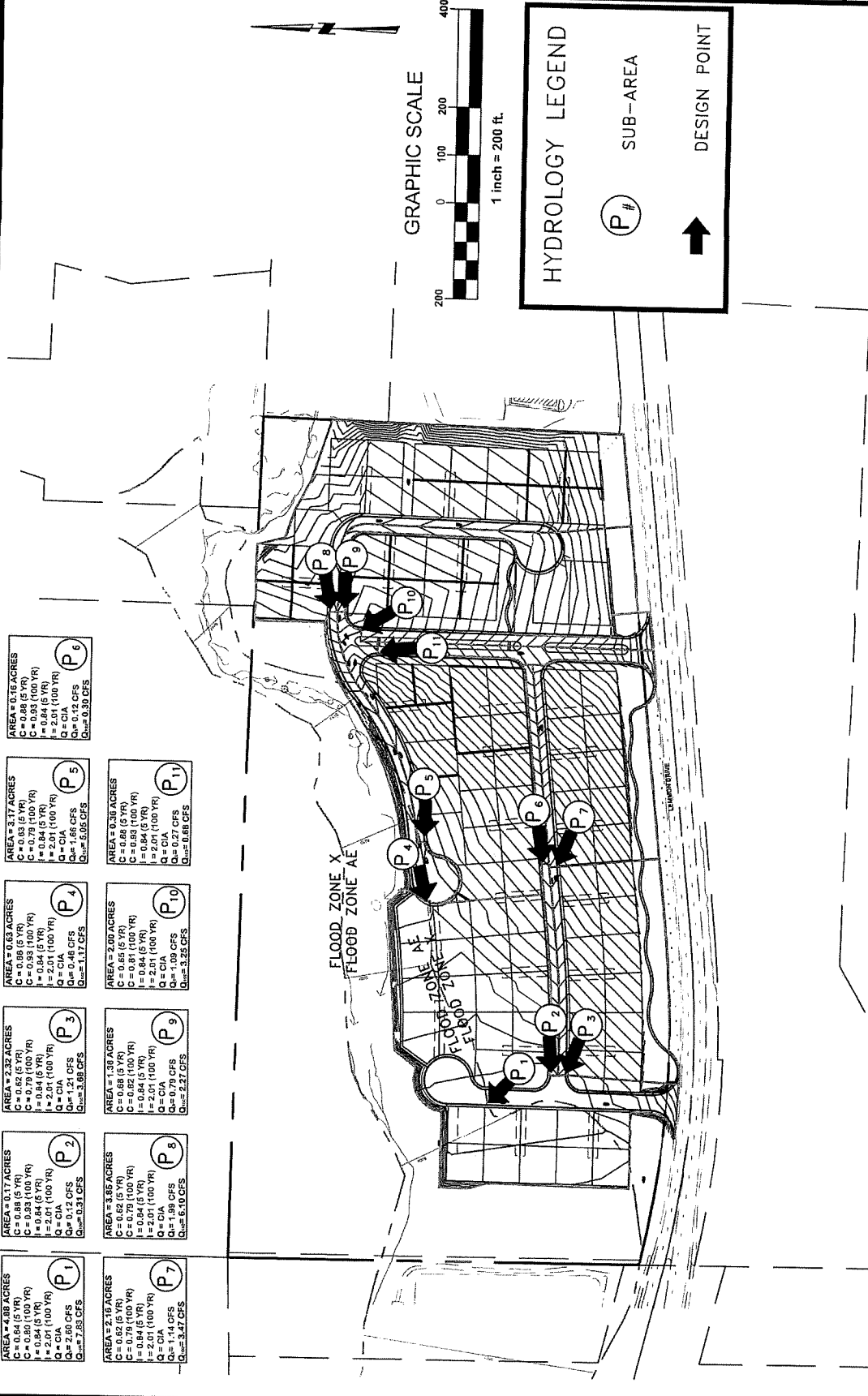
LEMMON DRIVE ESTATES
TENTATIVE MAP
PROPOSED HYDROLOGY

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DATE 03-15-2018

SHEET 2

OF 2
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EXHIBIT G



AREA = 0.16 ACRES
C = 0.88 (5 YR)
I = 0.84 (5 YR)
Q = CIA
Q₁₀₀ = 0.90 CFS

AREA = 3.17 ACRES
C = 0.88 (5 YR)
I = 0.84 (5 YR)
Q = CIA
Q₁₀₀ = 5.05 CFS

AREA = 0.63 ACRES
C = 0.88 (5 YR)
I = 0.84 (5 YR)
Q = CIA
Q₁₀₀ = 1.17 CFS

AREA = 2.32 ACRES
C = 0.88 (5 YR)
I = 0.84 (5 YR)
Q = CIA
Q₁₀₀ = 2.32 CFS

AREA = 0.17 ACRES
C = 0.88 (5 YR)
I = 0.84 (5 YR)
Q = CIA
Q₁₀₀ = 0.31 CFS

AREA = 4.89 ACRES
C = 0.88 (5 YR)
I = 0.84 (5 YR)
Q = CIA
Q₁₀₀ = 7.83 CFS

AREA = 0.30 ACRES
C = 0.88 (5 YR)
I = 0.84 (5 YR)
Q = CIA
Q₁₀₀ = 0.27 CFS

AREA = 0.30 ACRES
C = 0.88 (5 YR)
I = 0.84 (5 YR)
Q = CIA
Q₁₀₀ = 0.27 CFS

AREA = 2.00 ACRES
C = 0.88 (5 YR)
I = 0.84 (5 YR)
Q = CIA
Q₁₀₀ = 3.85 CFS

AREA = 1.39 ACRES
C = 0.88 (5 YR)
I = 0.84 (5 YR)
Q = CIA
Q₁₀₀ = 2.37 CFS

AREA = 3.56 ACRES
C = 0.88 (5 YR)
I = 0.84 (5 YR)
Q = CIA
Q₁₀₀ = 6.10 CFS

AREA = 2.15 ACRES
C = 0.88 (5 YR)
I = 0.84 (5 YR)
Q = CIA
Q₁₀₀ = 3.47 CFS

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APPENDIX E
NOAA ATLAS 14, VOLUME 1, VERSION 5
PRECIPITATION FREQUENCY ESTIMATES;
EXTENDED DETENTION CALCULATION FOR THE SWAN LAKE PLAYA

Lemmon Drive Estates
Preliminary Hydrology Report

WTM18-004
EXHIBIT G

4/4/2016

Precipitation Frequency Data Server



NOAA Atlas 14, Volume 1, Version 5
Location name: Reno, Nevada, US*
Latitude: 39.5000°, Longitude: -119.7833°
Elevation: 4413 ft*
* source: Google Maps



POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Malaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

[PF tabular](#) | [PF graphical](#) | [Maps & aeriels](#)

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches) ¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.086 (0.075-0.099)	0.106 (0.091-0.125)	0.142 (0.121-0.167)	0.176 (0.148-0.207)	0.231 (0.190-0.277)	0.281 (0.221-0.342)	0.341 (0.259-0.420)	0.411 (0.299-0.520)	0.527 (0.356-0.695)	0.631 (0.408-0.855)
10-min	0.130 (0.114-0.151)	0.161 (0.138-0.190)	0.217 (0.185-0.255)	0.267 (0.226-0.316)	0.351 (0.289-0.422)	0.428 (0.336-0.520)	0.518 (0.394-0.639)	0.627 (0.455-0.791)	0.802 (0.543-1.06)	0.961 (0.621-1.30)
15-min	0.161 (0.141-0.187)	0.200 (0.171-0.235)	0.269 (0.229-0.316)	0.331 (0.280-0.391)	0.436 (0.359-0.523)	0.531 (0.417-0.645)	0.643 (0.489-0.792)	0.777 (0.564-0.981)	0.995 (0.673-1.31)	1.19 (0.771-1.61)
30-min	0.217 (0.190-0.251)	0.269 (0.231-0.317)	0.362 (0.309-0.425)	0.447 (0.377-0.527)	0.587 (0.483-0.704)	0.715 (0.562-0.869)	0.866 (0.659-1.07)	1.05 (0.760-1.32)	1.34 (0.906-1.77)	1.60 (1.04-2.17)
60-min	0.269 (0.235-0.311)	0.333 (0.286-0.392)	0.448 (0.382-0.526)	0.553 (0.466-0.652)	0.727 (0.598-0.871)	0.885 (0.695-1.08)	1.07 (0.815-1.32)	1.29 (0.940-1.64)	1.66 (1.12-2.19)	1.99 (1.28-2.69)
2-hr	0.362 (0.320-0.414)	0.448 (0.400-0.517)	0.575 (0.502-0.661)	0.677 (0.584-0.783)	0.839 (0.696-0.982)	0.975 (0.789-1.17)	1.13 (0.886-1.37)	1.32 (0.985-1.65)	1.70 (1.20-2.21)	2.04 (1.39-2.72)
3-hr	0.427 (0.383-0.480)	0.532 (0.482-0.603)	0.666 (0.598-0.753)	0.767 (0.680-0.873)	0.909 (0.789-1.04)	1.03 (0.873-1.20)	1.17 (0.977-1.40)	1.35 (1.10-1.67)	1.71 (1.34-2.23)	2.06 (1.55-2.74)
6-hr	0.580 (0.525-0.645)	0.733 (0.661-0.817)	0.905 (0.816-1.01)	1.03 (0.925-1.15)	1.20 (1.05-1.35)	1.32 (1.14-1.50)	1.45 (1.23-1.67)	1.57 (1.31-1.84)	1.76 (1.41-2.25)	2.07 (1.62-2.77)
12-hr	0.737 (0.671-0.814)	0.924 (0.839-1.02)	1.17 (1.05-1.29)	1.35 (1.21-1.50)	1.59 (1.40-1.79)	1.77 (1.54-2.01)	1.95 (1.66-2.26)	2.13 (1.77-2.50)	2.36 (1.89-2.86)	2.55 (1.98-3.13)
24-hr	0.895 (0.813-0.996)	1.12 (1.02-1.25)	1.43 (1.29-1.58)	1.67 (1.52-1.86)	2.01 (1.81-2.24)	2.28 (2.04-2.54)	2.56 (2.27-2.88)	2.85 (2.50-3.22)	3.26 (2.81-3.70)	3.57 (3.05-4.10)
2-day	1.05 (0.956-1.17)	1.33 (1.21-1.47)	1.69 (1.53-1.87)	1.98 (1.79-2.19)	2.39 (2.14-2.65)	2.72 (2.42-3.03)	3.06 (2.69-3.43)	3.42 (2.97-3.86)	3.91 (3.34-4.47)	4.31 (3.61-4.97)
3-day	1.14 (1.04-1.27)	1.44 (1.31-1.60)	1.84 (1.67-2.04)	2.17 (1.96-2.41)	2.63 (2.35-2.92)	3.00 (2.66-3.35)	3.38 (2.96-3.80)	3.79 (3.28-4.29)	4.36 (3.70-4.99)	4.81 (4.02-5.56)
4-day	1.23 (1.12-1.37)	1.55 (1.41-1.73)	1.99 (1.80-2.21)	2.35 (2.12-2.62)	2.86 (2.56-3.19)	3.27 (2.90-3.66)	3.70 (3.24-4.17)	4.16 (3.59-4.71)	4.80 (4.07-5.50)	5.32 (4.43-6.16)
7-day	1.44 (1.30-1.62)	1.82 (1.64-2.04)	2.35 (2.10-2.63)	2.77 (2.48-3.12)	3.37 (2.99-3.79)	3.84 (3.38-4.34)	4.34 (3.79-4.94)	4.87 (4.20-5.57)	5.60 (4.73-6.48)	6.19 (5.16-7.23)
10-day	1.59 (1.43-1.78)	2.03 (1.82-2.26)	2.62 (2.36-2.93)	3.08 (2.77-3.45)	3.73 (3.32-4.18)	4.24 (3.74-4.76)	4.77 (4.17-5.38)	5.30 (4.60-6.03)	6.04 (5.14-6.93)	6.62 (5.57-7.65)
20-day	1.89 (1.71-2.10)	2.39 (2.16-2.66)	3.08 (2.79-3.42)	3.62 (3.26-4.01)	4.33 (3.88-4.80)	4.86 (4.33-5.42)	5.42 (4.78-6.08)	5.97 (5.21-6.72)	6.71 (5.79-7.65)	7.26 (6.20-8.33)
30-day	2.11 (1.91-2.35)	2.68 (2.44-2.98)	3.44 (3.12-3.81)	4.02 (3.63-4.46)	4.80 (4.30-5.33)	5.39 (4.80-6.02)	5.99 (5.28-6.71)	6.58 (5.76-7.43)	7.37 (6.37-8.38)	7.97 (6.81-9.14)
45-day	2.51 (2.28-2.75)	3.19 (2.90-3.49)	4.09 (3.71-4.47)	4.76 (4.30-5.20)	5.63 (5.08-6.16)	6.28 (5.63-6.88)	6.91 (6.16-7.60)	7.52 (6.67-8.31)	8.30 (7.27-9.25)	8.85 (7.71-9.95)
60-day	2.85 (2.60-3.13)	3.64 (3.31-3.97)	4.66 (4.23-5.08)	5.39 (4.89-5.87)	6.30 (5.70-6.88)	6.96 (6.27-7.63)	7.58 (6.81-8.32)	8.16 (7.28-8.97)	8.87 (7.86-9.83)	9.35 (8.23-10.4)

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

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16-013.00

**PRELIMINARY HYDRO REPORT – TENTATIVE MAP
Extended Detention Calculation for Swan Lake Playa**

100-yr, 10-day precipitation depth = 4.77 inches
= 0.398 feet

Volume of detention needed
Volume (cf) = C*Depth*Area

$$C = C_{\text{proposed}} - C_{\text{existing}}$$
$$C = 0.81 - 0.50 = 0.31$$

Depth = 0.398 feet

Area = 21.09 acres * 43560 ft²/ac = 918,680 ft²

$$\text{Volume needed} = (0.31) * (0.398 \text{ ft}) * (918,680 \text{ ft}^2)$$
$$= 113,347 \text{ cf}$$

Volume provided = 270,000 cf

APPENDIX C

Schaaf & Wheeler
CONSULTING CIVIL ENGINEERS

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f. 415-433-1029
s&w@sww.com

MEMORANDUM

TO: Catie Harrison, PE
CFA

DATE: March 12, 2018

FROM: Sarah L. Rahimi, PE
Charles D. Anderson, PE

JOB#: BDLC.01.17

SUBJECT: Floodplain Analysis for Lemmon Valley Drive Development

Introduction

Schaaf & Wheeler has been contracted to coordinate hydrologic design and floodplain management for the proposed 32-acre single family home development (Project) off Lemmon Drive just south of the intersection with Military Road (Figure 1). Part of the development parcel is located within a Special Flood Hazard Area (SFHA) associated with the Golden Valley Wash. To develop the Project, the flood prone area needs to be pushed to the east so that to remove the flood hazard zone designation from the developable portion of the parcel. Based on requirements by the Federal Emergency Management Agency (FEMA) and Washoe County, the floodplain conditions were analyzed to establish the maximum development potential of the project site and to evaluate the hydraulic impact from the proposed development footprint.



Figure 1. Location of the Proposed Lemmon Valley Drive Development

Existing Flood Hazards

A portion of the proposed development is partially located within a FEMA SFHA Zone AE, which is an area designated as having a one percent annual chance of flooding to the extent shown and has defined Base Flood Elevations (BFEs). Properties within in a SFHA Zone AE are considered to be at high risk of flooding under the National Flood Insurance Program (NFIP). The BFEs through the Project site range from 5017 feet to 5002 feet NAVD as shown in Figure 2.

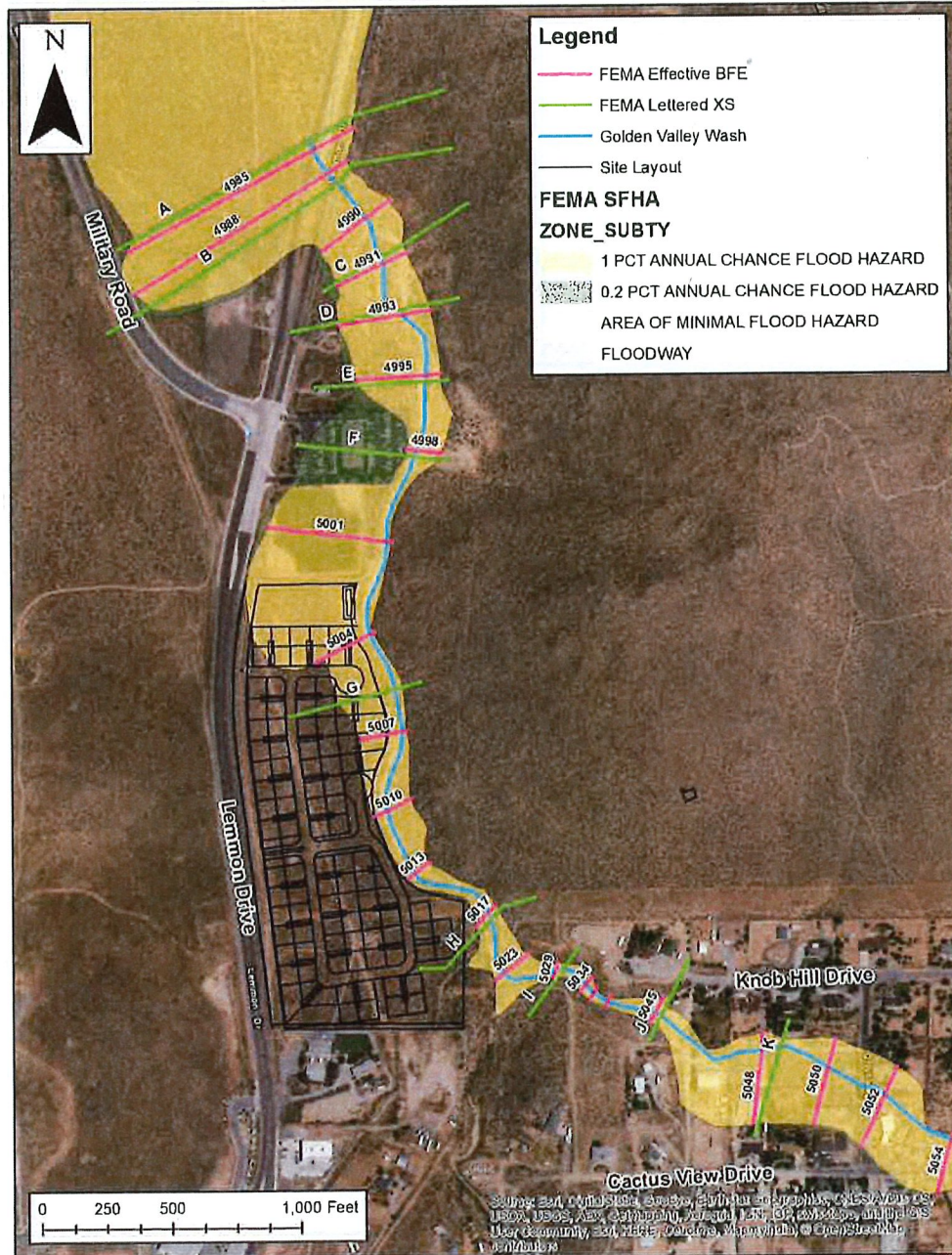


Figure 2. Effective FEMA Floodplain with Proposed Development Shown

Just downstream of the Project site, FEMA approved a Conditional Letter of Map Revision (CLOMR: Case No. 15-09-2695R) in 2016 for the construction of the Southwest Lemmon Valley Channel A and the extension of the Southwest Lemmon Valley Channel B. This CLOMR, the application for which was prepared by Cardno, reflects a project that includes construction of 6,580 linear feet of Channel A to capture flow from an existing floodplain (Golden Valley Wash) and convey it to Channel B, and to extend Channel B by 2,030 linear feet, which ultimately drains directly to Swan Lake. The construction of Channel A will revise the floodplain boundaries currently classified as Zone A to be Zone AE contained within the channel. Channel A is proposed to begin where Golden Valley Wash intersects Lemmon Drive and terminate at its intersection with Channel B, where flow is also combined with that of Southwest Lemmon Valley Channel C.

Based on a thorough review of the CLOMR and the model, it is ascertained that the CLOMR does impact the floodplain hydraulics at the Lemmon Valley Drive development. Upstream of the development is another proposed development, Wild Stallion Estates, which is still in the planning stages. Additionally, this development is far enough upstream to have no hydraulic impact on the Lemmon Valley Drive development. Figure 3 shows the Lemmon Valley Development in relation to the referenced upstream and downstream hydraulic analyses.

County and FEMA Regulations

The proposed development will need to meet Division Four – Development Standards, Article 416: Flood Hazards of the Washoe County Development Code along with NFIP and FEMA regulations. The degree of flood protection required by Article 416 is considered reasonable for purposes of complying with the minimum standards required by the Federal Insurance Administration for maintaining eligibility for Washoe County property owners who desire flood insurance. The applicable codes are as following:

- County Code Section 110.416.50: That the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one (1) foot at any point;
- County Code Section 110.416.65: In Zones AE and AH, new construction and substantial improvement of any structure shall have the top of the lowest floor (including basement floor) elevated to one (1) foot or more above the base flood elevation unless the construction of a crawlspace is in accordance with Section 110.416.60(h).
- FEMA 44 CFR 65. The proposed lowest adjacent grade to the structure or the lowest lot elevation must be at or above the BFE.

This memorandum evaluates the conceptual grading and site layout plans for the Project using these applicable codes.

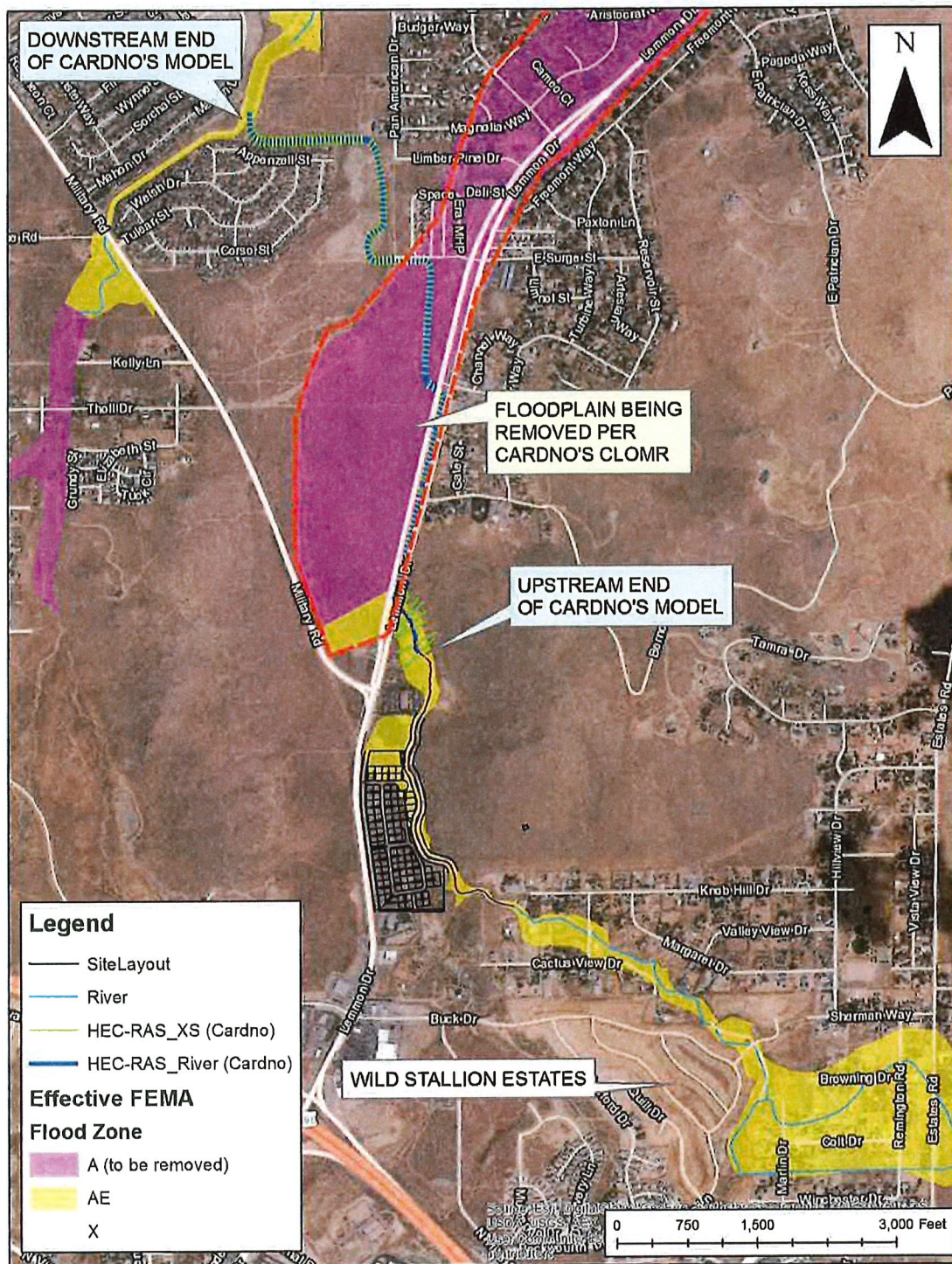


Figure 3. Study Area in Relation with CLOMR and Effective FEMA Floodplain

Hydraulic Impact Analysis

Based on requirements by FEMA and the Washoe County, the floodplain conditions have been analyzed to determine the maximum development potential of the project site.

Duplicate Effective Model

The existing effective model obtained from FEMA has been used to develop the duplicate effective model in HEC-RAS. The U.S. Army Corps of Engineers (USACE) Hydrologic Engineering Center's River Analysis System (HEC-RAS) effective model file was obtained from the FEMA Engineering Library. The duplicate effective model was then recreated in HEC-RAS 4.1.0 from cross sections XS 204 to XS 220 as shown in Figure 4. FEMA's published discharge for the Golden Valley Wash of 1,904 cfs is used. This duplicate effective model ties in with the FEMA lettered XS J at upstream XS 220 and at XS D at the downstream XS 204. As necessary the following conversion was used to convert the vertical datum from NGVD to NAVD: NAVD = NGVD + 3.74 feet.¹

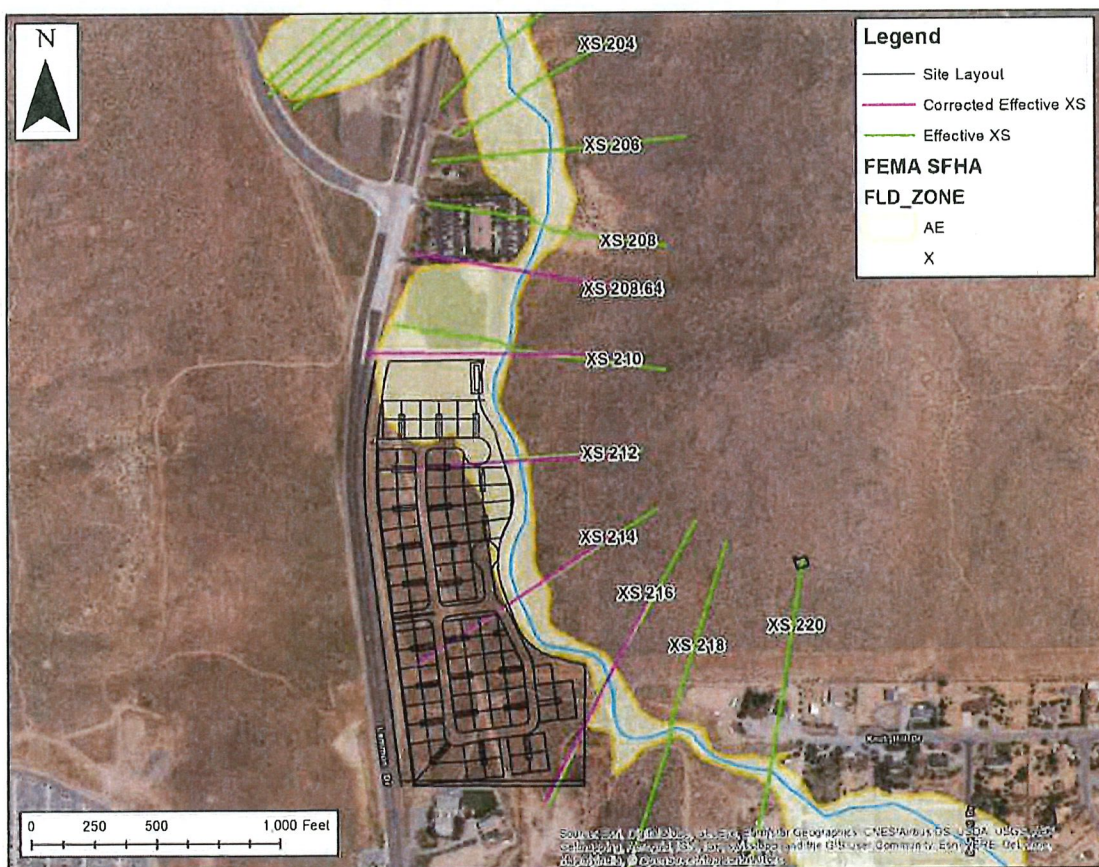


Figure 4. HEC-RAS Model Cross Sections

¹ NOAA National Geodetic Survey: VERTCON. https://www.ngs.noaa.gov/cgi-bin/VERTCON/vert_con.prl.

Corrected Duplicate Effective Model (Existing Conditions)

The duplicate effective model was utilized to create the existing conditions model. The cross sections through the site, which include XS 216 – XS 210 were updated with existing site topography as provided by CFA. An additional cross section, XS 208.64, downstream of the site has been interpolated to take into account the flow expansion and contraction north of the development. Effective flows through the site have not been changed. The location of the existing corrected effective XS as compared to the effective XS are shown in Figure 4. The existing topography is at a slightly lower elevation than in the effective FEMA model, which drops the BFEs through the site. However, the corrected duplicate effective model still ties into the effective FEMA model at the upstream end and downstream end of the revised cross section reach.

Project Model

The existing model of the Golden Valley Wash is utilized to determine the hydraulic impacts of development. This model has been modified based on the proposed development extents through the floodplain. The development area raised on engineered fill is modeled as normal blocked obstructions on the applicable cross sections to determine the potential hydraulic impacts from the development.

Results

The results from the model runs are summarized in Table 1 and Figure 5. While the Project increases the BFEs through a portion of the development, the increased BFEs are contained without impact to neighboring properties and Project BFEs are equal to or lower than effective FEMA BFEs upstream and downstream of the Project. In comparison to the existing conditions model, the proposed development creates a maximum impact of 0.85 foot at XS 212 which is contained within the development site itself. This meets the Washoe’s County Code since the development will not increase the water surface elevation of the base flood more than one (1) foot at any point. Furthermore, the Project model still ties in upstream and downstream with the duplicate effective FEMA BFEs.

Table 1. 100-yr Water Surface Elevations through Golden Valley Wash

River Station XS	FEMA Lettered XS	Duplicate Effective WSEL (feet NAVD)	Existing WSEL (feet NAVD)	Project WSEL (feet NAVD)	Difference ²
220	5046.0 (J)	5046.1	5046.08	5046.08	0.00
218		5029.2	5029.14	5029.14	0.00
216 ¹	5017.4 (H)	5017.3	5015.33	5015.33	0.00
214 ¹		5010.9	5009.56	5010.03	0.47
212 ¹	5005.9 (G)	5005.8	5003.99	5004.84	0.85
210 ¹		5002.2	5000.92	5000.84	-0.08
208.64			4999.80	4999.79	-0.01
208		4998.4	4998.39	4998.39	0.00
206		4995.3	4995.14	4995.14	0.00
204	4993.2 (D)	4993.0	4993.20	4993.20	0.00

1. Cross sections through proposed development
2. Difference = Project WSEL – Existing WSEL

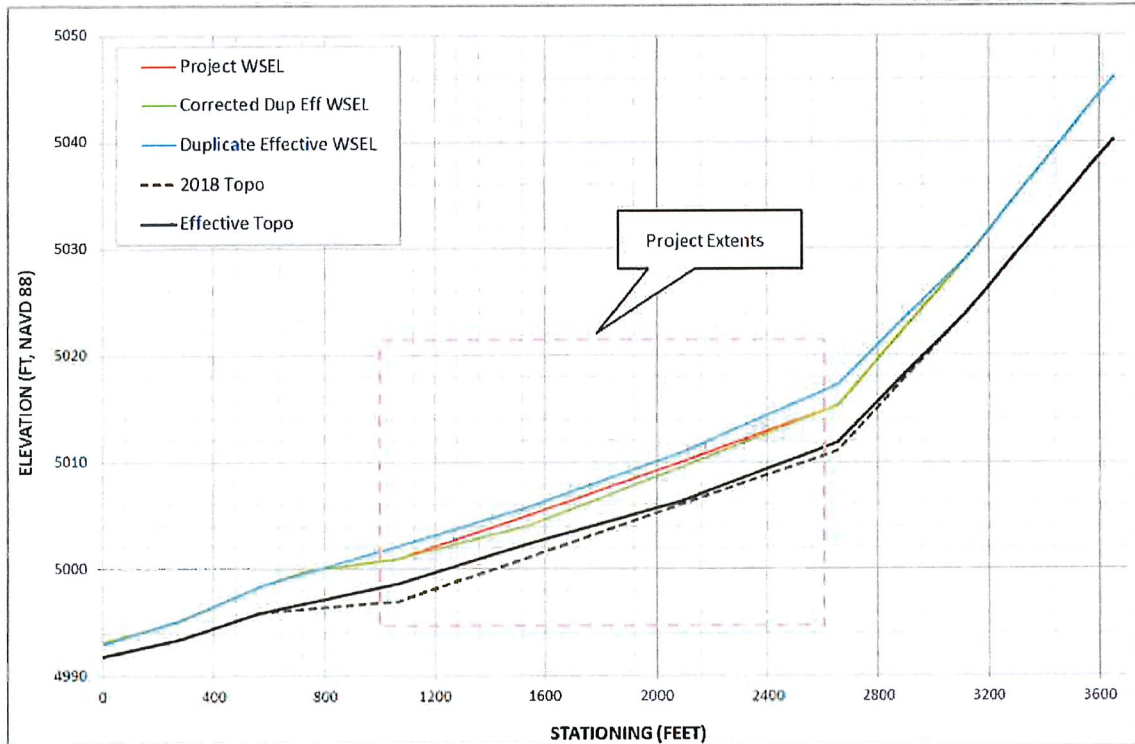


Figure 5. 100-yr Water Surface Elevations through the Golden Valley Wash

Floodplain Removal

To remove the portions of the development from the floodplain, two options have been investigated: floodplain removal via fill (CLOMR-F/LOMR-F) and floodplain removal via letter of map revision (CLOMR/LOMR). The fill option has been chosen for floodplain removal.

Floodplain Removal via Fill (CLOMR-F/LOMR-F)

A CLOMR-F is a letter from FEMA stating that a parcel of land or proposed structure that will be elevated by fill would not be inundated by the base flood if fill is placed on the parcel as proposed or the structure is built as proposed. A LOMR-F would be filed once the existing structure or parcel of land has been physically elevated by fill, and the Letter of Map Revision would indicate that the structure or parcel of land is not subject to inundation by the base flood shown on the FIRM.

Thus, to remove the development from the floodplain, fill can be placed on site to elevate the portions of the site in the SFHA above the effective BFE. If structures are only being removed, the proposed lowest adjacent grade to the structures must be elevated to at least the effective BFE or higher. And if the entire area within the SFHA is being removed via fill, the lowest lot elevation must be elevated to at least the BFE or higher. A CLOMR-F followed by a LOMR-F will have to be filed with FEMA to officially remove the designation of the SFHA.

Floodplain Removal via Letter of Map Revision (CLOMR/LOMR)

A Conditional Letter of Map Revision (CLOMR) is FEMA's comment on a proposed project that would, upon construction, affect the hydrologic or hydraulic characteristics of a flooding source and thus result in the modification of the existing regulatory floodway, the effective Base Flood Elevations (BFEs), or the Special Flood Hazard Area (SFHA). Following a CLOMR, once the project has been completed, a LOMR is filed which is a letter from FEMA officially revising the current NFIP map to show changes to floodplains, floodways, or flood elevations.

To remap the floodplain so that the proposed development area is no longer in the SFHA, a floodwall could be constructed along the Golden Valley Wash at the limit of proposed site development to channelize the floodplain and prevent inundation on site. Assuming the floodwall is built in the same location as the limit of placed fill; Base Flood Elevations would be based on the new analysis, thus remapping the BFEs as well.

For the floodwall to be FEMA accredited, and thus remap the floodplain, the floodwall must meet the requirements outlined in Title 44 of the Code of Federal Regulations Section 65.10 (44 CFR 65.10). 44 CFR 65.10 provides the minimum design, operation, and maintenance standards levee systems must meet and continue to meet in order to be recognized as providing protection from the base flood on a Flood Insurance Rate Map. Per FEMA regulations, this floodwall must provide a minimum freeboard of three feet above the new channelized BFE. A tie-back floodwall would have to be constructed to the south of proposed detention basin to keep floodwaters from entering the site from the North. A CLOMR followed by a LOMR would have to be filed with FEMA which will remap the development as a Zone X protected by levee. Once the LOMR is approved, the development area would be officially removed from the SFHA, and fill would not need to be placed onsite to do so.

Scour Protection

In the project condition, the velocities in the Golden Valley Wash along the development range from 9.6 ft/s to 10.5 ft/s, which are considered highly erosive velocities. Thus the side of the development along the wash will require erosion protection. The fill option for floodplain removal will require that the fill slope exposed to the wash to be protected. And the floodwall option will require that the floodwall be protected against undermining due to channel scour. Both these options, will require placement of ¼ ton D(50) 23" to ½ ton D(50) 28" rock to protect against erosion in the wash.

TRAFFIC IMPACT STUDY

for

LEMMON DRIVE ESTATES

March 27, 2018

PREPARED FOR:
Bluth Development

PREPARED BY:



TRAFFIC WORKS, LLC
5482 Longley Ln, Suite B, Reno, NV 89511
775.322.4300
www.Traffic-Works.com

Traffic Impact Study
Lemmon Drive Estates
March 27, 2018

YOUR QUESTIONS ANSWERED QUICKLY

Why did you perform this study?

This Traffic Impact Study evaluates the potential traffic impacts associated with the proposed Lemmon Drive Estates project. This study of potential transportation impacts was undertaken for planning purposes and to determine what traffic controls or other mitigations may be needed to reduce potential impacts, if any are identified.

What does the project consist of?

For the purposes of this study, the project consists of 98 detached single-family residential homes. The project is located on the east side of Lemmon Drive between Sky Vista Parkway and Military Road in Washoe County, NV.

How much traffic will the project generate?

The Lemmon Drive Estates project is anticipated to generate 926 Daily trips, 73 AM peak hour trips, and 97 PM peak hour trips.

Are there any traffic impacts?

With the addition of project traffic, all study intersections are projected to operate at acceptable levels of service (LOS "C" or better) under "Existing Plus Project" conditions. No significant impacts are anticipated as a result of the project.

Are any improvements recommended?

The following are proposed improvements for the project:

- The project access driveways should be constructed as right-in/right-out only.
- The proposed project should modify the channelizing island on the west side of Lemmon Drive at the Lemmon Drive / Military Road intersection to provide enough space for large passenger vehicles to make northbound to southbound U-turns.
- The project should dedicate right-of-way, if necessary, on Lemmon Drive along the project frontage, to accommodate the planned widening from 4 lanes to 6 lanes as stated in the 2040 RTP. See **Appendix C** for the typical regional roadway cross-section. Any right-of-way dedication and any widening improvements may be eligible for a Regional Road Impact Fee (RRIF) waiver/offset agreement.

The project's contribution of standard Regional Road Impact Fees will mitigate the minor project effects on the roadway network.

Traffic Impact Study
Lemmon Drive Estates
March 27, 2018

LIST OF FIGURES

1. Study Area
2. Site Plan
3. Existing Traffic Volumes and Controls
4. Project Trips
5. Existing Plus Project Traffic Volumes and Controls

LIST OF APPENDICES

- A. Existing Conditions LOS Calculations
- B. Existing Plus Project Conditions LOS Calculations
- C. Typical Regional Roadway Cross-Section

Traffic Impact Study
Lemmon Drive Estates
March 27, 2018

INTRODUCTION

This report presents the findings of a Traffic Impact Study completed to assess the potential traffic impacts on local intersections associated with construction of the Lemmon Drive Estates project. This Transportation Impact Study has been prepared to describe existing traffic conditions, quantify traffic volumes generated by the proposed project, identify potential impacts on all modes of travel, document findings, and make recommendations to mitigate impacts, if any are found.

Study Area and Evaluated Scenarios

The project is located on the east side of Lemmon Drive between Sky Vista Parkway and Military Road in Washoe County, NV. The project location and study intersections are shown in **Figure 1** and the site plan is provided in **Figure 2**. The following intersections were analyzed:

- Lemmon Drive / Military Road
- Lemmon Drive / Snowbrush Court
- Lemmon Drive / Sunset View Drive

This study includes analysis of both the weekday AM and PM peak hours as these are the periods of time in which peak traffic conditions are anticipated to occur. The evaluated development scenarios are:

- Existing Conditions (no project)
- Existing Plus Project Conditions

Future year scenarios have not been evaluated at this time due to the relatively small size and low trip generation of the project. Long-term plans for the Lemmon Drive corridor are outlined in the *North Valleys Multimodal Transportation Study* and the *2040 Regional Transportation Plan*.

Analysis Methodology

Level of service (LOS) is a term commonly used by transportation practitioners to measure and describe the operational characteristics of intersections, roadway segments, and other facilities. This term equates seconds of average delay per vehicle at intersections to letter grades "A" through "F" with "A" representing optimum conditions and "F" representing breakdown or over capacity flows.

The LOS for a Two-Way STOP Control (TWSC) intersection is defined by the worst movement delay. The complete methodology is established in the Highway Capacity Manual (HCM), 2010,

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published by the Transportation Research Board. **Table 1** presents the delay thresholds for each level of service grade at un-signalized and signalized intersections.

Level of service calculations were performed for the study intersections using the Vistro 5.0 software package with analysis and results reported in accordance with the 2010 HCM methodology.

Table 1: Level of Service Definition for Intersections

Level of Service	Brief Description	Un-signalized Intersections (average delay/vehicle in seconds)	Signalized Intersections (average delay/vehicle in seconds)
A	Free flow conditions.	< 10	< 10
B	Stable conditions with some affect from other vehicles.	10 to 15	10 to 20
C	Stable conditions with significant affect from other vehicles.	15 to 25	20 to 35
D	High density traffic conditions still with stable flow.	25 to 35	35 to 55
E	At or near capacity flows.	35 to 50	55 to 80
F	Over capacity conditions.	> 50	> 80

Source: Highway Capacity Manual (2010), Chapters 16 and 17

Level of Service Policy

The 2040 Regional Transportation Plan (2040 RTP) establishes level of service criteria for regional roadway facilities in Washoe County, the City of Reno, and City of Sparks. The current Level of Service policy is:

- “All regional roadway facilities projected to carry less than 27,000 ADT at the latest RTP horizon – LOS D or better.”
- “All regional roadway facilities projected to carry 27,000 ADT or more at the latest RTP horizon – LOS E or better.”
- “All intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting roadways”.

The 2040 traffic volume projections in the regional travel demand model exceed 27,000 ADT, therefore the policy LOS for intersections on Lemmon Drive in the study area is LOS E.

EXISTING TRANSPORTATION FACILITIES

Roadway Facilities

A brief description of the key roadways in the study area is provided below.

Lemmon Drive is a four-lane and six-lane north-south arterial roadway in the project area. There are four lanes fronting the project site with planned widening to six lanes in the 2040 RTP. It is classified as a “Moderate Access Control Arterial” in the 2040 RTP. The posted speed limit is 45 miles per hour (mph) within the project area.

Military Road is a two-lane arterial roadway in the project area. It is classified as a “Moderate Access Control Arterial” in the 2040 RTP. The posted speed limit is 45 mph within the project area.

Alternative Travel Modes

Within the immediate project vicinity, sidewalks are only present around the Lemmon Drive / Military Road intersection. Dedicated bike lanes exist only on Military Road. Additional pedestrian and bicycle facilities are planned and outline in the *North Valleys Multimodal Transportation Study*.

RTC Route 17 currently operates immediately in front of the project site, as shown in **Exhibit 1**. Route 17 has an existing stop at the north end of the project site.

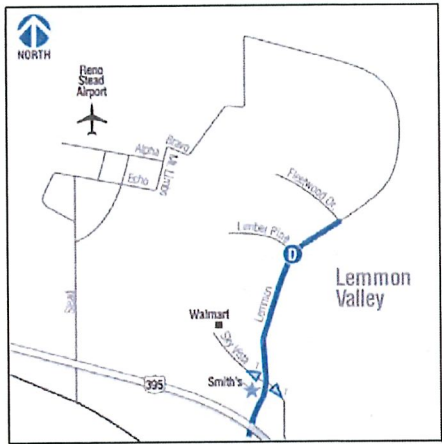


Exhibit 1. Transit Routes

EXISTING CONDITIONS

Traffic Volumes

Existing traffic volumes were determined by collecting new turning movement counts during the AM and PM peak periods at the study intersections on an average mid-week day in March 2018. The existing peak hour intersection traffic volumes and lane configurations are shown in **Figure 3**, attached.

Level of Service Analysis

Level of service calculations were performed using the existing traffic volumes, lane configurations, and traffic controls. The results are presented in **Table 2** and the calculation sheets are provided in **Appendix A**, attached.

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Table 2: Existing Conditions Level of Service Summary

Intersection	Control	Approach	Existing AM		Existing PM	
			LOS	Delay ¹	LOS	Delay
Lemmon Dr / Military Rd	Signal	Overall	C	23.4	C	20.3

Notes: ¹ Delay is reported in seconds per vehicle for the overall intersection for signalized controlled intersections, and for the worst approach/movement for side-street stop controlled intersections.

PROJECT GENERATED TRAFFIC

Project Description

The project location is shown in **Figure 1** and the site plan is provided in **Figure 2**. The project consists of 98 detached single-family residential homes.

Trip Generation

Trip generation rates for the proposed project were obtained from the *Trip Generation Manual, 10th Edition*, published by the Institute of Transportation Engineers. **Table 3** provides the Daily, AM Peak Hour, and PM Peak Hour trip generation calculations for the proposed project.

Table 3: Trip Generation Estimates

Land Use	Size	Weekday			AM Peak			PM Peak		
		Total	Entry	Exit	Total	Entry	Exit	Total	Entry	Exit
210 – Single-Family Detached Housing	98 Dwelling Units	926	463	463	73	18	55	97	61	36

Notes: ITE 10th Ed. Trip Generation Rates for Single Family Detached Housing (Per Dwelling Unit) – Daily: 9.44, AM: 0.74, PM: 0.99

As shown in **Table 3**, applying the ITE Trip Generation Manual trip rates, the proposed project is anticipated to generate 926 total Daily trips, 73 total AM peak hour trips, and 97 total PM peak hour trips.

Trip Distribution and Assignment

Traffic generated by the project was distributed to the road network based on the location of the project, major activity centers, and local roadway connections. The following trip distribution percentages were used for distributing the project traffic:

- 90% travelling to/from the south on Lemmon Drive
- 5% travelling to/from the north on Lemmon Drive
- 5% travelling to/from the west on Military Road

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Project generated trips were assigned to the adjacent roadway system based on the distributions outlined above. The AM and PM peak hour project trip assignment is shown on **Figure 4**, attached.

Project Access

The project will access Lemmon Drive using two project driveways, as shown on **Figure 2**. Both access points are proposed to have right-in and right-out movements only with side-street STOP control. It is important to note that since there will be only right-in and right-out movements at Lemmon Drive, residents will have to make a U-turn at the Lemmon Drive / Military Road intersection to travel south on Lemmon Drive.

The Access Management Standards (Table E-2) in the 2040 RTP state that right deceleration lanes at driveways are required on a Moderate Access Control arterial roadway if there are more than 60 inbound, right-turn movements during the peak-hour. The proposed project is anticipated to generate 40 or less inbound right-turn movements at each driveway in the PM peak hour. This is below the threshold of 60 inbound right-turn movements, therefore a right-deceleration lane is not required at either driveway.

EXISTING PLUS PROJECT CONDITIONS

Traffic Volumes

Existing Plus Project traffic volumes were developed by adding the project generated trips (**Figure 4**) to the existing traffic volumes (**Figure 3**) and are shown on **Figure 5**, attached. The Existing Plus Project condition Peak Hour Factors (PHF) and travel patterns were assumed to remain the same as existing conditions.

Intersection Level of Service Analysis

Table 4 presents the level of service analysis summary for the Existing Plus Project scenario. Detailed calculation sheets are provided in **Appendix B**, attached.

Table 4: Existing Plus Project Conditions Level of Service Summary

Intersection	Control	Approach	Plus Project AM		Plus Project PM	
			LOS	Delay	LOS	Delay
Lemmon Dr / Military Rd	Signal	Overall	C	24.4	C	23.7
Lemmon Dr / Snowbrush Ct	Side-Street STOP	Westbound Right	B	10.7	B	13.9
Lemmon Dr / Sunset View Dr	Side-Street STOP	Westbound Right	B	10.7	B	14.1

Notes: ¹ Delay is reported in seconds per vehicle for the overall intersection for signalized controlled intersections, and for the worst approach/movement for side-street stop controlled intersections.

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As shown in **Table 4**, all study intersections are anticipated to operate at acceptable level of service (LOS "C" or better) conditions under the Existing Plus Project scenario. The project does not have any notable impact on the study intersections.

U-TURN AT LEMMON DRIVE / MILITARY ROAD

AutoTURN Analysis

AutoTURN, a vehicle swept path analysis software was used to determine if large passenger vehicles are able to make a U-turn at the Lemmon Drive / Military Road intersection. **Exhibit B** shows the results of this analysis.



Exhibit B. AutoTURN Snapshot

As shown in **Exhibit B**, large passenger vehicles will not have quite enough space to make a U-turn under the existing configuration. It is worth noting that a small vehicle was observed making a U-turn during the video recording. The project should modify the island on the west side of Lemmon Drive to insure that large passenger vehicles can make the northbound to southbound U-turn.

CONCLUSIONS & RECOMMENDATIONS

The following is a list of our key findings and recommendations:

Proposed Project: The project consists of 98 detached single-family residential homes. The project is located on the east side of Lemmon Drive between Sky Vista Parkway and Military Road in Washoe County, NV.

Project Trips: The Lemmon Drive Estates project is anticipated to generate 926 Daily trips, 73 AM peak hour trips, and 97 PM peak hour trips.

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Project Access: The project will access Lemmon Drive using two project driveways. Both access points are proposed to have right-in and right-out movements only with side-street STOP control. It is important to note that since there will be only right-in and right-out movements at Lemmon Drive, residents will have to make a U-turn at the Lemmon Drive / Military Road intersection to travel south on Lemmon Drive.

The Access Management Standards (Table E-2) in the 2040 RTP state that right deceleration lanes at driveways are required on a Moderate Access Control arterial roadway if there are more than 60 inbound, right-turn movements during the peak-hour. The proposed project is anticipated to generate 40 or less inbound right-turn movements at each driveway in the PM peak hour. This is below the threshold of 60 inbound right-turn movements, therefore a right-deceleration lane is not required at either driveway.

Existing Level of Service: The Lemmon Drive / Military Road intersection currently operates at acceptable level of service conditions (LOS "C") during the AM and PM peak hours.

Existing Plus Project Level of Service: With the addition of project traffic, all study intersections are projected to operate at acceptable LOS conditions (LOS "C" or better) under "Existing Plus Project" conditions during both the AM and PM peak hours.

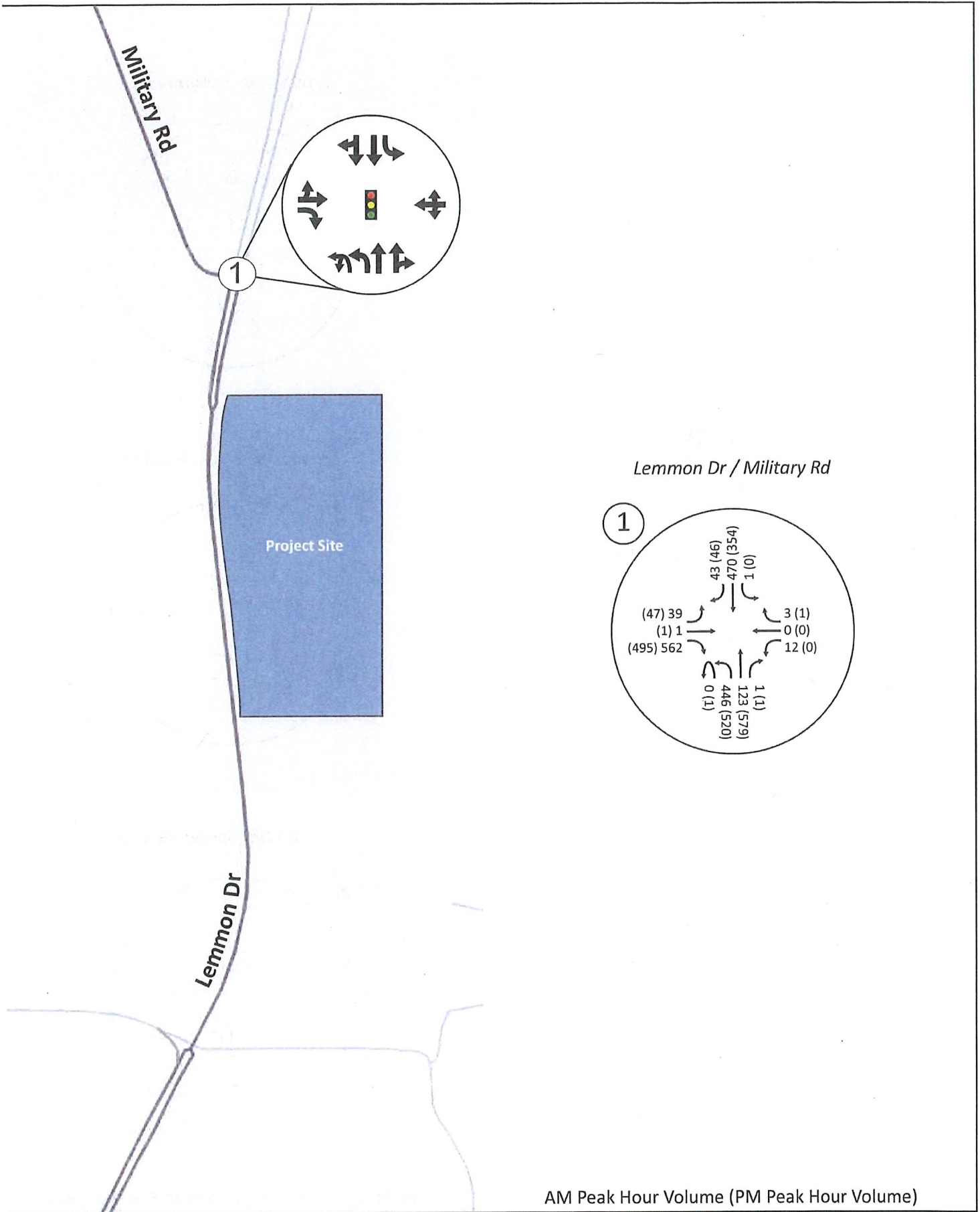
Summary of Proposed Improvements:

The following are proposed improvements for the project:

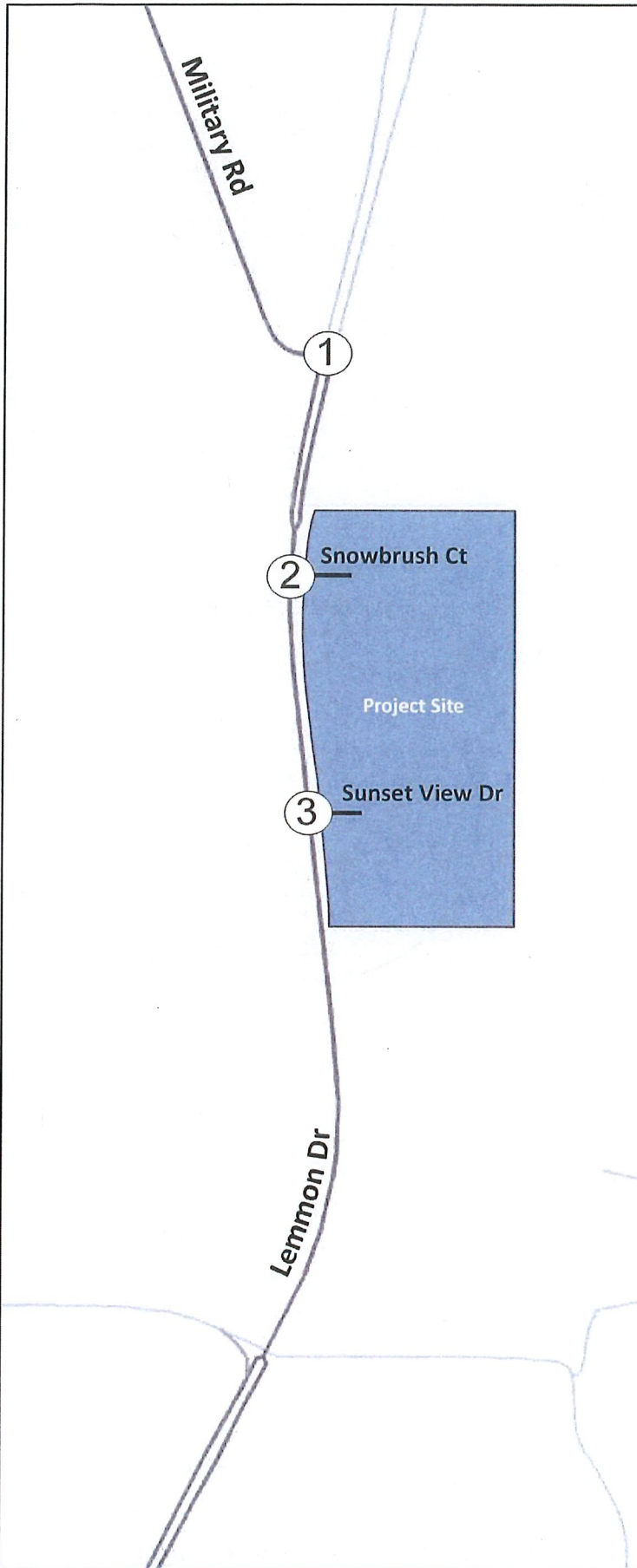
- The project access driveways should be constructed as right-in/right-out only.
- Right turn deceleration lanes are not required at the project driveways.
- The proposed project should modify the channelizing island on the west side of Lemmon Drive at the Lemmon Drive / Military Road intersection to provide enough space for large passenger vehicles to make northbound to southbound U-turns.
- The project should dedicate right-of-way, if necessary, on Lemmon Drive along the project frontage, to accommodate the planned widening from 4 lanes to 6 lanes as stated in the 2040 RTP. See **Appendix C** for the typical regional roadway cross-section. Any right-of-way dedication and any widening improvements may be eligible for a Regional Road Impact Fee (RRIF) waiver/offset agreement.

Regional Road Impact Fees: The project's contribution of standard Regional Road Impact Fees will mitigate the minor project effects on the roadway network.

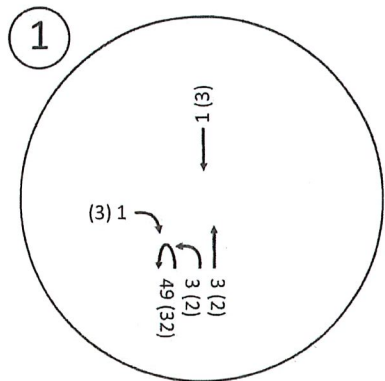




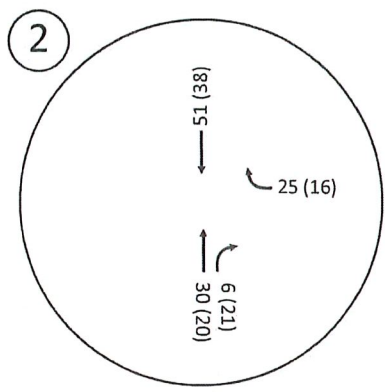
AM Peak Hour Volume (PM Peak Hour Volume)



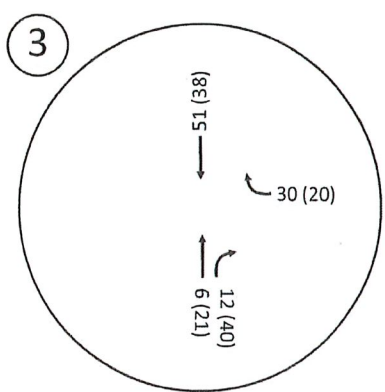
Lemmon Dr / Military Rd



Lemmon Dr / Snowbrush Ct



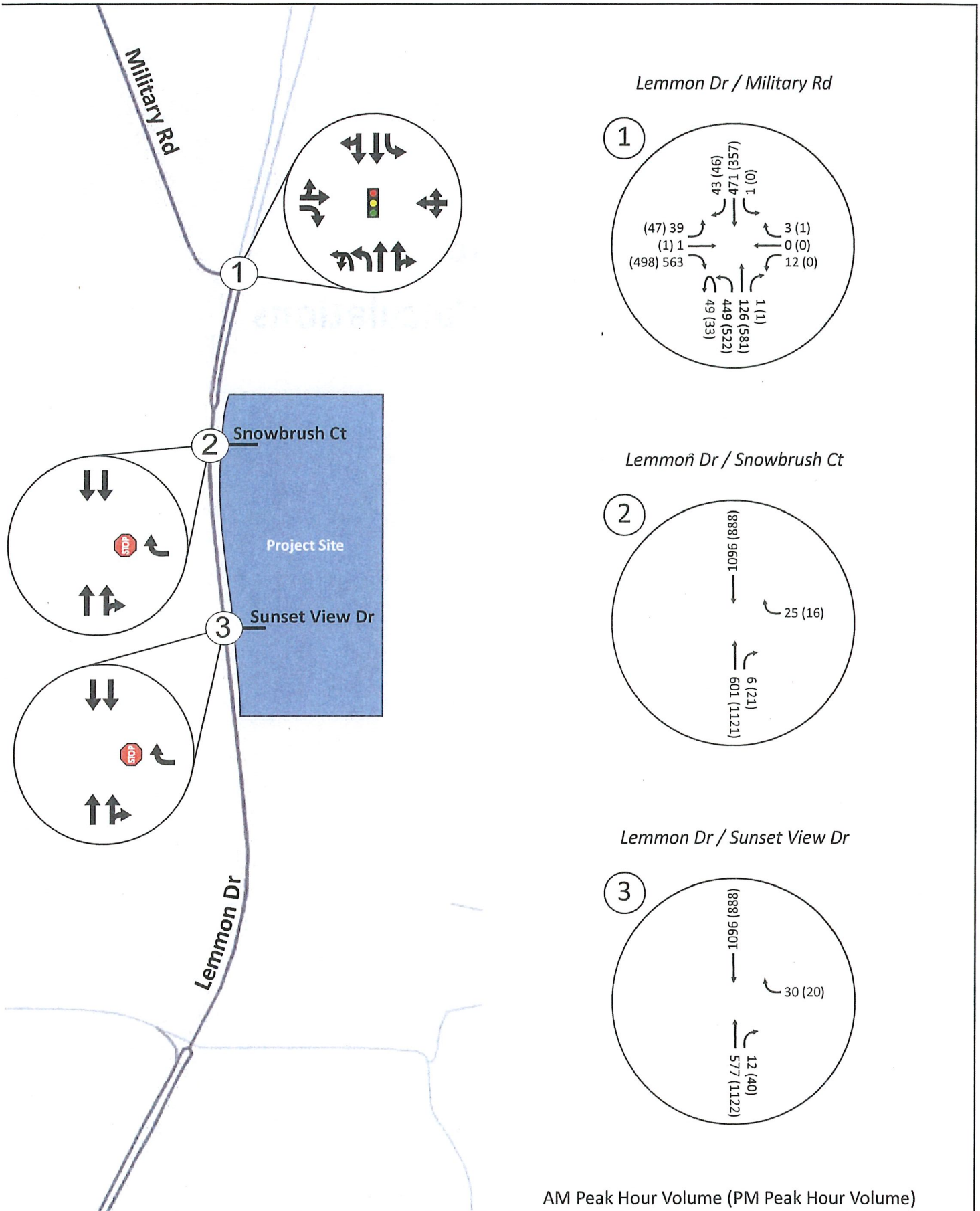
Lemmon Dr / Sunset View Dr



AM Peak Hour Volume (PM Peak Hour Volume)



NO SCALE



Appendix A

Existing LOS Calculations

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Lemmon Drive Estates
Existing AM LOS

Intersection Level Of Service Report
Intersection 1: Lemmon Dr / Military Rd

Control Type:	Signalized	Delay (sec / veh):	23.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	Lemmon Dr				Lemmon Dr			Military Rd			Church Dwy		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔↔				↔↔↔			↔↔			↕		
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	1	0	0	0	0	1	0	0	0
Pocket Length [ft]	350.0	100.0	100.0	100.0	215.00	100.00	100.00	100.00	100.00	600.00	100.00	100.00	100.00
Speed [mph]	45.00				45.00			45.00			45.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	Yes				Yes			Yes			Yes		

Volumes

Name	Lemmon Dr				Lemmon Dr			Military Rd			Church Dwy		
Base Volume Input [veh/h]	0	446	123	1	1	470	43	39	1	562	12	0	3
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	446	123	1	1	470	43	39	1	562	12	0	3
Peak Hour Factor	0.920	0.920	0.920	0.920	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	121	33	0	0	128	12	11	0	153	3	0	1
Total Analysis Volume [veh/h]	0	485	134	1	1	511	47	42	1	611	13	0	3
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [1/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [1/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

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Lemmon Drive Estates
Existing AM LOS

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss
Signal group	0	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups													
Lead / Lag		Lead			Lead								
Minimum Green [s]	0	4	6	0	4	6	0	0	4	0	0	4	0
Maximum Green [s]	0	20	35	0	15	35	0	0	20	0	0	15	0
Amber [s]	0.0	4.1	5.0	0.0	4.0	4.9	0.0	0.0	4.7	0.0	0.0	4.7	0.0
All red [s]	0.0	3.0	1.0	0.0	2.9	1.0	0.0	0.0	2.8	0.0	0.0	2.8	0.0
Split [s]	0	25	40	0	11	26	0	0	39	0	0	39	0
Vehicle Extension [s]	0.0	2.7	3.2	0.0	2.7	3.2	0.0	0.0	3.2	0.0	0.0	1.7	0.0
Walk [s]	0	0	7	0	0	10	0	0	9	0	0	10	0
Pedestrian Clearance [s]	0	0	8	0	0	10	0	0	20	0	0	19	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	5.1	4.0	0.0	4.9	3.9	0.0	0.0	5.5	0.0	0.0	5.5	0.0
Minimum Recall		No	Yes		No	Yes			No			No	
Maximum Recall		No	No		No	No			No			No	
Pedestrian Recall		No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

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Lemmon Drive Estates
Existing AM LOS

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	7.10	6.00	6.00	6.90	5.90	5.90	7.50	7.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	5.10	4.00	4.00	4.90	3.90	3.90	5.50	5.50
g_i, Effective Green Time [s]	16	66	66	0	50	50	3	3
g / C, Green / Cycle	0.18	0.74	0.74	0.00	0.56	0.56	0.03	0.03
(v / s)_i Volume / Saturation Flow Rate	0.16	0.04	0.04	0.00	0.17	0.17	0.03	0.01
s, saturation flow rate [veh/h]	3063	1656	1652	1577	1656	1608	1527	1580
c, Capacity [veh/h]	552	1221	1218	3	924	897	131	127
d1, Uniform Delay [s]	35.95	3.24	3.24	44.88	10.61	10.62	43.15	42.40
k, delay calibration	0.09	0.50	0.50	0.09	0.50	0.50	0.12	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.08	0.09	0.09	57.42	0.86	0.89	1.55	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.06	0.06	0.36	0.31	0.31	0.33	0.13
d, Delay for Lane Group [s/veh]	40.04	3.32	3.32	102.31	11.46	11.51	44.71	42.57
Lane Group LOS	D	A	A	F	B	B	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]	5.19	0.24	0.24	0.07	2.76	2.71	0.97	0.34
50th-Percentile Queue Length [ft]	129.82	5.98	5.96	1.63	69.07	67.65	24.18	8.47
95th-Percentile Queue Length [veh]	8.93	0.43	0.43	0.12	4.97	4.87	1.74	0.61
95th-Percentile Queue Length [ft]	223.25	10.76	10.74	2.94	124.33	121.77	43.53	15.24

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Lemmon Drive Estates
Existing AM LOS

Movement, Approach, & Intersection Results

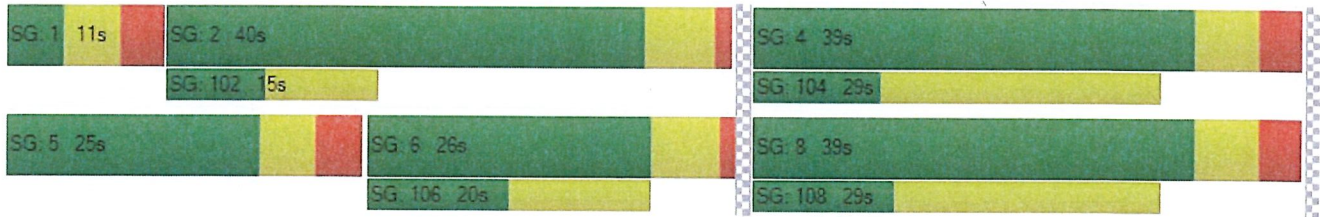
d_M, Delay for Movement [s/veh]	40.04	40.04	3.32	3.32	102.31	11.48	11.51	44.71	44.71	0.00	42.57	42.57	42.57
Movement LOS	D	D	A	A	F	B	B	D	D		D	D	D
d_A, Approach Delay [s/veh]	32.04				11.65			44.71			42.57		
Approach LOS	C				B			D			D		
d_I, Intersection Delay [s/veh]	23.41												
Intersection LOS	C												
Intersection V/C	0.358												

Other Modes

g_Walk,mi, Effective Walk Time [s]	13.0	14.0	14.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	32.94	32.09	32.09	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.748	2.572	2.435	1.728
Crosswalk LOS	B	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	756	447	700	700
d_b, Bicycle Delay [s]	17.42	27.14	19.01	19.01
I_b,int, Bicycle LOS Score for Intersection	1.671	2.021	1.631	1.586
Bicycle LOS	A	B	A	A

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Lemmon Drive Estates
Existing PM LOS

Intersection Level Of Service Report
Intersection 1: Lemmon Dr / Military Rd

Control Type:	Signalized	Delay (sec / veh):	20.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	Lemmon Dr				Lemmon Dr			Military Rd			Church Dwy		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔↔				↔↔↔			↔↔			↔		
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	1	0	0	0	0	1	0	0	0
Pocket Length [ft]	350.0	100.0	100.0	100.0	215.00	100.00	100.00	100.00	100.00	600.00	100.00	100.00	100.00
Speed [mph]	45.00				45.00			45.00			45.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	Yes				Yes			Yes			Yes		

Volumes

Name	Lemmon Dr				Lemmon Dr			Military Rd			Church Dwy		
Base Volume Input [veh/h]	1	520	579	1	0	354	46	47	1	495	0	0	1
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	520	579	1	0	354	46	47	1	495	0	0	1
Peak Hour Factor	0.910	0.910	0.910	0.910	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	143	159	0	0	97	13	13	0	136	0	0	0
Total Analysis Volume [veh/h]	1	571	636	1	0	389	51	52	1	544	0	0	1
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	1				0			0			1		
v_ci, Inbound Pedestrian Volume crossing	1				0			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

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Lemmon Drive Estates

Version 5.00-00

Existing PM LOS

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss
Signal group	0	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	4	6	0	4	6	0	0	4	0	0	4	0
Maximum Green [s]	0	20	35	0	15	35	0	0	20	0	0	15	0
Amber [s]	0.0	4.1	5.0	0.0	4.0	4.9	0.0	0.0	4.7	0.0	0.0	4.7	0.0
All red [s]	0.0	3.0	1.0	0.0	2.9	1.0	0.0	0.0	2.8	0.0	0.0	2.8	0.0
Split [s]	0	25	40	0	11	26	0	0	39	0	0	39	0
Vehicle Extension [s]	0.0	2.7	3.2	0.0	2.7	3.2	0.0	0.0	3.2	0.0	0.0	1.7	0.0
Walk [s]	0	0	7	0	0	10	0	0	9	0	0	10	0
Pedestrian Clearance [s]	0	0	8	0	0	10	0	0	20	0	0	19	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	5.1	4.0	0.0	4.9	3.9	0.0	0.0	5.5	0.0	0.0	5.5	0.0
Minimum Recall		No	Yes		No	Yes			No			No	
Maximum Recall		No	No		No	No			No			No	
Pedestrian Recall		No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

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Lemmon Drive Estates

Version 5.00-00

Existing PM LOS

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	7.10	6.00	6.00	6.90	5.90	5.90	7.50	7.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	5.10	4.00	4.00	4.90	3.90	3.90	5.50	5.50
g_i, Effective Green Time [s]	18	66	66	0	48	48	4	4
g / C, Green / Cycle	0.20	0.73	0.73	0.00	0.53	0.53	0.04	0.04
(v / s)_i Volume / Saturation Flow Rate	0.19	0.19	0.19	0.00	0.13	0.14	0.04	0.00
s, saturation flow rate [veh/h]	3088	1669	1669	1590	1669	1603	1413	762
c, Capacity [veh/h]	614	1215	1214	1	882	847	143	74
d1, Uniform Delay [s]	35.45	4.13	4.13	0.00	11.57	11.59	42.50	41.06
k, delay calibration	0.09	0.50	0.50	0.09	0.50	0.50	0.12	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.12	0.53	0.53	0.00	0.69	0.73	1.73	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.26	0.26	0.00	0.25	0.26	0.37	0.01
d, Delay for Lane Group [s/veh]	41.57	4.66	4.66	0.00	12.26	12.32	44.23	41.09
Lane Group LOS	D	A	A	A	B	B	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]	6.30	1.45	1.45	0.00	2.28	2.23	1.19	0.02
50th-Percentile Queue Length [ft]	157.54	36.14	36.13	0.00	57.12	55.79	29.64	0.52
95th-Percentile Queue Length [veh]	10.42	2.60	2.60	0.00	4.11	4.02	2.13	0.04
95th-Percentile Queue Length [ft]	260.46	65.06	65.03	0.00	102.82	100.43	53.36	0.94

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Lemmon Drive Estates
Existing PM LOS

Movement, Approach, & Intersection Results

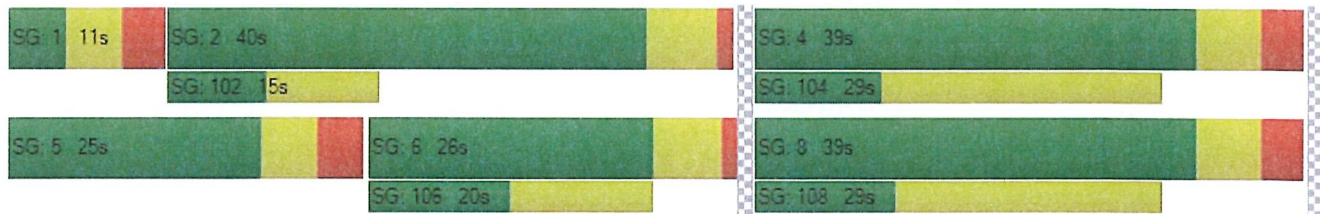
d_M, Delay for Movement [s/veh]	41.57	41.57	4.66	4.66	0.00	12.28	12.32	44.23	44.23	0.00	41.09	41.09	41.09
Movement LOS	D	D	A	A	A	B	B	D	D		D	D	D
d_A, Approach Delay [s/veh]	22.12			12.29			44.23			41.09			
Approach LOS	C			B			D			D			
d_I, Intersection Delay [s/veh]	20.28												
Intersection LOS	C												
Intersection V/C	0.358												

Other Modes

g_Walk,mi, Effective Walk Time [s]	13.0	14.0	14.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	-21.67	0.00	0.00	-21.67
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	-49.91
d_p, Pedestrian Delay [s]	32.94	32.09	32.09	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.841	2.700	2.455	1.717
Crosswalk LOS	C	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	756	447	700	700
d_b, Bicycle Delay [s]	17.42	27.14	19.01	19.01
I_b,int, Bicycle LOS Score for Intersection	2.086	1.923	1.647	1.561
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Appendix B

Existing Plus

Project LOS Calculations

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Lemmon Drive Estates
Existing Plus Project AM LOS

Intersection Level Of Service Report
Intersection 1: Lemmon Dr / Military Rd

Control Type:	Signalized	Delay (sec / veh):	24.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.377

Intersection Setup

Name	Lemmon Dr				Lemmon Dr			Military Rd			Church Dwy		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔↔				↔↔↔			↔↔			↔		
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	1	0	0	0	0	1	0	0	0
Pocket Length [ft]	350.0	100.0	100.0	100.0	215.00	100.00	100.00	100.00	100.00	600.00	100.00	100.00	100.00
Speed [mph]	45.00				45.00			45.00			45.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	Yes				Yes			Yes			Yes		

Volumes

Name	Lemmon Dr				Lemmon Dr			Military Rd			Church Dwy		
Base Volume Input [veh/h]	0	446	123	1	1	470	43	39	1	562	12	0	3
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	49	3	3	0	0	1	0	0	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	49	449	126	1	1	471	43	39	1	563	12	0	3
Peak Hour Factor	0.920	0.920	0.920	0.920	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	122	34	0	0	128	12	11	0	153	3	0	1
Total Analysis Volume [veh/h]	53	488	137	1	1	512	47	42	1	612	13	0	3
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

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Lemmon Drive Estates
Existing Plus Project AM LOS

Version 5.00-00

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss
Signal group	0	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups	-	-	-	-	-	-	-	-	-	-	-	-	-
Lead / Lag	-	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	4	6	0	4	6	0	0	4	0	0	4	0
Maximum Green [s]	0	20	35	0	15	35	0	0	20	0	0	15	0
Amber [s]	0.0	4.1	5.0	0.0	4.0	4.9	0.0	0.0	4.7	0.0	0.0	4.7	0.0
All red [s]	0.0	3.0	1.0	0.0	2.9	1.0	0.0	0.0	2.8	0.0	0.0	2.8	0.0
Split [s]	0	25	40	0	11	26	0	0	39	0	0	39	0
Vehicle Extension [s]	0.0	2.7	3.2	0.0	2.7	3.2	0.0	0.0	3.2	0.0	0.0	1.7	0.0
Walk [s]	0	0	7	0	0	10	0	0	9	0	0	10	0
Pedestrian Clearance [s]	0	0	8	0	0	10	0	0	20	0	0	19	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	5.1	4.0	0.0	4.9	3.9	0.0	0.0	5.5	0.0	0.0	5.5	0.0
Minimum Recall		No	Yes		No	Yes			No			No	
Maximum Recall		No	No		No	No			No			No	
Pedestrian Recall		No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

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Lemmon Drive Estates
Existing Plus Project AM LOS

Version 5.00-00

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	7.10	6.00	6.00	6.90	5.90	5.90	7.50	7.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	5.10	4.00	4.00	4.90	3.90	3.90	5.50	5.50
g_i, Effective Green Time [s]	18	66	66	0	49	49	3	3
g / C, Green / Cycle	0.20	0.74	0.74	0.00	0.54	0.54	0.03	0.03
(v / s)_j Volume / Saturation Flow Rate	0.18	0.04	0.04	0.00	0.17	0.17	0.03	0.01
s, saturation flow rate [veh/h]	3063	1656	1652	1577	1656	1608	1527	1580
c, Capacity [veh/h]	600	1221	1218	3	898	872	131	127
d1, Uniform Delay [s]	35.36	3.24	3.24	44.88	11.38	11.39	43.15	42.40
k, delay calibration	0.09	0.50	0.50	0.09	0.50	0.50	-0.12	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.64	0.09	0.09	57.42	0.92	0.95	1.55	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.06	0.06	0.36	0.32	0.32	0.33	0.13
d, Delay for Lane Group [s/veh]	39.99	3.33	3.33	102.31	12.30	12.34	44.71	42.57
Lane Group LOS	D	A	A	F	B	B	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]	5.82	0.24	0.24	0.07	2.91	2.85	0.97	0.34
50th-Percentile Queue Length [ft]	145.54	6.12	6.10	1.63	72.80	71.30	24.18	8.47
95th-Percentile Queue Length [veh]	9.78	0.44	0.44	0.12	5.24	5.13	1.74	0.61
95th-Percentile Queue Length [ft]	244.47	11.01	10.99	2.94	131.03	128.34	43.53	15.24

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Lemmon Drive Estates
Existing Plus Project AM LOS

Version 5.00-00

Movement, Approach, & Intersection Results

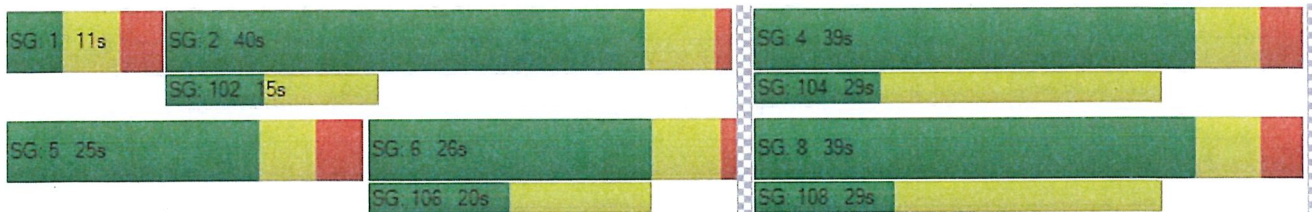
d_M, Delay for Movement [s/veh]	39.99	39.99	3.33	3.33	102.31	12.32	12.34	44.71	44.71	0.00	42.57	42.57	42.57
Movement LOS	D	D	A	A	F	B	B	D	D		D	D	D
d_A, Approach Delay [s/veh]	32.54				12.48			44.71			42.57		
Approach LOS	C				B			D			D		
d_I, Intersection Delay [s/veh]	24.41												
Intersection LOS	C												
Intersection V/C	0.377												

Other Modes

g_Walk,mi, Effective Walk Time [s]	13.0		14.0		14.0		11.0	
M_corner, Corner Circulation Area [ft ² /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	32.94		32.09		32.09		34.67	
I_p,int, Pedestrian LOS Score for Intersection	2.838		2.573		2.436		1.728	
Crosswalk LOS	C		B		B		A	
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	756		447		700		700	
d_b, Bicycle Delay [s]	17.42		27.14		19.01		19.01	
I_b,int, Bicycle LOS Score for Intersection	1.717		2.022		1.631		1.586	
Bicycle LOS	A		B		A		A	

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Lemmon Drive Estates
Existing Plus Project AM LOS

Intersection Level Of Service Report
Intersection 2: Lemmon Dr / Snowbrush Ct

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	Lemmon Dr		Lemmon Dr		Snowbrush Ct	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	⇌		⇌		⇌	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lemmon Dr		Lemmon Dr		Snowbrush Ct	
Base Volume Input [veh/h]	571	0	0	1045	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	4.00	2.00	4.00	2.00	4.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	30	6	0	51	0	25
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	601	6	0	1096	0	25
Peak Hour Factor	0.9200	0.9200	1.0000	0.9200	1.0000	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	163	2	0	298	0	7
Total Analysis Volume [veh/h]	653	7	0	1191	0	27
Pedestrian Volume [ped/h]	0		0		0	

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Lemmon Drive Estates
Existing Plus Project AM LOS

Version 5.00-00

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.69
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.13
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	3.19
d_A, Approach Delay [s/veh]	0.00		0.00		10.69	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]				0.15		
Intersection LOS				B		

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Lemmon Drive Estates
Existing Plus Project AM LOS

Intersection Level Of Service Report
Intersection 3: Lemmon Dr / Sunset View Dr

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.049

Intersection Setup

Name	Lemmon Dr		Lemmon Dr		Sunset View Dr	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lemmon Dr		Lemmon Dr		Sunset View Dr	
Base Volume Input [veh/h]	571	0	0	1045	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	4.00	2.00	4.00	2.00	4.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	12	0	51	0	30
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	577	12	0	1096	0	30
Peak Hour Factor	0.9200	0.9200	1.0000	0.9200	1.0000	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	157	3	0	298	0	8
Total Analysis Volume [veh/h]	627	13	0	1191	0	33
Pedestrian Volume [ped/h]	0	0	0	0	0	0

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Lemmon Drive Estates

Version 5.00-00

Existing Plus Project AM LOS

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.05
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.65
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.16
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	3.88
d_A, Approach Delay [s/veh]	0.00		0.00		10.65	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.19					
Intersection LOS	B					

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Lemmon Drive Estates
Existing Plus Project PM LOS

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Intersection Level Of Service Report
Intersection 1: Lemmon Dr / Military Rd

Control Type:	Signalized	Delay (sec / veh):	23.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.371

Intersection Setup

Name	Lemmon Dr				Lemmon Dr			Military Rd			Church Dwy		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration	T T T T				T T T			T T			+		
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	1	0	0	0	0	1	0	0	0
Pocket Length [ft]	350.0	100.0	100.0	100.0	215.00	100.00	100.00	100.00	100.00	600.00	100.00	100.00	100.00
Speed [mph]	45.00				45.00			45.00			45.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	Yes				Yes			Yes			Yes		

Volumes

Name	Lemmon Dr				Lemmon Dr			Military Rd			Church Dwy		
Base Volume Input [veh/h]	1	520	579	1	0	354	46	47	1	495	0	0	1
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	32	2	2	0	0	3	0	0	0	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	522	581	1	0	357	46	47	1	498	0	0	1
Peak Hour Factor	0.910	0.910	0.910	0.910	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	143	160	0	0	98	13	13	0	137	0	0	0
Total Analysis Volume [veh/h]	36	574	638	1	0	392	51	52	1	547	0	0	1
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0		
v_di, Inbound Pedestrian Volume crossing		0			0			0			0		
v_co, Outbound Pedestrian Volume crossing		1			0			0			1		
v_ci, Inbound Pedestrian Volume crossing		1			0			0			1		
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0		
Bicycle Volume [bicycles/h]		0			0			0			0		

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Lemmon Drive Estates
Existing Plus Project PM LOS

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss
Signal group	0	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	4	6	0	4	6	0	0	4	0	0	4	0
Maximum Green [s]	0	20	35	0	15	35	0	0	20	0	0	15	0
Amber [s]	0.0	4.1	5.0	0.0	4.0	4.9	0.0	0.0	4.7	0.0	0.0	4.7	0.0
All red [s]	0.0	3.0	1.0	0.0	2.9	1.0	0.0	0.0	2.8	0.0	0.0	2.8	0.0
Split [s]	0	25	40	0	11	26	0	0	39	0	0	39	0
Vehicle Extension [s]	0.0	2.7	3.2	0.0	2.7	3.2	0.0	0.0	3.2	0.0	0.0	1.7	0.0
Walk [s]	0	0	7	0	0	10	0	0	9	0	0	10	0
Pedestrian Clearance [s]	0	0	8	0	0	10	0	0	20	0	0	19	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	5.1	4.0	0.0	4.9	3.9	0.0	0.0	5.5	0.0	0.0	5.5	0.0
Minimum Recall		No	Yes		No	Yes			No			No	
Maximum Recall		No	No		No	No			No			No	
Pedestrian Recall		No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

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Lemmon Drive Estates
Existing Plus Project PM LOS

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Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	7.10	6.00	6.00	6.90	5.90	5.90	7.50	7.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	5.10	4.00	4.00	4.90	3.90	3.90	5.50	5.50
g_i, Effective Green Time [s]	18	66	66	0	48	48	4	4
g / C, Green / Cycle	0.20	0.73	0.73	0.00	0.53	0.53	0.04	0.04
(v / s)_j Volume / Saturation Flow Rate	0.20	0.19	0.19	0.00	0.13	0.14	0.04	0.00
s, saturation flow rate [veh/h]	3088	1669	1669	1590	1669	1603	1413	762
c, Capacity [veh/h]	614	1215	1214	1	882	847	143	74
d1, Uniform Delay [s]	35.99	4.13	4.13	0.00	11.58	11.60	42.50	41.06
k, delay calibration	0.09	0.50	0.50	0.09	0.50	0.50	0.12	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.08	0.53	0.53	0.00	0.70	0.74	1.73	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.99	0.26	0.26	0.00	0.25	0.26	0.37	0.01
d, Delay for Lane Group [s/veh]	50.07	4.66	4.66	0.00	12.28	12.34	44.23	41.09
Lane Group LOS	D	A	A	A	B	B	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]	7.46	1.45	1.45	0.00	2.30	2.25	1.19	0.02
50th-Percentile Queue Length [ft]	186.47	36.29	36.27	0.00	57.58	56.24	29.64	0.52
95th-Percentile Queue Length [veh]	11.94	2.61	2.61	0.00	4.15	4.05	2.13	0.04
95th-Percentile Queue Length [ft]	298.45	65.31	65.29	0.00	103.64	101.23	53.36	0.94

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Lemmon Drive Estates
Existing Plus Project PM LOS

Movement, Approach, & Intersection Results

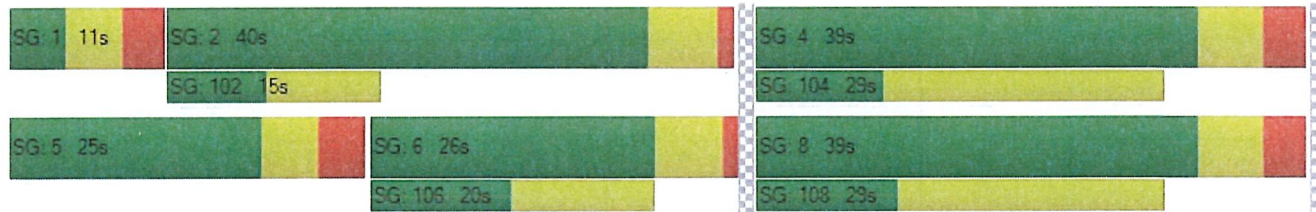
d_M, Delay for Movement [s/veh]	50.07	50.07	4.66	4.66	0.00	12.30	12.34	44.23	44.23	0.00	41.09	41.09	41.09
Movement LOS	D	D	A	A	A	B	B	D	D		D	D	D
d_A, Approach Delay [s/veh]	26.84			12.31			44.23			41.09			
Approach LOS	C			B			D			D			
d_I, Intersection Delay [s/veh]	23.69												
Intersection LOS	C												
Intersection V/C	0.371												

Other Modes

g_Walk,mi, Effective Walk Time [s]	13.0	14.0	14.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	-21.67	0.00	0.00	-21.67
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	-49.91
d_p, Pedestrian Delay [s]	32.94	32.09	32.09	34.67
L_p,int, Pedestrian LOS Score for Intersection	2.902	2.702	2.456	1.717
Crosswalk LOS	C	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	756	447	700	700
d_b, Bicycle Delay [s]	17.42	27.14	19.01	19.01
L_b,int, Bicycle LOS Score for Intersection	2.116	1.925	1.647	1.561
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Lemmon Drive Estates
Existing Plus Project PM LOS

Intersection Level Of Service Report
Intersection 2: Lemmon Dr / Snowbrush Ct

Control Type:	Two-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	Lemmon Dr		Lemmon Dr		Snowbrush Ct	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	⇌		⇌		⇌	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lemmon Dr		Lemmon Dr		Snowbrush Ct	
Base Volume Input [veh/h]	1101	0	0	850	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	21	9	38	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1121	21	0	888	0	16
Peak Hour Factor	0.9100	0.9100	1.0000	0.9100	1.0000	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	308	6	0	244	0	4
Total Analysis Volume [veh/h]	1232	23	0	976	0	18
Pedestrian Volume [ped/h]	0	0	0	0	0	0

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Lemmon Drive Estates
Existing Plus Project PM LOS

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	13.88
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.13
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	3.32
d_A, Approach Delay [s/veh]	0.00		0.00		13.88	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.11					
Intersection LOS	B					

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Lemmon Drive Estates
Existing Plus Project PM LOS

Intersection Level Of Service Report
Intersection 3: Lemmon Dr / Sunset View Dr

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Lemmon Dr		Lemmon Dr		Sunset View Dr	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	⇌		⇌		⇌	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Lemmon Dr		Lemmon Dr		Sunset View Dr	
Base Volume Input [veh/h]	1101	0	0	850	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	2.00	3.00	2.00	3.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	21	40	0	38	0	20
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1122	40	0	888	0	20
Peak Hour Factor	0.9100	0.9100	1.0000	0.9100	1.0000	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	308	11	0	244	0	5
Total Analysis Volume [veh/h]	1233	44	0	976	0	22
Pedestrian Volume [ped/h]	0		0		0	

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Version 5.00-00

Lemmon Drive Estates
Existing Plus Project PM LOS

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

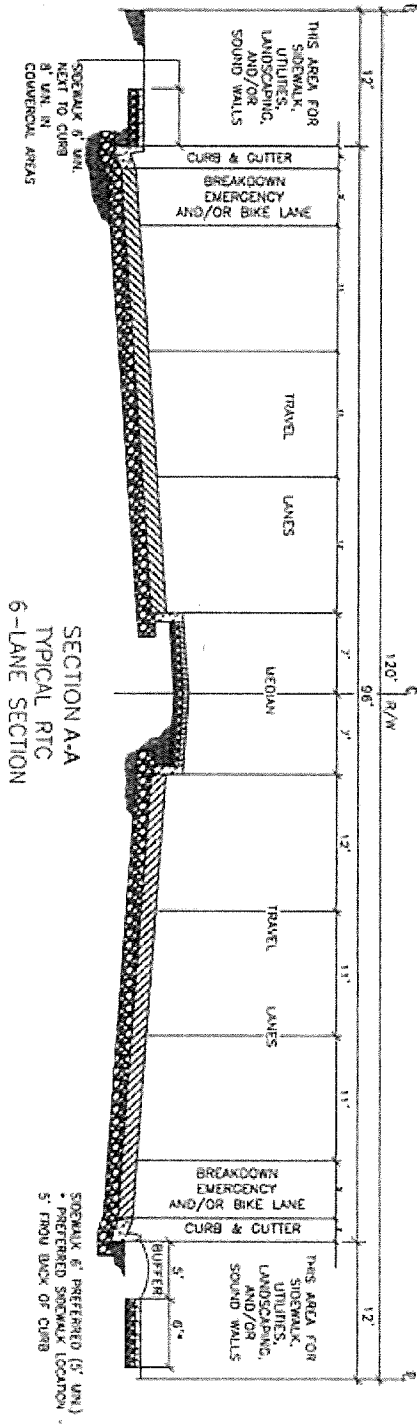
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.05
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	14.12
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.17
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	4.17
d_A, Approach Delay [s/veh]	0.00		0.00		14.12	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]				0.14		
Intersection LOS				B		

Appendix C

Typical Regional Roadway Cross-Section

Appendix C. Typical Roadway Cross-Section



Attachment C

Appeal of Denial of Tentative Subdivision Map

Case Number WTM18-004



WASHOE COUNTY PLANNING COMMISSION Meeting Minutes

Planning Commission Members

Sarah Chvilicek, Chair
Larry Chesney, Vice Chair
James Barnes
Thomas B. Bruce
Francine Donshick
Philip Horan
Michael W. Lawson
Trevor Lloyd, Secretary

Tuesday, May 1, 2018
6:30 p.m.

Washoe County Commission Chambers
1001 East Ninth Street
Reno, NV

The Washoe County Planning Commission met in a scheduled session on Tuesday, May 1, 2018, in the Washoe County Commission Chambers, 1001 East Ninth Street, Reno, Nevada.

1. *Determination of Quorum

Chair Chvilicek called the meeting to order at 6:31 p.m. The following Commissioners and staff were present:

Commissioners present: Sarah Chvilicek, Chair
Larry Chesney, Vice Chair
James Barnes
Thomas B. Bruce
Francine Donshick
Philip Horan
Michael W. Lawson

Staff present: Trevor Lloyd, Secretary, Planning and Building
Eva Krause, AICP, Planner, Planning and Building
Roger Pelham, MPA, Senior Planner, Planning and Building
Chris Bronczyk, Planner, Planning and Building
Nathan Edwards, Deputy District Attorney, District Attorney's Office
Katy Stark, Recording Secretary, Planning and Building
Donna Fagan, Office Support Specialist, Planning and Building

2. *Pledge of Allegiance

Commissioner Barnes led the pledge to the flag.

3. *Ethics Law Announcement

Deputy District Attorney Edwards provided the ethics procedure for disclosures.

4. *Appeal Procedure

Secretary Lloyd recited the appeal procedure for items heard before the Planning Commission.

5. *Public Comment

Chair Chvilicek opened the Public Comment period.

Tammy Holt-Still of Lemmon Valley/Swan Lake Recovery Committee presented NRS278.335 for tentative maps. She read number 2: "A district board of health which conducts reviews and inspections under this section shall consider all the requirements of the law concerning sewage disposal, water pollution, water quality and water supply facilities..." For number 4, she said there should be a letter submitted with this. She stated that two and four were the first two things that were not done with the Lemmon Valley Heights. She said shame on counsel for advising the Planning Commission to turn around and approve something without having all of the proper documentation. She said shame on staff for allowing the Planning Commission to do that, because they did not provide the information and they pushed it forward. Ms. Holt-Still referred to NRS278.0261 and said that it would affect their health and welfare out there, and it was done anyway. She said that before they vote on another project, they need to make sure that their packets and information from staff have everything that they need to make their findings. She said that they should not have made findings on this.

Michael Welling, 11655 Summertime Lane, Red Rock, said there were items still coming before the Planning Commission with regards to build out and adding more properties in the North Valleys. He said that planning two weeks ago at city came out and said that they needed to do some more calculations and figure things out before they could figure out what the capacities are in the North Valleys. Mr. Welling said they were at 100 percent, plus, right now, also with the Lemmon Valley pumping facility to possibly go offline this year, because they cannot get a renewal on their permit. He asked the Planning Commission to consider all of the ramifications with regards to water, sewage, and the likes that they still have as much water this year as last year, regardless of the amount of evaporation that has taken place. He asked the Planning Commission to ask Planning to stop coming before them with new projects based on the idea that they have zero resources as of today to work with.

6. Approval of Agenda

Chair Chvilicek said they had been requested to move Item 8.C. to the front of the agenda. In accordance with the Open Meeting Law, Commissioner Donshick moved to approve the agenda for the May 1, 2018 meeting with the change to move Item 8.C. to the beginning. Commissioner Horan seconded the motion, which passed unanimously with a vote of seven for, none against.

7. Approval of April 3, 2018 Draft Minutes

Commissioner Chesney moved to approve the minutes for the April 3, 2018, Planning Commission meeting. Commissioner Lawson mentioned inconsistencies on Pages 16 and 17 of the draft minutes, in which it was stated that the motions carried unanimously, while also indicating votes of four in favor and three against. Commissioner Lawson moved to make those corrections. Commissioner Bruce seconded the motion to amend the minutes as noted. The motion passed unanimously with a vote of seven for, none against.

8. Public Hearings

Item 8.C. was heard before Items 8.A. and 8.B.

C. Tentative Subdivision Map Case Number WTM18-004 (Lemmon Drive Estates) –
For possible action, hearing, and discussion to approve a tentative subdivision map for a 98-lot single-family residential, common open space subdivision. Lot sizes are proposed to range from a minimum size of 5,218 square feet (\pm .12 acres) to a maximum size of 10,811 square feet (\pm .25 acres) with an average size of 6,011 square feet (\pm .14 acres). Front yard

setbacks are proposed to be reduced from a minimum of from 20 feet to a minimum of 10 feet adjacent to a public street or common driveway, and maintain 20 feet in front of each garage. Rear yard setbacks are proposed to be reduced from a minimum of 20 feet to a minimum of 10 feet. Side yard setbacks are proposed to be reduced from a minimum of 8 feet to a minimum of 5 feet. Required lot widths are proposed to be reduced from a minimum of 80 feet to a minimum of 75 feet.

- Applicant: Lakes at Lemmon Valley, LLC
- Property Owner: Lakes at Lemmon Valley, LLC
- Location: On the east side of Lemmon Drive, approximately 700 feet south of its intersection with Military Road
- Assessor's Parcel Number: 552-210-18
- Parcel Size: ± 33.97 acres
- Master Plan Category: Suburban Residential (SR)
- Regulatory Zone: Medium Density Suburban (MDS, 3 dwellings per acre)
- Area Plan: North Valleys
- Citizen Advisory Board: North Valleys
- Development Code: Authorized in: Article 608, Tentative Subdivision Maps; Article 408, Common Open Space Development and Article 424, Hillside Development
- Commission District: 5 – Commissioner Herman
- Section/Township/Range: Section 09, T20N, R19E, MDM, Washoe County, NV
- Prepared by: Roger D. Pelham, MPA, Senior Planner
Washoe County Community Services Department
Planning and Building Division
- Phone: 775.328.3622
- E-Mail: rpelham@washoecounty.us

Secretary Lloyd read the item.

Chair Chvilicek called for ethics and ex-parte disclosures. Commission Donshick disclosed that she attended the North Valleys Citizen Advisory Board (CAB) meeting to listen. She also received a phone call from a Golden Valley resident because it abuts his property, although she did not know at the time that it was this project. Commissioner Donshick advised the resident to contact the project representative or to attend the night's meeting. Commissioner Bruce drove out to the property. Chair Chvilicek and Vice Chair Chesney attended the North Valleys CAB meeting to listen. Commissioner Lawson made a site visit.

Senior Planner Roger Pelham presented the staff report dated April 10, 2018.

Applicant representative, Dave Snelgrove, Planning and Right-of-Way Manager with CFA, introduced himself and Applicant Chuck Bluth. Mr. Snelgrove gave a PowerPoint presentation. He discussed the project location and its close proximity to commercial services. He indicated rock outcroppings in an area that would not be disturbed. He showed a drainage channel that would not be impeded. He stated that the property is in the Reno-Stead Corridor Joint Plan and is identified as Medium Density Suburban/Suburban Residential, which allows up to three dwelling units per acre. The property is served by two bus routes, both of which serve down to City Center. He discussed the slope analysis map; they are staying away from the steeper properties. He showed the site layout, planting plan, pedestrian paths, and sidewalk along the frontage. They attempted to be proactive in the sidewalk placement so that it will not need to be removed if Lemmon Drive is widened in the future. Regarding drainage and detention on the site, he stated that the runoff on the new impervious surface on the site will be more than

adequately detained by the detention basin. Rather than being at a one to one, they will be at a 2.38 to one mitigation with the project. The detention area will far exceed the code requirement. Considering project access and traffic, there will be 926 estimated average daily trips. The a.m. peak hour trips were identified by Traffic Works at 73 and the p.m. peak at 97. Lemmon Drive is classified as a Moderate Access Control Arterial. There will be two access points coming out of the project, both of which will be required to be right in, right out only. All cars leaving would need to go up to Military Road and make a U-turn at Military Road. One of the requirements would be a modification to meet the geometric requirements for U-turns. The project was fashioned after a project in Sparks called The Preserve. Mr. Snelgrove provided photos. He agreed with staff that all the legal findings could be made for the project. He mentioned conditions fashioned in order to address the concerns of Mr. Reinhardt. He had a telephone conversation with Dan Harold, a nearby property owner, regarding concerns of people driving across the property onto his property. Mr. Snelgrove said that development of the property will remove that problem. In the common area that abuts Mr. Harold's property, there will be fencing to try to prevent trespassing.

Chuck Bluth mentioned a similar project in Sparks called The Preserve. He discussed things they had learned from the Sparks project. He spoke of providing a place for children to play. He showed several home photos. He discussed the smaller size of the homes to make them more affordable. He said The Preserve was very well received and most of the homes were sold by the time they were finished. Mr. Bluth met with the kennel owner and said that he would be careful to soundproof the homes adjacent to the kennel and heavily landscape. The homes will be built six to eight feet lower in conjunction with the soundproofing and the landscaping. Mr. Bluth and the kennel owner talked about working together in the future, because the kennel owner wanted to put some trees on his side also. The project will be fully fenced for security purposes for the people within the development.

Chair Chvilicek called for public comment.

Dan Harold, 2595 Knob Hill Drive, APN 552-181-15, showed photographs. He spoke of Wild Stallion Estates, a subdivision adjacent to Golden Valley properties on the south side. They are all one-acre lots that abut the Golden Valley property. He showed another phase of Wild Stallion abutting the properties. He requested consistency with all other subdivisions adjacent to Golden Valley properties by maintaining one-acre parcels. He showed his property and the abutting lots, which are not one acre. He had expressed his concerns to Dave Snelgrove. He was concerned about the children and the ravine running up to his property; children could access his property via the ravine, and he was worried about being held liable if those children got hurt. Mr. Harold discussed the undisturbed area and showed pictures of disturbances to the area. The creek had been crossed, and rocks had been mined from the rock pile. He was concerned because the area which was to be undisturbed had already been clearly disturbed.

Dani Cercek, APN 552-181-35, has adjacent property and expressed her concerns. She bought her property a year ago with the understanding and belief that it would be treated like any other property in Golden Valley having any subdivisions built next to it with one-acre lots. She showed pictures of the property that had already been disturbed. She said the pictures had been taken the previous week, and more property had been disturbed since that time.

Jean Harris, 9590 North Virginia Street, Reno, 89506, identified herself as a North Valleys resident and a member of the North Valleys Citizen Advisory Board. She said that she drives by the site regularly and has studied it since the project was mentioned. She said that she was confused in one item where the county Regulatory Zone mentions Medium Density Suburban, which is three dwellings per acre. The tentative map has homes at just a tad over seven homes per acre. She did not know how that occurs in a regulatory zone. She felt that the perimeter

lots should match the existing rural County lots: where they abut existing property should be one acre lots. She said there were already issues with the traffic on 395. They have an NDOT rating of F on Highway 395 during peak traffic hours. She felt this would add more fuel to that existing fire. She mentioned the Swan Lake flooding and said that all of the proposed engineering on all developments that she saw, city and county both, mention the 100-year flood plan. She said that in the last 70 years, there have been four 100-year floods. She referred to Swan Lake currently and said the flooding was nearly as bad as last year. She asked for the current conditions (traffic, sewer effluent, and runoff) to be handled before any more development is approved.

Joe Reinhardt, 600 Lemmon Drive, Reno, Nevada 89506, co-owner of Silver State Kennel, adjacent to the development on the south side, said they bought the kennel in 1989. It had already been a conforming use permitted occupancy since the 70s. They did an expansion in the early 2000s. They upgraded their special use permit, which includes some conditions about the hours of operation when they have to keep dogs quiet. They understand that dogs bark. They built two indoor-outdoor 30-kennel buildings; after 6:00 p.m. the dogs are locked inside. The peak barking times are first thing in the morning when they let the dogs out and at feeding time around 3:00 p.m. They want to be good neighbors. He did not want the project to go forth, but if it does, then he would like the conditions to be met as spelled out in the staff report. Mr. Reinhardt said that Mr. Bluth took the initiative to come meet with Mr. Reinhardt. They had a good meeting, toured Mr. Reinhardt's property, and talked about the conditions and how it would fit into their plan and continue to be good neighbors. Mr. Reinhardt said sound attenuation is vital. His concern is that if they get too many complaints from residents, then their special use permit could be revoked, which would mean the loss of their revenue and laying off employees. They made it through the recession without laying off a single person when dog boarding and training was at its all-time low. They want to keep their staff employed. If the conditions can be met as spelled out, then that is what they need to do. He was concerned about the traffic on Lemmon Drive. There are times when they cannot get out of their driveway for 15 minutes. Semi traffic goes out to the warehouses. The speed limit is way too high: it goes from 35 to 45 just past their place. He was concerned about the right in, right out and wondered if his driveway was going to be the U-turn spot, which would put his customers at risk every time they come and go from that driveway.

Tammy Holt-Still, Lemmon Valley Swan Lake Recovery Committee, referred to the packet on Page 45. She said it's kind of interesting after the Lemmon Valley Heights and NDEP stating that they request you deny this project the Lemmon Valley Heights, it's kind of interesting how all of the sudden staff decided that NDEP wasn't getting the tentative map so that they could do what they needed to do before approval or denial of the project. She said it went back to the NRS and following the regulations before approving a tentative map.

Danny Cleous, 11630 Tupelo Street, Reno, Nevada 89506, affirmed what Jean said. He said he lives in the back of the valley, and anything that happens at the front of the valley affects him. He said that RTC is cutting their bus service in the North Valleys. He said that RTC has no plans to do anything with Lemmon Valley Drive until 2030. He asked if these people are going to wait until 2030 to build their homes. He said the project should be denied and that retention/detention ponds do not work. He referred to the current mess. He said the problem with them is that there is no code enforcement on them. Once they are built, no one looks at them until someone has a problem. He mentioned Amazon and said that their retention ponds overflow and flood the parking lot, which comes down to the residents. Mr. Cleous said that the 2 to 1 does not work, because there is no one to enforce it. He asked about their schools and said that nobody wants to build a school out there. He asked where the kids are going to go and said that schools are already full.

Chair Chvilicek closed public comment.

Commissioner Lawson asked Mr. Pelham to respond to the general comments regarding compliance with NRS. Mr. Pelham said this was a tentative approval. The final engineering and compliance with all of the codes will be insured prior to the recordation of a final map. If they get a tentative approval, then that gives them the entitlement to go forward, do all of the final engineering, final studies, and final reports, and get approval from all of the required agencies. Each of those agencies would be required to sign a jurat on the final map before the lots could be recorded. Commissioner Lawson asked if Mr. Pelham's response meant that it is not necessary to comply with NRS in the tentative map phase. Mr. Snelgrove said that one of the first projects he had before the Planning Commission several months previously was the Valle Vista project in Sun Valley. NDEP sent them a letter recommending denial of the project. Mr. Snelgrove said there is something new in NRS, which applies to counties between 100,000 and 700,000, which only fits Washoe County. They are looking for an intent-to-serve from the utility district. Having learned his lesson on Valle Vista, which he rectified and then had a recommendation of approval because of the intent-to-serve letter, he got an intent-to-serve letter ahead of time. The county looked at it and said they could serve that and understood this was a tentative phase. That was how they got the recommendation of approval. It is a new State requirement that came out in conversation with NDEP, and they are looking for an earlier check and balance relative to sewer and water service.

Commissioner Lawson asked why the undisturbed property was disturbed. Mr. Bluth said they were in process of removing some of the lower rocks. When the project starts, they want to have the drainage closer to the bottom of the hill so it is more controllable. Now it is all over that whole area. They want to be able to direct and control the water better. Commissioner Lawson asked if they were not going to disturb the property unless they need to disturb the property. Mr. Bluth said the aim was always to improve the flow of the water coming through the project by moving it over to the toe of the slope more. The rocks that were taken were rocks that had tumbled down and were loose rocks lying at the bottom of the outcropping.

Chair Chvilicek asked staff to address this in terms of it being a constrained slope area so there should not be anything happening. She asked if that was correct. Mr. Pelham said that she was correct. He said there was no disturbance when he went out there several weeks previously. Prior to removal of those rocks, a grading permit should have been applied for and issued. He said that he was not aware of one being applied for or issued.

Commissioner Chesney addressed the sound wall and the kennel. He lives in a place with several kennels within a mile or mile and a half, and he can hear the dogs barking in the morning and at night. He said that a six-foot sound wall will not attenuate the sounds. He was concerned for the existing business. He said that before he could support the project, he wanted guarantees from the developer that the kennel will be held harmless. Mr. Bluth said he was aware that the kennel has been there for over 40 years, and it will be his responsibility. Anyone buying in there will be notified of it, which the kennel owner wanted as part of the requirements. Mr. Bluth said they would do whatever is necessary to insure that the abutting homeowners are not bothered.

Commissioner Chesney asked if one part of the property is currently in a flood plain. He wanted clarification regarding it being elevated a minimum of one foot. Mr. Snelgrove answered a minimum one foot above base flood elevation. He showed a map from the master hydrology study. He said that base flood elevations were taken all the way down and off property. He said a LOMR had been submitted up around Lemmon Drive. He showed the portion of property where they would be elevating. He said it had been identified by FEMA and studied by their hydrologist.

Commissioner Chesney asked about the traffic study, the U-turns, and the right in, right out. Mr. Snelgrove said that RTC will not allow left turn movements out. It is a Moderate Access Control Arterial as identified by RTC. Due to the distance between the two intersections with signals (Buck Drive and Military Road), they cannot meet what is necessary to have another signal to exit out. Mr. Snelgrove said that probably sooner rather than later the road will go from four to six lanes, and movement across six lanes without some kind of control is a challenging situation. RTC is not allowing a left-turn movement out. Therefore they have to go up to Military Road and make the U-turn. The geometrics of the intersection need to be widened, and it will be the responsibility of this project to do that. It will benefit this project and anyone else who needs to make a U-turn there.

Commissioner Barnes asked Mr. Pelham to address some of the testimony regarding flooding and drainage. Mr. Pelham said that experts had reviewed the hydrology and tentative map application materials, and they recommended approval subject to a stringent set of conditions. One of the basic requirements is that runoff not be increased. They are putting a little more than twice as much detention than is actually required to meet the minimum code. Development of the project will not exacerbate the flooding in the lake.

Commissioner Bruce asked if the property was in some way affected by Reno or if it was a Reno property or if it was part of the Reno-Stead Corridor consideration. Mr. Pelham said that it is with the Reno-Stead Corridor Joint Plan. He explained that the Reno-Stead Corridor Joint Plan, which is a joint plan between Washoe County and the City of Reno, primarily deals with the Master Planning of that area. It did not directly affect the development proposal before the Planning Commission that day. But the project is within the joint plan area. If they were asking for a change to the Master Plan, then they would be sitting in joint session with the Reno Planning Commission as well. Mr. Lloyd said that the application was submitted to the City of Reno for their comment, and they did not receive anything from the city staff.

Commissioner Donshick addressed Master Planning zoning conformance. She said the property is Medium Density Suburban in the Reno-Stead Corridor Joint Plan, which allows for one to three dwelling units per acre. They are only going to 2.8, so that is not seven or eight as was questioned before. She asked for clarification. Mr. Pelham said it is a common open space subdivision, so the entire acreage is multiplied by three, and that is the number of dwelling units allowed. In this case, because they are leaving the drainage way and paths and things of that nature, each of the individual parcels are much smaller. The development takes place on a smaller area, but the density is calculated on the entire parcel of land. The number of dwelling units is consistent with the Medium Density Suburban zoning.

Commissioner Donshick was concerned about the right in, right out only. Mr. Snelgrove showed an image with the two points of access, one at the southern end of the subdivision and one at the northern end, each allowing only right in and right out traffic movements, per discussion with the county traffic engineer, RTC, and Traffic Works. He showed the pattern that traffic would take out of the subdivision. Commissioner Donshick asked what the impact would be to the traffic that is trying to get out of the valley now. She asked what part of the traffic study monitored what was already in the Lemmon Valley trying to get into town. Mr. Snelgrove said that he did not have that information with him. It was part of the package. Commissioner Donshick said that she was not a traffic engineer and could not quite read it. Mr. Bluth said that it would flow with the traffic light and would not interfere. Commissioner Donshick asked if RTC had any plans to adjust the timing on those traffic lights for flows. Mr. Bluth said that had not been discussed.

Commissioner Donshick mentioned the flood plain and the plan to elevate it about a foot. For clarification she said that they have to go to FEMA for a CLOMR, which means they cannot do

any work in that area at all until FEMA approves it; she asked if that was correct. Mr. Snelgrove said that for a LOMR you have to do the fill and then they come out to certify it. He said that a CLOMR-F is the fill. He checked the hydrology report, and the actual fill has to occur first. They would go out and do the work, and then it would be certified, and then FEMA would give the final determination of whether they will make the map revision. But they do have base flood elevations, and the rural requirement is a minimum of one foot over base flood elevation. Mr. Lloyd read from Page 12 of 18, Condition 2.v., which came from Engineering: "Prior to placement of any fill material within a FEMA Special Flood Hazard Area, and approved Conditional Letter of Map Revision (CLOMR) shall be obtained from FEMA."

Chair Chvilicek addressed Mr. Pelham regarding the North Valleys Area Plan. She spoke of the overall character statement and vision to respect the scenic and rural heritage, respect private property, provide a range of housing opportunities, provide ample open space and recreational opportunities, address the conservation of natural, scenic and cultural resources, insure that infrastructure is consistent with development and appropriate in scale and character of the community character and coordinate resources available with the construction of infrastructure throughout the implementation. She was a part of the plan and its development when she was sitting on the CAB. In terms of the feathering of properties, she asked how it was addressed when this project abuts one-acre parcels. Mr. Pelham said this could be done by parcel matching or by open space. He said the configuration of the lots in that corner would have to be adjusted after the tentative map before the final drawings came in. They would have to provide that open space buffer. Chair Chvilicek asked open space or a full-acre parcel? Mr. Pelham thought it was unlikely that they would make those one-acre parcels; he believed it was more feasible that they would put in an open space. But they do have both options.

Chair Chvilicek said the last revision of the plan was in 2010, and at that point it made note of limited water resources for that valley. She asked how that was being mitigated to continue approving additional developments in that area. Mr. Pelham said it is within the Truckee Meadows Water Authority and will have to be annexed into their area. The applicant will have to provide the necessary water rights from the appropriate hydrographic basins to serve the new units.

Chair Chvilicek was very concerned about the grading that was taking place in a slope-constrained area.

Chair Chvilicek expressed concern for public safety and access in and out of the property. She said there is an issue with doing a U-Turn at Military with basically an easement road to get onto Military Road in order to avoid the stoplight. Farther up Buck Drive, that U-Turn is already regulated during peak hours. A huge bottleneck could be created with traffic flow. As it is, a new traffic light modification has been done at the off-ramps traveling north and now a traffic light for the on-ramps traveling south and they have yet to put in the metering, which they will be doing onto the access. So there are lots of cars, lights, and people trying to turn U-turns all over the place. At present, she was unable to support an access finding with the development.

Chair Chvilicek called for Commission comments.

Commissioner Donshick said that she was not familiar with the other development in Sparks. She did not understand the widths and was concerned with access for safety vehicles. She said they always talk about emergency response. She felt that if the only way out was right outs, then it would hamper an emergency response or access or somebody getting to a hospital because they had to go the wrong direction.

Commissioner Bruce did not find the plan consistent with the Master Plan or the design or improvements of the property or subdivision consistent with the Master Plan, in large measure because there were so many changes to the zoning in the first place – changing it from the front yard setback, etc. He agreed with Commissioner Donshick regarding the availability of services with it being a right turn in and out; he felt it would potentially complicate a response significantly. He thought the design could cause public health problems both in terms of water, additional water or changes to water flow, etc., and the related problems with additional water in terms of mosquitoes and disease. He referred back to access with the traffic in terms of the problems with public health. He thought that even with a major round-a-bout at Military, it was going to be a problem. He said he had a lot of trouble supporting the project at all.

Commissioner Barnes said he pretty much agreed with Commissioner Bruce's comments.

Commissioner Chesney agreed with Commissioner Bruce. He saw problems with those findings.

Commissioner Horan said his fellow Commissioners had raised some very valid points. One of his issues was the neighbor to the south with the dog kennel. He supported that Mr. Bluth was an honorable man and would do anything he could to mitigate that, but Mr. Bluth will not be there forever. Commissioner Horan was not saying anything negative about Mr. Bluth. But he thought that it put the kennel owner in a very difficult situation. He also agreed with many of the other comments from the Commissioners.

Commissioner Lawson said he had heard, "We'll fix it later," too many times to demonstrate that any of the findings were met. He agreed completely with Chair Chvilicek on access. He agreed with Commissioner Bruce on the traffic congestion. He did think that round-a-bouts can be constructed effectively and efficiently, but they take a lot of right-of-way, which is problematic. He was curious that this was not investigated as a solution. Left turns and U-turns exacerbate potential for rear-end collisions and side-angle collisions. He said there was no way he could find and support this.

Chair Chvilicek called for a motion.

Commissioner Lawson moved that after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission not approve Tentative Subdivision Map Case Number WTM18-004 for Lakes at Lemmon Valley, LLC, having failed to make all ten findings in accordance with Washoe County Code Section 110.608.25. Specifically, they failed to meet the access requirements. Commissioner Chesney seconded the motion, which carried unanimously with a vote of seven in favor, none opposed.

- 1) Plan Consistency. That the proposed map is consistent with the Master Plan and any specific plan;
- 2) Design or Improvement. That the design or improvement of the proposed subdivision is consistent with the Master Plan and any specific plan;
- 3) Type of Development. That the site is physically suited for the type of development proposed;
- 4) Availability of Services. That the subdivision will meet the requirements of Article 702, Adequate Public Facilities Management System;

- 5) Fish or Wildlife. That neither the design of the subdivision nor any proposed improvements is likely to cause substantial environmental damage, or substantial and avoidable injury to any endangered plant, wildlife or their habitat;
- 6) Public Health. That the design of the subdivision or type of improvement is not likely to cause significant public health problems;
- 7) Easements. That the design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through, or use of property within, the proposed subdivision;
- 8) Access. That the design of the subdivision provides any necessary access to surrounding, adjacent lands and provides appropriate secondary access for emergency vehicles;
- 9) Dedications. That any land or improvements to be dedicated to the County is consistent with the Master Plan; and
- 10) Energy. That the design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

A. Abandonment Case Number WAB18-0002 (Pauly) – For possible action, hearing, and discussion to approve the abandonment of the 33 foot wide government patent easements that are located along all four sides of the subject property. Any approval only applies to whatever interest Washoe County owns in the easement.

- Applicant: Quinn Pauly
- Property Owner: Quinn and Anne Pauly
- Location: 1540 Taos Lane
- Assessor's Parcel Number: 142-242-180
- Parcel Size: 2.5 acres
- Master Plan Category: Suburban Residential/Rural
- Regulatory Zones: Low Density Suburban/General Rural
- Area Plan: Southwest Truckee Meadows
- Citizen Advisory Board: South Truckee Meadows/Washoe Valley
- Development Code: Authorized in Article 806, Vacations and Abandonments of Streets or Easements
- Commission District: 2 – Commissioner Lucey
- Section/Township/Range: Section 30, T18N, R20E, MDM, Washoe County, Nevada
- Prepared by: Eva M. Krause, AICP, Planner
Washoe County Community Services Department
Planning and Building Division
- Phone: 775.328.3628
- E-Mail: ekrause@washoecounty.us

Secretary Lloyd read the item.

Chair Chvilicek called for ethics and ex-parte disclosures by Commissioners. There were none.

Planner Eva Krause presented the staff report dated April 9, 2018.

Commissioner Chesney said that his document showed an easement to be retained, and Ms. Krause's drawing showed an "x" through it. He asked if they were abandoning all four sides and

adding the new easement for the trail. Ms. Krause confirmed that they were abandoning all four sides and confirmed the easement for the trail.

Chair Chvilicek called for public comment. There was no public comment.

Chair Chvilicek closed the public hearing and brought it back to the Commission.

Commissioner Donshick moved that after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission approve, with conditions, the abandonment of the 33-foot wide easements abutting all four property lines for Abandonment Case Number WAB18-0002 for Quinn Pauly, having made all three findings in accordance with Washoe County Code Section 110.806.20, and a fourth finding in accordance with Nevada Revised Statutes 278.480(3). Commissioner Chesney seconded the motion, which carried with a vote of six in favor (Commissioners Barnes, Chvilicek, Chesney, Donshick, Horan, and Lawson) and one opposed (Commissioner Bruce).

- 1) Master Plan. The abandonment or vacation is consistent with the policies, action programs, standards and maps of the Master Plan and the South Truckee Meadows; and
- 2) No Detriment. The abandonment of the patent easements along south, west and east property lines does not result in a material injury to the public; and
- 3) Existing Easements. Existing public utility easements in the area to be abandoned or vacated can be reasonably relocated to provide similar or enhanced service.
- 4) No longer required for a public purpose (NRS 278.480(3)). The government patent easement is no longer required for a public purpose.

B. Master Plan Amendment Case Number WMPA18-0002 (Black Rock Storage) – For possible action, hearing, and discussion to approve a Master Plan Amendment to the Truckee Canyon Area Plan:

- 1) To allow commercial master plan categories and commercial regulatory zones for use types that do not require new municipal services;
- 2) To add a statement restricting the commercial use types allowed to those use types that do not require new municipal services; and
- 3) To amend the existing Suburban Residential master plan category of the subject site to Commercial Master Plan category.

This master plan amendment requires a 2/3 majority of the total membership of the Planning commission for approval. Further, any approval will also require subsequent approval by the Board of County Commissioners and the regional planning authorities under a review for conformance with the Truckee Meadows Regional Plan. If approved, authorize the Chair to sign a resolution to this effect.

Regulatory Zone Amendment Case Number WRZA18-0001 (Black Rock Storage) – For possible action, hearing, and discussion to approve a Regulatory Zone Amendment on the subject site to change the Medium Density Suburban (MDS) regulatory zone to the Neighborhood Commercial/Office (NC) regulatory zone. Approval of this item is subject to final approval of the associated master plan amendment being proposed and is also subject to final approval by the Board of County Commissioners. If approved, authorize the Chair to sign a resolution to this effect.

Development Code Amendment Case Number WDCA17-0008 (Black Rock Storage – Truckee Canyon Area Modifier) – For possible action, hearing, and discussion to initiate a Development Code Amendment to WCC Chapter 110, Development Code, Article 222, *Truckee Canyon Area*, by adding a new section WCC 110.222.20 and associated map WCC 110.222.20 to allow commercial use types on the subject property in the Truckee Canyon Area with Neighborhood Commercial/Office (NC) regulatory zone subject to a Special Use Permit and, only if the proposed use does not require new municipal services. If the amendment is initiated, further possible action to deny or recommend approval of the amendment to the Board of County Commissioners. If approval is recommended, possible action to authorize the Chair to sign a resolution to that effect.

- Applicant: Black Rock Storage, LLC
- Property Owner: Vector Account, LLC
- Location: Interstate 80 at Exit 43 (Wadsworth); North of I-80, South of Stampmill Dr., East of existing TMFPD Station
- Assessor's Parcel Number: 084-291-04
- Parcel Size: ±5.4 Acres
- Master Plan Category: Suburban Residential (SR)
- Regulatory Zone: Medium Density Suburban (MDS)
- Area Plan: Truckee Canyon
- Citizen Advisory Board: East Truckee Canyon
- Development Code: Authorized in Article 820, 818, and 821
- Commission District: 4.– Commissioner Hartung
- Section/Township/Range: Section 8, T20N, R24E, MDM, Washoe County, NV
- Prepared by: Chris Bronczyk, Planner, and Roger D. Pelham, MPA, Senior Planner
Washoe County Community Services Department
Planning and Building Division
- Phone: 775.328.3612 (Chris) and 775.328.3622 (Roger)
- E-Mail: cbronczyk@washoecounty.us and rpelham@washoecounty.us

Secretary Lloyd read the item.

Chair Chvilicek called for ethics or ex-parte disclosures. There were none.

Chair Chvilicek opened the public hearing.

Planner Chris Bronczyk presented the staff report dated April 6, 2018. Senior Planner Roger Pelham presented the portion of the staff report concerning spot zoning.

Michele Rambo, Rubicon Design Group, presented the applicant presentation. She described the project location. She said that with the growth of the Tahoe Reno Industrial Center and the housing issues in Reno/Sparks, people are starting to look to the east. She showed general areas of interest for developers in that area. According to Ms. Rambo, one of the reasons that people are looking out that direction is because of the commute. The traffic from Reno is becoming an issue with multiple accidents. This would be a reverse commute, which is one of the attractions of the area. There are multiple pieces, but ultimately it would come down to changing the master plan and zoning designations to commercial. She said that amending the Truckee Canyon Area plan to allow commercial uses that do not require municipal services would significantly reduce the amount of commercial uses that could be put on the property, because you cannot have a large commercial use on well and septic tanks. You are looking at

much smaller scale than you could, perhaps across the freeway in the tourist commercial. In addition they were looking to add a policy to the area plan to further restrict commercial uses down to one, and that would be mini-storage. They would very highly restrict what could be built on the property. They would amend the existing Suburban Residential/Commercial designation to Commercial. They were also asking to create Article 222 into the Development Code, and that would be a Truckee Canyon Area Plan modifier. There are currently several other modifiers within the Development Code that either restrict a use or create some different standards. As part of the language of their area plan modifier, the mini-storage use would be subject to a future special use permit approved by the Board of County Commissioners. That would add another level of discretionary review on top of the normal special use permits.

Ms. Rambo addressed the regulatory zone amendment to amend the zoning from Medium Density Suburban to Neighborhood Commercial. They would match the Commercial Master Plan designation across the highway. There is Tourist Commercial across the freeway. Instead of Tourist Commercial, which is a very intensive commercial designation and which allows for hotel casinos, they are looking for Neighborhood Commercial, which is a very low intense use. It does not allow a lot of bigger type commercial developments. Ms. Rambo referred to spot zoning and Page 12 of the staff report. She said that spot zoning is very subjective with no right or wrong answer. She said that staff's argument was that its location on the other side of the highway meant that they were not adjacent to commercial designations. However, City of Las Vegas vs. Bustos in 2003 had a very similar case. There was residential property that they wanted to change to office zoning. There was no office zoning surrounding the property on that side of the street, but there was a large office park on the other side of the street. It was a wide street. The court ruled that the zone change was reasonably possible even though it was not technically adjacent to the actual property line. The idea of being on the other side of the right-of-way was considered in that case as being adjacent. When the applicant first talked to staff and asked what type of zoning they should request, staff suggested Neighborhood Commercial. The staff report indicates that this is not encouraged. Ms. Rambo said there was an issue of semantics: the Truckee Canyon Area Plan being used to argue against Neighborhood Commercial in the downtown core of Wadsworth has Neighborhood/Commercial Office, but they read that as Neighborhood or Commercial Office. She said it depends on interpretation. The next paragraph recognizes a need for future General Commercial zoning in the area and calls out five acres. If the Planning Commission felt that Neighborhood Commercial was not appropriate, then they would accept the possibility of changing it to a General Commercial designation.

Ms. Rambo said there were three basic goals and policies that staff was using for their recommendation of denial. She lumped Goal 2 and Policy 2.1 together and said they state that standards insure that land use patterns are compatible with suburban development and incorporated mixed use and insure that existing and proposed land uses are compatible. The land use compatibility graph they were shown earlier does not prohibit low compatibility uses from going next to each other. It states that they need substantial screening and buffering. She had pictures of a concept idea of what they were looking at in terms of screening. The site would be heavily screened as required in the area plan, the Development Code, and the Master Plan. There are some other policies that can be found throughout the Master Plan that talk about incorporating different uses and providing for a variable land use mix in areas. She read several policies and said that all of them bring together the idea of a mix of uses going together. She said a mini storage or other commercial would fulfill the idea of mixing uses together, especially providing services to future population, providing services to the residents of the area, and there would be some employment opportunity as well. Master Plan Goal 15 talks about rural communities and outlying areas. She thought it was a little misleading. She said current Master Plan and zoning designations are suburban, not rural, so it may not be totally appropriate to hold them to rural standards. The intent of the Suburban Residential category is

to provide for predominantly residential lifestyle with supporting mixed use non-residential and residential uses, including commercial, public, and semi-public facilities and parks and open space. They are complying with the definition of Suburban Residential Master Plan by incorporating different uses, along with the residential.

Ms. Rambo said that Neighborhood or General Commercial is less intense than the existing Tourist Commercial across the highway. She ran some traffic numbers. Typical uses that would be allowed in commercial zones would be hotels, restaurants, and fast-food restaurants. A 50-room hotel is 435 trips per day. A 50-seat restaurant is 329 trips per day. A 50-seat fast-food with a drive through is 1100 trips per day. A 50-unit mini-storage use is 14 trips per day. She said the intensity of the uses is much less for what they were proposing than what could be put on a normal commercial property.

Ms. Rambo brought up Truckee Canyon Area Plan Goal TC.3.4: "Prevent future residential subdivisions from locating residences next to either Interstate 80 or the Southern Pacific Railroad. Effective shielding and buffering will be planned to provide noise abatement." She said with the current designations of the site with the current restrictions on not being able to build small lot subdivisions without water and sewer, there could be an argument for a taking of the property without the requested amendments, because you cannot build houses next to the freeway. This development is directly adjacent to the freeway. All buffering and screening requirements would be met during the development review process, which would be done during the future special use permit application. Based on the policies and the goals in the Master Plan and Truckee Canyon Area Plan that she had discussed, she felt this was a logical expansion of existing commercial designations in the area. It is a three-way exit. It is very common to find commercial uses at freeway exits. It does provide a service to the local residents. It is consistent with anticipated growth patterns for the future. She said it was supported by Master Plan and Truckee Canyon Area Plan policies. One of the concerns that came up at the CAB meeting was the look of the building and how it would be screened. She showed a photo of a building which the applicant was using as a model for his building. She pointed out the landscaping and the screen wall.

Chair Chvilicek called for public comment.

Robert Coupe, Stampmill Estates, 435 Stampmill Drive, Wadsworth, Nevada, said it was voted unanimously by the CAB that they did not want this project in Stampmill Estates. He said that Stampmill Estates has 43 housing units, one-third acre, mostly retired people. He showed the location and the entryway into Stampmill Estates. He said it is the only entry and exit for the subdivision. They have to cross a causeway to get into their property, so they are going on Indian reservation land. He believed the entry to Black Rock Storage would be around the S curve. They cannot put the access on the highway, because it is the onramp. They do not butt up against Interstate 80; they butt up against State Route 427. The smoke shop across the street is the only commercial property there. Going out of their area, the first sign you see is, "Congested area". The second sign you see is "No outlet". So a storage unit is being put in this place which in September, late August, has Burning Man coming through it. For three weeks, thousands of people come in and out. He said they are 70 miles from Black Rock. He asked why it was not being called Stampmill Storage. He believed they were calling it Black Rock Storage to cater to the Burners. He showed storage units he has seen, with one good side and three sides of chain link. He indicated fire hazards, tumbleweed and wind damage. He said most of these people are not going to be around and in town; they are going to be from California.

Jose Browning, Stampmill Estates, 630 Slip Mine Street, Wadsworth, Nevada 89442, said their housing development only has one entrance, in or out. He had multiple concerns about the

project being developed, mainly fire hazard and congestion. He said this last year they had a fire that completely encircled their neighborhood. Only because the Reno Tahoe Fire District was so good at their job, they did not lose their homes. If a fire were to break out in the area where they propose to build their storage units, they would have no way out. Also there is the congestion that it would bring in. With Burning Man, there were times in past years when they had to wait 15 or 30 minutes to get out on the road to get on the freeway or head into Fernley. You're talking now about bringing all the Burners into the storage area. Another aspect of this is crime. Mr. Browning was worried because it is Burning Man, and there is a significant amount of drug use. He said as the Burners access the storage facility at all hours of the day, they might bring in certain elements and start camping out in their front yards. He was worried about a possible bait and switch. Once the area is zoned Commercial, if Black Rock Storage facility does not go through, then anything could be put there. He showed the proposed property to the right of the fire house, and he showed his home. He was worried, because there was talk a few years back about putting a sewage treatment plant right next to his neighborhood. He asked if the Commissioners would want something like that next to their house.

Shirley Gutierrez, 460 Barrel Street, Wadsworth, Nevada 89442, said she had been there 15 years. It is a neighborhood of retired people and families in some of the rentals with children. They have a school bus stop at the volunteer fire station. She said it was a neighborhood for families, and they do not need commercialism in their neighborhood. They like their walks in the evening. In the summertime, the kids can play in the street. They can walk to the little Indian store and get a cold drink or a candy bar. They can walk their dogs. She asked if they knew what it was like when Burning Man was going on out there. She said there are thousands of cars. She asked if they could imagine the ones with storage units coming in and out. They have one way in and one way out. It is a volunteer fire station. Their EMT services are furnished by the colony. If they had an emergency, God forbid if those cars were lined up to get into those storage units. She asked the Commission to keep them a community, not a commercial zone. She is 78 years old and wants to live her last years being able to walk around her neighborhood in the summertime, take her dog out, and go up and down the street to say hello to her neighbors. She does not want to go around different cars or the garbage that will be in the street.

Ann Owen, 465 Dispensia Street, Wadsworth, said they are a very small little area out there with 43 homes, families, young children to seniors. She said she was still not sure where they were getting downtown Wadsworth. She does not think there is a downtown. They have a post office where they have to get their mail. It is getting out on this highway and going past alfalfa fields and going to the post office. There is not even a restaurant, so she did not think you could consider they were downtown anything. They are rural. If they want shopping, then they go into Fernley. She drove into Reno/Sparks for a doctor. They love their little community and do not need commercial businesses there.

Chair Chvilicek closed the public hearing and brought it back to the Commission.

Commissioner Chesney said he had a disclosure. He was contacted by the developer, the applicant's representative, and he did not have any discussion.

Commissioner Chesney said he did not see a report from the Truckee Canyon CAB. He asked if they reviewed it. Mr. Pelham said they did and they recommended denial.

Commissioner Horan said he learned a new term: spot zoning. He believed it was the same thing he meant when he said partial specific. That is what he thought this was.

Chair Chvilicek mentioned spot zoning. She asked if this was so constricted to only allow Neighborhood Commercial and that is not referenced anywhere else in the area plan, then is that not spot zoning?

DDA Edwards wrote the portion of the staff report that lays out the framework for spot zoning and how to spot a spot zoning issue and deal with it as best you can. He felt it was more appropriate for the Planning Commission to make that determination based on those standards, rather than him telling them what he thinks it is or what he thinks it might be. His goal in writing it that way was to explain as best he could the legal framework of spot zoning so that the Planning Commission would be empowered to make a decision within that framework. Much in the same way when staff presents a project to the Planning Commission and then they analyze it under the findings. He thought that was more appropriate. He did think the point Chair Chvilicek was raising was valid and was part of the analysis of spot zoning. How narrowly does it apply, and what are the surrounding uses and all those types of things are germane to a spot zoning analysis. In this particular situation, the area plan modifier would be even further constricted to allow only a single type of Neighborhood Commercial use on this particular parcel, which would be mini storage. All of that was relevant to the Planning Commission's analysis.

Chair Chvilicek asked about the applicant's representative who said this amounted to a taking.

DDA Edwards said the comment was in response to other provisions in the area plan regarding not putting residential next to the freeway. However, the property is already zoned for residential. He said that generally when a zoning is already in place, it is treated as though you are allowed to utilize it in a manner consistent with the zoning. It is like a grandfathering scenario. He said the issue was a bit far afield from the actual decision that night, because there was no decision about whether or not the owner was going to be able to build it out in a residential way. That was not what they were applying for. It was relevant indirectly. Mr. Pelham agreed with counsel. He said because it was already designated Medium Density Suburban, the property owner has all of the rights and privileges that are associated with that zoning. If there were certain types of development, for example a subdivision, then a restriction might come into place. However, that would not necessarily apply to a parcel map, which could allow perhaps four parcels. Or there could be a dwelling constructed on the parcel as it exists today. There may be other limited uses that would be allowed under the current zoning. Mr. Pelham said it was his understanding that a taking is when all economic use has been removed from the land. A dwelling unit could be put there now. A parcel map could allow that to be divided into four, assuming all of the other generally applicable standards would be met, and certainly that was another economically viable use. And there may be other uses that may be allowed in that zone that are not necessarily Neighborhood Commercial uses, like a mini storage.

DDA Edwards provided a point of clarification on his earlier remarks about spot zoning. He said that by giving the Planning Commission the legal framework and letting them use their discretion, it puts him in a position if there is some kind of challenge down the road to be able to mount a defense for the decision that was made. It would be harder to do that if he jumped on the microphone and said, "This is invalid spot zoning," and then the Planning Commission said, "No, it isn't," and approved it. If there was a challenge and he went to the court and said it was not invalid spot zoning, then the judge would know that he had said it was on the record. He used that specific example to make his point. He does that frequently with the advice he gives the Planning Commission, because he thinks in the run of the mill, it is more important for them to make the final decisions within the legal framework, and that is what he tries to give them. Only in extreme circumstances would he jump in and say it was a flat out a violation. He was not prepared to say that in this situation, and he did think there was enough latitude within the

legal framework he had given the Planning Commission for them to make an informed decision and exercise of their judgment based on that framework.

Chair Chvilicek called for any additional questions or comments. There were none. She called for a motion.

Commissioner Chesney moved that after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission deny Master Plan Amendment Case Number WMPA18-0002 being unable to make the five findings in accordance with Washoe County Code Section 110.820.15(d). Commissioner Lawson seconded the motion.

Commissioner Horan commented that he would support Commissioner Chesney's motion. He said he has a hard time with parcel specific changes to the Master Plan and other plans, because a lot of work has gone into those plans. For the most part, he does not think it is something they should be doing.

The motion for denial passed unanimously with a vote of seven for, none against.

1. Consistency with Master Plan. The proposed amendment is not in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. Response to Change Conditions. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.
5. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

Commissioner Chesney moved that after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission deny Regulatory Zone Amendment Case Number WRZA18-0001 being unable to make the required findings in accordance with Washoe County Code Section 110.821.15 including the seven findings.

1. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan and the Regulatory Zone Map.
2. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.

4. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed amendment.
5. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.
6. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.
7. The proposed amendment will not affect the location, purpose and mission of the military installation.

In addition, Commissioner Chesney moved that after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission deny Development Code Amendment Case Number WDCA17-0008. This recommendation for denial is based on the inability to make all of the required findings in accordance with Washoe County Code Section 110.818.15(e) including the four findings. The motions to deny the regulatory zone amendment and the development code amendment were seconded by Commission Horan and carried unanimously with a vote of seven in favor, none against.

1. Consistency with Master Plan. The proposed Development Code amendment is in substantial compliance with the policies and action programs of the Washoe County Master Plan;
2. Promotes the Purpose of the Development Code. The proposed Development Code amendment will not adversely impact the public health, safety or welfare, and will promote the original purposes for the Development Code as expressed in Article 918, Adoption of Development Code;
3. Response to Changed Conditions. The proposed Development Code amendment responds to changed conditions or further studies that have occurred since the Development Code was adopted by the Board of County Commissioners, and the requested amendment allow for a more desirable utilization of land within the regulatory zones; and,
4. No Adverse Affects. The proposed Development Code amendment will not adversely affect the implementation of the policies and action programs of the Conservation Element or the Population Element of the Washoe County Master Plan.

9. Chair and Commission Items

***A. Future agenda items**

None

***B. Requests for information from staff**

Commissioner Donshick requested information on approved but not yet built projects for Reno and Sparks. Mr. Lloyd and Vice Chair Chesney referred Commissioner Donshick to maps provided by Regional Planning on their website. Mr. Lloyd stated that he would ask staff to provide the maps from Regional for Reno and Sparks in the Planning Commissioner's packets, in addition to the tentative maps from Washoe County.

10. Director's and Legal Counsel's Items

***A. Report on previous Planning Commission items**

Mr. Lloyd said the Lemmon Valley Heights subdivision which the Planning Commission (PC) approved was appealed to the Board of County Commissioners (BCC), and the BCC affirmed the PC's decision, as well as two Development Code Amendments (DCA). One of the amendments was access easements, and the other was clarification for accessory building heights. There was an additional DCA for clarification with public and private schools, which the PC approved at their last meeting; the DCA will be returning to the PC due to a noticing error. Mr. Lloyd said there had been an information request for Director of Engineering, Dwayne Smith, to come discuss, but legal counsel had advised that the discussion be tabled for the time being.

***B Legal information and updates**

None

11. *General Public Comment

Tom Courson, 150 Timberline View Court, Reno, Nevada 89511, said he was at the April third meeting, and after hearing the request for an amended Master Plan and Development Code to allow single-family residential uses, including mobile homes, within the Sun Valley Downtown Character Management Area, he looked into the issue a bit further. During the testimony it was said that the current code prevented people that lived there from improving their homes and that because of the larger minimum size of currently available mobile and manufactured homes, it was a hardship on the property owners. He said they were also told that due to the small size of the lots, one third of an acre in most cases in the area, that the intended commercial development has not appeared. He did some research on the property owners in the area and found that the majority of the properties are rentals and owned by real estate investment groups and not actual home owners. He said the properties were bought up cheap and have large cash flows due to the current shortage of housing in the Reno-Sparks area. Due to this fact, there is little incentive for these investment groups to move to a more commercial environment in this area of Sun Valley Boulevard. Mr. Courson stated that Ron Bell, who testified at the last meeting, is a real estate agent looking to make a fast buck off the property he has at 109 Grumpy Lane. There is another company, Bridge Carson LLC, with a mailing address out of Los Angeles, which owns over 50 properties in the area. He said he was not sure how giving these entities a cheap route to go and taking advantage of lower income people who make their living in this area. These companies are part of the reason for the lack of available housing in the Reno-Sparks area, because they have bought it all up and control it with rental units. Allowing companies to replace older, smaller trailers and homes with new larger trailers and manufactured homes will only continue the rental culture in the area that tends to be less cared for. Studies have shown that people who actually own their properties take better care of them and are more concerned about the appearance versus a rental that may be there only a short time. He was glad the board turned down the Planning and Building Division request for these code changes that would be in conflict with the direction of the DCMA of Sun Valley. He thought a good solution for the area might be for the county to relax and make it simpler for property owners to combine their smaller lots in this area. Many of the investment groups own continuous properties along Sun Valley Boulevard. Increasing the size of the lots in this area would lend itself to more commercial development, as these small one-third acre lots realistically cannot be developed for commercial uses. Tax breaks or incentives could also be offered to these investment groups. They actually pay very little taxes on these properties – generally less than \$300 per year. Combining several lots into single parcels would be more desirable for commercial development. Allowing larger units to replace current ones means more bedrooms and bigger families,

along with more children to further crowd local schools. He said you have the potential to burden the local schools with a \$20,000 to \$30,000 a year in costs per property for a property that may pay as little as \$600 in total property taxes.

Chair Chvilicek said all of the Commissioners were present at the joint planning meeting with the Reno Planning Commission. She applauded her fellow Commissioners and the City of Reno Planning Commissioners for demonstrating to the public that two bodies can have collegial and respectful debate and support the efforts of the community of the greater Truckee Meadows. She thanked the Commissioners.

12. Adjournment

With no further business scheduled before the Planning Commission, the meeting adjourned at 9:00 p.m.

Respectfully submitted,

Katy Stark, Recording Secretary

Approved by Commission in session on July 3, 2018.

Trevor Lloyd
Secretary to the Planning Commission

Attachment D

Appeal of Denial of Tentative Subdivision Map

Case Number WTM18-004



WASHOE COUNTY
COMMUNITY SERVICES DEPARTMENT
 Planning and Building

1001 EAST 9TH STREET
 PO BOX 11130
 RENO, NEVADA 89520-0027
 PHONE (775) 328-3600
 FAX (775) 328.6133

Board of Adjustment Action Order

Case Number WSUP18-0012 (Lemmon Drive Estates)

Decision: Denial
 Decision Date: July 11, 2018
 Mailing/Filing Date: July 13, 2018
 Property Owner: Chuck Bluth/Lakes at Lemmon Valley, LLC
 Assigned Planner: Roger Pelham, MPA, Senior Planner
 Washoe County Community Services Department
 Planning and Building Division
 Phone: 775.328.3622
 E-Mail: rpelham@washoecounty.us

Case Number WSUP18-0012 (Lemmon Drive Estates) – For possible action, hearing, and discussion to approve a special use permit for after-the-fact grading done without appropriate permits that triggers Major Grading. The grading done includes the construction of a driveway or road that traverses a slope of 30% or greater.

Applicant/Property Owner: Chuck Bluth/Lakes at Lemmon Valley, LLC
 Location: East side of Lemmon Drive, approximately 700 feet south of its intersection with Military Road
 APN: 552-210-18
 Parcel Size: ± 33.97 acres
 Master Plan: Suburban Residential (SR)
 Regulatory Zone: Medium Density Suburban (MDS) - 3 dwellings per acre
 Area Plan: North Valleys
 Citizen Advisory Board: North Valleys
 Development Code: Authorized in Article 438
 Commission District: 5 – Commissioner Herman

Notice is hereby given that the Washoe County Board of Adjustment denied the above referenced case number based on the inability to make the findings required by Washoe County Code Section 110.810.30:



INTEGRITY



EFFECTIVE COMMUNICATION



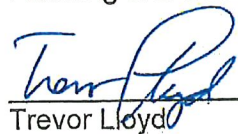
QUALITY PUBLIC SERVICE

Memo to: Chuck Bluth/Lakes at Lemmon Valley, LLC
Subject: WSUP18-0012
Date: July 13, 2018
Page: 2

1. Consistency. That the proposed use is consistent with the action programs, policies, standards and maps of the Master Plan and the North Valleys Area Plan.
2. Improvements. That adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, the proposed improvements are properly related to existing and proposed roadways, and an adequate public facilities determination has been made in accordance with Division Seven.
3. Site Suitability. That the site is physically suitable for Major Grading for restoration of grading without appropriate permits, and for the intensity of such a development.
4. Issuance Not Detrimental. That issuance of the permit will not be significantly detrimental to the public health, safety or welfare; injurious to the property or improvements of adjacent properties; or detrimental to the character of the surrounding area.
5. Effect on a Military Installation. Issuance of the permit will not have a detrimental effect on the location, purpose or mission of the military installation.

Anyone wishing to appeal this decision to the Washoe County Board of County Commissioners may do so within 10 calendar days from the Mailing/Filing Date shown on this Action Order. To be informed of the appeal procedure, call the Planning staff at **775.328.6100**. Appeals must be filed in accordance with Section 110.912.20 of the Washoe County Development Code.

Washoe County Community Services Department
Planning and Building Division



Trevor Lloyd
Secretary to the Board of Adjustment

TL/rp

Property Owner: Chuck Bluth/Lakes at Lemmon Valley LLC
4655 Longley Lane, Suite 107
Reno, NV 89502

Representatives: CFA, Inc.
Attn: Dave Snelgrove
1150 Corporate Blvd
Reno, NV 89502

Action Order xc: Nathan Edwards, District Attorney's Office; Keirsten Beck, Assessor's Office; Cori Burke, Assessor's Office; Tim Simpson, Utilities; Leo Vesely, Engineering and Capital Projects; Lisa Beaver, Truckee Meadows Fire Protection District; Nevada Division of Environmental Protection, 901 South Stewart Street, Suite. 4001, Carson City, NV 89701-5249; Regional Transportation Commission; Truckee Meadows Regional Planning Agency; North Valleys Citizen Advisory Board, Chair

Attachment E

Appeal of Denial of Tentative Subdivision Map

Case Number WTM18-004



Board of Adjustment Staff Report

Meeting Date: July 11, 2018

Agenda Item: 8C

SPECIAL USE PERMIT CASE NUMBER: WSUP18-0012 (Lemmon Drive Estates)

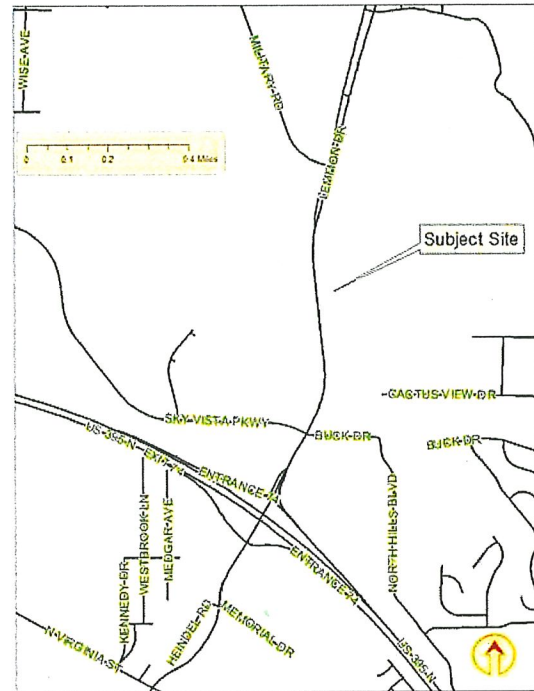
BRIEF SUMMARY OF REQUEST: Special Use Permit for after-the-fact grading done without appropriate permits that triggers Major Grading.

STAFF PLANNER: Planner's Name: Roger Pelham, MPA, Senior Planner
 Phone Number: 775.328.3622
 E-mail: rpelham@washoecounty.us

CASE DESCRIPTION

For possible action, hearing, and discussion to approve a special use permit for after-the-fact grading done without appropriate permits that triggers Major Grading. The grading done includes the construction of a driveway or road that traverses a slope of 30% or greater.

Applicant/Property Owner:	Chuck Bluth/Lakes at Lemmon Valley, LLC
Location:	East side of Lemmon Drive, approximately 700 feet south of its intersection with Military Road
APN:	552-210-18
Parcel Size:	± 33.97 acres
Master Plan:	Suburban Residential (SR)
Regulatory Zone:	Medium Density Suburban (MDS) - 3 dwellings per acre
Area Plan:	North Valleys
Citizen Advisory Board:	North Valleys
Development Code:	Authorized in Article 438
Commission District:	5 – Commissioner Herman



STAFF RECOMMENDATION

APPROVE

APPROVE WITH CONDITIONS

DENY

POSSIBLE MOTION

I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Board of Adjustment approve, with conditions included at Exhibit A, Special Use Permit Case Number WSUP18-0012 for Chuck Bluth/Lakes at Lemmon Valley, LLC, having made all five findings in accordance with Washoe County Code Section 110.810.30.

(Motion with Findings on Page 12)

Staff Report Contents

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Appeal Process12

Exhibits Contents

Conditions of ApprovalExhibit A
Agency CommentsExhibit B
Citizen Advisory Board Draft MinutesExhibit C
Public NoticeExhibit D
Project Application.....Exhibit E

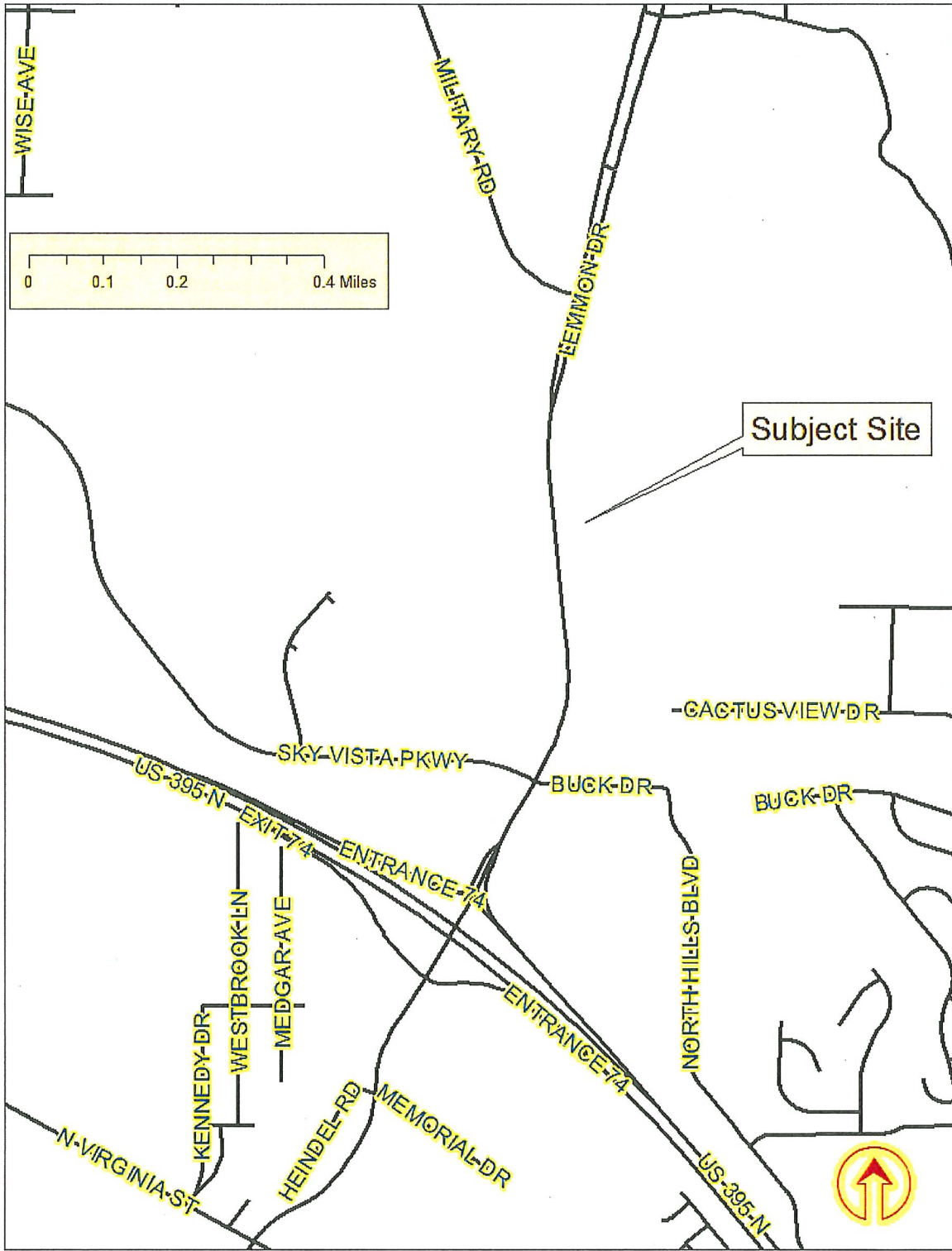
Special Use Permit

The purpose of a Special Use Permit is to allow a method of review to identify any potential harmful impacts on adjacent properties or surrounding areas for uses that may be appropriate within a regulatory zone; and to provide for a procedure whereby such uses might be permitted by further restricting or conditioning them so as to mitigate or eliminate possible adverse impacts. If the Board of Adjustment grants an approval of the Special Use Permit, that approval is subject to Conditions of Approval. Conditions of Approval are requirements that need to be completed during different stages of the proposed project. Those stages are typically:

- Prior to permit issuance (i.e. a grading permit, a building permit, etc.)
- Prior to obtaining a final inspection and/or a certificate of occupancy on a structure
- Prior to the issuance of a business license or other permits/licenses
- Some Conditions of Approval are referred to as "Operational Conditions." These conditions must be continually complied with for the life of the business or project.

The Conditions of Approval for Special Use Permit Case Number WSUP18-0012 are attached to this staff report and will be included with the Action Order, if approval is granted by the Board of Adjustment.

The subject property is designated as Medium Density Suburban (MDS). Major Grading may be approved in all regulatory zones subject to the approval of a special use permit, in accordance with Article 438, Grading. The applicant has already done Major Grading without having first obtained the appropriate approvals from Washoe County. Therefore, the applicant is seeking approval of this SUP from the Board of Adjustment, for after-the-fact grading done without appropriate permits, that triggers Major Grading. The grading done includes the construction of a driveway or road that traverses a slope of 30% or greater.



Vicinity Map

Project Evaluation

In March of this year the applicant applied for approval of a tentative subdivision map to allow a 98-lot single-family residential, common open space subdivision on the subject site. During the May 1, 2018 hearing before the Washoe County Planning Commission (PC) on that subdivision request, several neighbors noted that area on the subject site, which was proposed to remain undisturbed open space, had been graded and significant excavation had been recently done. The grading had been done after staff had conducted a site inspection. Ultimately, the PC denied the requested subdivision application. The applicant has appealed that denial to the Board of County Commissioners, but has requested to delay the hearing on the requested subdivision until after the unpermitted grading has been addressed appropriately.

On May 3, 2018 the applicant's representative and staff conducted a joint site inspection and determined that the grading done had exceeded the thresholds for Major Grading, specifically, Section 110.438.35(a)(3) which states that Major Grading includes, "Any driveway or road that traverses any slope of thirty (30) percent or greater (steeper)".

It is also important to note that under the Washoe County Development Code, Grading is defined as, "any clearing, excavation, cutting, filling, or other disturbance of the natural state of the landform or natural vegetation and/or any combination thereof."

The grading that was done included the excavation of approximately 340 cubic yards of large rocks or boulders from the lower portion of a hill within the proposed undisturbed open space area of the proposed residential subdivision. The grading also included the disturbance (running over with excavation equipment) an area of approximately 30,000 square feet (± 0.7 acres). The grading also included the creation of a roadway across the existing natural drainage way to access the area (hill) from which the rocks and boulders were excavated. The slope of the natural drainage way was greater than 30%.

The photo below shows the area of excavation prior to disturbance and was provided by the applicant in the application for this special use permit.



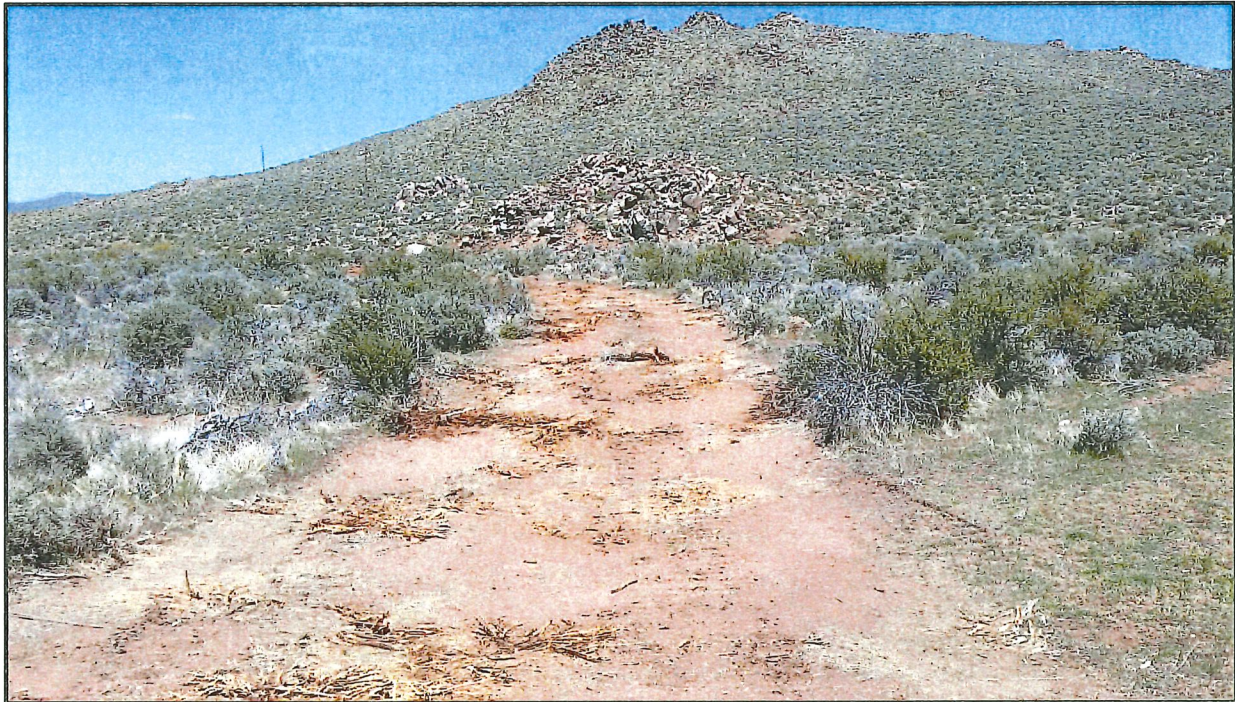
The following photo shows the area of excavation after the excavation was done.



The following photo shows the roadway which was graded through the natural drainage way.



The following photo shows the continuation of the newly-graded roadway toward the existing sewer access road.



The following photos show the area disturbed by placing the excavated rocks and boulders and the rocks and boulders that have been stockpiled.





Due to the nature of the grading and disturbance of an area otherwise proposed to remain undisturbed, staff is reluctant to recommend approval of the special use permit request. If the special use permit is denied, then Washoe County Code Enforcement will begin the compliance process in accordance with Article 438, which will likely result in the applicant being issued a "remediation order." That order would require the applicant to remedy any identified threats to the public health and safety, but would not provide the opportunity for conditions of approval to remedy other types of damage that have also been done. For this reason staff is recommending approval of the special use permit, subject to a very stringent set of conditions.

No conditions, remediation, revegetation, or restoration will ever completely erase the impact of the grading that has been done. At best, staff hopes that the damage will be made less.

Recommended conditions of approval are intended to mitigate the visual impact, mitigate erosion, to inhibit access, and to encourage the growth of native vegetation. Recommended conditions of approval include: replacing rocks and boulders at the base of the slope from which they were excavated, under the direction of a landscape architect; placing rocks and boulders along both sides of the natural drainage way, where the new roadway was graded; placing rocks and boulders along the new roadway to limit access to the disturbed area; placing rocks and boulders along existing roads or two-track trails to further inhibit access to the disturbed area; re-seeding and provision of temporary irrigation to all disturbed areas; fencing surrounding the base of the slope to inhibit further disturbance during any future construction activities that may occur; and prohibition of exportation of rocks and boulders from the subject site.

North Valleys Citizen Advisory Board (NV CAB)

The proposed project was presented by the applicant's representative at the regularly scheduled Citizen Advisory Board meeting on June 11, 2018. The draft CAB minutes (Exhibit C to this report) reflect discussion on the following items:

- Code Enforcement should be involved
- The grading done is a violation of the Code
- The grading done was unknown to the applicant's representative prior to the Planning Commission hearing

- The rock outcropping within the graded area should be protected
- Boulders should be replaced, but not where they are in danger of rolling off the slope
- Access to the area should be restricted
- The area should be restored
- The drainage way should be restored
- Fines or penalties should be assessed against the applicant

Reviewing Agencies

The following agencies received a copy of the project application for review and evaluation:

- US Army Corps of Engineers
- State of Nevada
 - Environmental Protection
 - Transportation
 - Water Resources
 - Wildlife (NDOW)
- Washoe County Community Services Department
 - Planning and Building Division
 - Geographic Information Systems
 - Engineering and Capital Projects Division
 - Utilities/Water Rights
 - Parks and Open Spaces
- Washoe County Health District
 - Air Quality Management Division
 - Vector-Borne Diseases Program
 - Environmental Health Services Division
- Washoe County Regional Animal Services
- Washoe County Sheriff
- Truckee Meadows Fire Protection District
- Regional Transportation Commission
- Washoe – Storey Conservation District
- City of Reno

Three out of the nineteen above listed agencies/departments provided comments and/or recommended conditions of approval in response to their evaluation of the project application. A **summary** of each agency's comments and/or recommended conditions of approval and their contact information is provided. The Conditions of Approval document is attached to this staff report and will be included with the Action Order, if approval is granted by the Board of Adjustment.

- Washoe County Planning and Building Division addressed the restoration of the graded area and provided conditions requiring replacing rocks and boulders that had been removed without appropriate permits.

Contact: Roger Pelham, 775.328.3622, rpelham@washoecounty.us

- Washoe County Engineering and Capital Projects Division addressed technical requirements for a grading permit, and required a bond for completion of the project.
Contact: Leo Vesely, 775.328.2041, lvesely@washoecounty.us
- Washoe County Health District noted that a Dust Control Permit is required prior to any additional work being done on the project.
Contact: Mike Wolf, 775.784.7206, mwolf@washoecounty.us

Staff Comment on Required Findings

WCC Section 110.810.30, Article 810, *Special Use Permits*, requires that all of the following findings be made to the satisfaction of the Washoe County Board of Adjustment before granting approval of the request. Staff has completed an analysis of the special use permit application and has determined that the proposal is in compliance with the required findings as follows.

1. Consistency. That the proposed use is consistent with the action programs, policies, standards and maps of the Master Plan and the North Valleys Area Plan.

Staff Comment: Major Grading is not prohibited by the North Valleys Area Plan. Policy NV.8.3 requires, "that hillside grading will establish an undulating naturalistic appearance by creating varying curvilinear contours." The plans submitted for restoration of the disturbed area, with the conditions of approval as recommended by staff, will be required to meet this policy.

2. Improvements. That adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, the proposed improvements are properly related to existing and proposed roadways, and an adequate public facilities determination has been made in accordance with Division Seven.

Staff Comment: The special use permit is for restoration of an area disturbed by grading without appropriate permits. Roadways and other improvements are conditioned to be removed.

3. Site Suitability. That the site is physically suitable for Major Grading for restoration of grading without appropriate permits, and for the intensity of such a development.

Staff Comment: The site proposed for Major Grading is the area that has been disturbed by grading without appropriate permits.

4. Issuance Not Detrimental. That issuance of the permit will not be significantly detrimental to the public health, safety or welfare; injurious to the property or improvements of adjacent properties; or detrimental to the character of the surrounding area.

Staff Comment: The issuance of the special use permit will not be significantly detrimental to the public health, safety or welfare or injurious to the property or improvements of adjacent properties, or detrimental to the character of the surrounding area. The reason for the special use permit is to restore an area that was graded without appropriate permits. The grading done without appropriate permits may be seen to be significantly detrimental to the public health, safety or welfare or injurious to the property or improvements of adjacent properties, or detrimental to the character of the surrounding area.

5. Effect on a Military Installation. Issuance of the permit will not have a detrimental effect on the location, purpose or mission of the military installation.

Staff Comment: There is no military installation within the area required to be noticed for this special use permit.

Recommendation

Those agencies which reviewed the application recommended conditions in support of approval of the special use permit to restore an area graded without appropriate permits. Therefore, after a

thorough analysis and review, Special Use Permit Case Number WSUP18-0012 is being recommended for approval with conditions. Staff offers the following motion for the Board's consideration.

Motion

I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Board of Adjustment approve, with conditions included at Exhibit A, Special Use Permit Case Number WSUP18-0012 for Chuck Bluth/Lakes at Lemmon Valley, LLC, having made all five findings in accordance with Washoe County Code Section 110.810.30:

1. Consistency. That the proposed use is consistent with the action programs, policies, standards and maps of the Master Plan and the North Valleys Area Plan.
2. Improvements. That adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, the proposed improvements are properly related to existing and proposed roadways, and an adequate public facilities determination has been made in accordance with Division Seven.
3. Site Suitability. That the site is physically suitable for Major Grading for restoration of grading without appropriate permits, and for the intensity of such a development.
4. Issuance Not Detrimental. That issuance of the permit will not be significantly detrimental to the public health, safety or welfare; injurious to the property or improvements of adjacent properties; or detrimental to the character of the surrounding area.
5. Effect on a Military Installation. Issuance of the permit will not have a detrimental effect on the location, purpose or mission of the military installation.

Appeal Process

Board of Adjustment action will be effective 10 calendar days after the written decision is filed with the Secretary to the Board of Adjustment and mailed to the applicant, unless the action is appealed to the Washoe County Board of County Commissioners, in which case the outcome of the appeal shall be determined by the Washoe County Board of County Commissioners. Any appeal must be filed in writing with the Planning and Building Division within 10 calendar days from the date the written decision is filed with the Secretary to the Board of Adjustment and mailed to the applicant.

Applicant/Owner/Developer: Chuck Bluth/Lakes at Lemmon Valley LLC
 4655 Longley Lane, Suite 107
 Reno, NV 89502

Representatives: CFA, Inc.
 Attn: Dave Snelgrove
 1150 Corporate Blvd
 Reno, NV 89502



Conditions of Approval

Special Use Permit Case Number WSUP18-0012

The project approved under Special Use Permit Case Number WSUP18-0012 shall be carried out in accordance with the Conditions of Approval granted by the Board of Adjustment on July 11, 2018. Conditions of Approval are requirements placed on a permit or development by each reviewing agency. These Conditions of Approval may require submittal of documents, applications, fees, inspections, amendments to plans, and more. These conditions do not relieve the applicant of the obligation to obtain any other approvals and licenses from relevant authorities required under any other act.

Unless otherwise specified, all conditions related to the approval of this Special Use Permit shall be met or financial assurance must be provided to satisfy the conditions of approval prior to issuance of a grading or building permit. The agency responsible for determining compliance with a specific condition shall determine whether the condition must be fully completed or whether the applicant shall be offered the option of providing financial assurance. All agreements, easements, or other documentation required by these conditions shall have a copy filed with the County Engineer and the Planning and Building Division.

Compliance with the conditions of approval related to this Special Use Permit is the responsibility of the applicant, his/her successor in interest, and all owners, assignees, and occupants of the property and their successors in interest. Failure to comply with any of the conditions imposed in the approval of the Special Use Permit may result in the institution of revocation procedures.

Washoe County reserves the right to review and revise the conditions of approval related to this Special Use Permit should it be determined that a subsequent license or permit issued by Washoe County violates the intent of this approval.

For the purpose of conditions imposed by Washoe County, "may" is permissive and "shall" or "must" is mandatory.

Conditions of Approval are usually complied with at different stages of the proposed project. Those stages are typically:

- Prior to permit issuance (i.e., grading permits, building permits, etc.).
- Prior to obtaining a final inspection and/or a certificate of occupancy.
- Prior to the issuance of a business license or other permits/licenses.
- Some "Conditions of Approval" are referred to as "Operational Conditions." These conditions must be continually complied with for the life of the project or business.

The Washoe County Commission oversees many of the reviewing agencies/departments with the exception of the following agencies.

- **The DISTRICT BOARD OF HEALTH, through the Washoe County Health District, has jurisdiction over all public health matters in the Health District. Any conditions set by the Health District must be appealed to the District Board of Health.**

Washoe County Conditions of Approval

FOLLOWING ARE CONDITIONS OF APPROVAL REQUIRED BY THE REVIEWING AGENCIES. EACH CONDITION MUST BE MET TO THE SATISFACTION OF THE ISSUING AGENCY.

Washoe County Planning and Building Division

1. The following conditions are requirements of Planning and Building, which shall be responsible for determining compliance with these conditions.

Contact Name – Roger Pelham, (775) 328-3622, rpelham@washoecounty.us

- a. The applicant shall demonstrate substantial conformance to the plans approved as part of this special use permit. The Planning and Building Division shall determine compliance with this condition.
- b. The applicant shall submit complete construction plans and building permits shall be issued within two years from the date of approval by Washoe County. The applicant shall complete construction within the time specified by the building permits. Compliance with this condition shall be determined by the Planning and Building Division.
- c. A note shall be placed on all construction drawings and grading plans stating:

NOTE

Should any cairn or grave of a Native American be discovered during site development, work shall temporarily be halted at the specific site and the Sheriff's Office as well as the State Historic Preservation Office of the Department of Conservation and Natural Resources shall be immediately notified per NRS 383.170.

- d. The applicant shall replace rocks and boulders at the base of the slope from which they were excavated. Replacement of rocks and boulders shall be done in a manner to mimic the adjacent undisturbed area. Replacement of rocks shall be conducted under the direction of a landscape architect, registered in the State of Nevada.
- e. The applicant shall replace rocks and boulders along both sides of the natural drainage way, where the new roadway was graded. The contour of the land shall be returned to its pre-disturbance state. Replacement of rocks and boulders shall be done in a manner to mimic the adjacent undisturbed area.
- f. The applicant shall place rocks and boulders along the newly graded roadway to inhibit access to the disturbed area. Replacement of rocks and boulders shall be done in a manner to mimic the adjacent undisturbed area.
- g. The applicant shall place rocks and boulders along existing roads and dirt tracks to inhibit access. Replacement of rocks and boulders shall be done in a manner to mimic the adjacent undisturbed area.
- h. The applicant shall re-seed all disturbed areas with a native seed mix of the type of vegetation common to the adjacent undisturbed area.
- i. The applicant shall provide temporary irrigation to all disturbed areas for at least three years.
- j. Prior to any work on the site and prior to any equipment being brought onto the subject site, the applicant shall place temporary construction fencing around all disturbed areas to inhibit access during and after grading and construction activities and allow revegetation efforts to proceed.

Washoe County Conditions of Approval

- k. Rocks and boulders shall not be exported from the subject site.
- l. All rocks and boulders that had been previously excavated shall be replaced on the subject site.
- m. Equipment shall not be allowed to be operated on any area of the subject site that has not been previously disturbed.
- n. Additional area of disturbance or grading on the subject site is prohibited.

Washoe County Engineering and Capital Projects

2. The following conditions are requirements of the Engineering Division, which shall be responsible for determining compliance with these conditions.

Contact Name – Leo R. Vesely, P.E., (775) 328-2041, lvesely@washoecounty.us

- a. A complete set of construction improvement drawings, including an on-site grading plan, shall be submitted when applying for a building/grading permit. Grading shall comply with best management practices (BMP's) and shall include detailed plans for grading, site drainage, erosion control (including BMP locations and installation details), slope stabilization, and mosquito abatement. Placement or removal of any excavated materials shall be indicated on the grading plan. Silts shall be controlled on-site and not allowed onto adjacent property.
- b. For construction areas larger than 1 acre, the developer shall complete and submit the Construction Permit Submittal Checklist and pay the Construction Stormwater Inspection Fee prior to obtaining a grading permit.
- c. If material is to be exported from the site, the plans shall note where exported materials will be taken and a grading permit shall be obtained for the import site.
- d. A grading bond of \$2,000/acre of disturbed area shall be provided to the Engineering Division prior to any grading.
- e. All disturbed areas left undeveloped for more than 30 days shall be treated with a dust palliative. Disturbed areas left undeveloped for more than 45 days shall be revegetated.
- f. The following note shall be added to the grading plan; "All properties, regardless if they are located within or outside of a FEMA designated flood zone, may be subject to flooding. The property owner is required to maintain all drainage easements and natural drainages and not perform or allow unpermitted and unapproved modifications to the property that may have detrimental impacts to surrounding properties."

Washoe County Health District

3. The following conditions are requirements of the Health District, which shall be responsible for determining compliance with these conditions.

Contact Name – Michael Wolf, (775) 784.7026, mwolf@washoecounty.us

- a. A dust control permit is required prior to any work beginning on the subject site.

*** End of Conditions ***

From: [Schull, Shyanne](#)
To: [Pelham, Roger](#)
Subject: WSUP18-0012 (Lemmon Drive Estates)
Date: Friday, May 25, 2018 3:49:40 PM
Attachments: [image003.png](#)

Roger,
WCRAS does not have any concerns about the above mentioned application.

Shyanne Schull
Director
Washoe County Regional Animal Services
2825A Longley Lane
Reno, NV 89502
775.328.2142 Office
775.322.3647 Dispatch
Sschull@washocounty.us
www.washocountyanimals.com

*"Promoting responsible care of animals
through education, proactive outreach,
and regulation, making Washoe County
a safe community".*



REGIONAL
ANIMAL SERVICES

From: [Fagan, Donna](#)
To: [Olander, Julee](#); [Pelham, Roger](#)
Subject: FW: May Agency Review Memo II
Date: Tuesday, May 22, 2018 10:08:03 AM

Julee and Roger,

Comments below for WSUP18-0009, WSUP18-0011, and WSUP18-0012.

Donna Fagan

Office Support Specialist ½Washoe County Community Services Department ½Planning and Building Division
dfagan@washoecounty.us ½o 775.328.3616 ½f 775.328.6133 ½1001 E. Ninth St., Bldg. A, Reno, NV 89520



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From: Wolf, Mike
Sent: Tuesday, May 22, 2018 9:59 AM
To: Fagan, Donna
Subject: RE: May Agency Review Memo II

All three will require dust control permits, prior to any work stating.

Thanks

Michael Wolf, CEM

Permitting and Enforcement Branch Chief | Air Quality Management Division | Washoe County Health District
mwolf@washoecounty.us | O: (775) 784-7206 | 1001 E. Ninth St., Bldg. B, Reno, NV 89512

OurCleanAir.com

**WASHOE COUNTY
HEALTH DISTRICT**
ENHANCING QUALITY OF LIFE



From: [Lawson, Jacqueline](#)
To: [Pelham, Roger](#)
Cc: [Dayton, Brittany](#)
Subject: May Agency Review Memo II
Date: Wednesday, May 30, 2018 4:28:32 PM

Hello Roger,

The EMS Program does not have any comments for Special Use Permit Case Number WSUP18-0011 (Murry Grading) included in May Agency Review Memo II (item 2).

The EMS Program also does not have any comments for Special Use permit Case Number WSUP18-0012 (Lemmon Drive Estates) included in May Agency Review Memo II (item 3).

Please let me know if you have any questions.

Thank you

Jackie

Jackie Lawson

Office Support Specialist | Emergency Medical Services and Public Health Preparedness

Washoe County District Health District

jlawson@washoecounty.us | O: (775) 326-6051

1001 E. Ninth St., Bldg. B, Reno, NV 89512

**WASHOE COUNTY
HEALTH DISTRICT**
ENHANCING QUALITY OF LIFE



From: [Kaneyuki, Bradley](#)
To: [Pelham, Roger](#)
Subject: RE: May Agency Review Memo II.pdf
Date: Tuesday, May 22, 2018 6:31:47 AM

Re: WSUP18-0012 (Lemmon Drive Estates)
APN 552-210-18
CFA

Morning Roger,

There are no street name reservations for WSUP18-0012, Lemmon Drive Estates.

Bradley Kaneyuki
Technology Systems Developer II
Regional Services/GIS
(775) 328-2344
1001 E 9th St, Bldg C, Reno, NV 89512



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction
Metropolitan Planning Organization of Washoe County, Nevada

May 24, 2018

FR: Chrono/PL 183-18

Mr. Roger Pelham, Senior Planner
Community Services Department
Washoe County
PO Box 11130
Reno, NV 89520

RE: WSUP18-0012 (Lemmon Drive Estates)

Dear Mr. Pelham,

We have reviewed the subject application and have the following comments and recommendations.

Comments and Recommendations:

1. The 2040 Regional Transportation Plan (RTP) identifies Lemmon Drive as an arterial with moderate-Access control. To maintain arterial capacity, the following RTP access management standards should be maintained.

Access Management Standards-Arterials ¹ and Collectors							
Access Management Class	Posted Speeds	Signals Per Mile and Spacing ²	Median Type	Left From Major Street? (Spacing from signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways?	Driveway Spacing ³
Moderate Access Control	40-45 mph	3 or less Minimum spacing 1500 feet	Raised or painted w/turn pockets	Yes 500 ft. minimum	No, on 5 or 8-lane roadways w/o signal	Yes ⁴	200 ft./300 ft.

¹ 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.

² 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 including corridor level of service.

³ Minimum spacing from signalized intersections spacing other driveways.

⁴ If there are more than 60 inbound right-turn movements during the peak-hour.

2. The policy Level of Service (LOS) standard for Lemmon Drive is LOS D. Policy LOS for intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersection corridor. This project should be required to meet all the conditions necessary to complete road improvements to maintain policy LOS standards.
3. The 2040 RTP identifies Lemmon Drive from US 395 to Military Road to be widened from 4 to 6 lanes by 2026. Dedication of right-of-way or setbacks adequate to complete

RTP improvements should be required as a condition of approval. See the attached typical 120' right-of-way section for a 6-lane facility. Additional right-of-way may be required for dedicated turn lanes at intersections.

4. The applicant may be eligible for RRIF waivers for right-of-way and/or construction of improvements to Lemmon Drive through a RRIF Offset Agreement. To be eligible for RRIF waivers, the capital improvements to Lemmon Drive must be included in the RRIF Capital Improvement Plan (CIP). RRIF eligible intersection improvements are limited to the intersection of two regional roadways. The project access roadways are not regional roadways and therefore, not eligible for RRIF Waivers the RRIF Offset program. The 6th Edition RRIF CIP is currently under development and will include the widening of Lemmon Drive to 6 lanes. Once the RRIF CIP is adopted, the developer may request to enter into a RRIF Offset Agreement through a letter of intent. Questions regarding RRIF waivers should be directed to Julie Masterpool, RTC Engineering Manager – RRIF Traffic Engineer (348-0171).
5. A Traffic Impact Study prepared by Traffic Works was submitted with the application and identifies the project would generate 925 Daily Trips, 73 AM peak hour trips, and 97 PM peak hour trips. Per the RTC access management standards, left turns from the minor street will be prohibited on a 6 lane facility, unless signal warrants are met. If signal warrants aren't warranted for build out of the project, left turn movements from the minor streets at both intersections should be prohibited in the interim condition.
6. A Traffic Impact Study prepared by Traffic Works was subsequently submitted as an addendum to the application. Recommended improvements included limiting the two project driveways to right in and right out movements only and improvements to the Lemmon Drive/Military Road intersection to allow enough space for large passenger vehicles to make northbound to southbound u-turns.
7. 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. Also, 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 these applications. Please feel free to contact me at 775-332-0174 or email me at rkapuler@rtcwashoe.com if, you have any questions or comments.

Page 3

WSUP18-0012 (Lemmon Drive Estates)

Sincerely,



Rebecca Kapuler
Planner

RK/jm

Attachment

Copies: Mojra Hauenstein, Washoe County Community Services
Trevor Lloyd, Washoe County Community Services
Jae Pullen, Nevada Department of Transportation, District II
Daniel Doenges, Regional Transportation Commission
Tina Wu, Regional Transportation Commission
Mark Maloney, Regional Transportation Commission
Julie Masterpool, Regional Transportation Commission
David Jickling, Regional Transportation Commission

887 Lemmon Drive Estates

From: [O'Connor, Tim](#)
To: [Pelham, Roger](#)
Subject: WSUP18-0011 (Murry Grading) and WSUP18-0012 (Lemmon Drive Estates)
Date: Tuesday, May 22, 2018 7:08:50 AM

Roger,

With regard to WSUP18-0011 (Murry Grading) and WSUP18-0012 (Lemmon Drive Estates), the Washoe County Sheriff's Office has no issues or concerns with the projects.

Captain Tim O'Connor
Washoe County Sheriff's Office
Patrol Division
775-328-3354
PRIDE - Professionalism, Respect, Integrity, Dedication, Equality

From: [Simpson, Tim](#)
To: [Pelham, Roger](#)
Cc: [Klein, Kris](#); [West, Walt](#)
Subject: Board of Adjustment Cases
Date: Wednesday, June 06, 2018 8:22:48 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Roger,

The utility has no comments or conditions for cases WSUP18-011 (Murry Grading) or WSUP18-0012 (Lemmon Drive Estates).



Timothy Simpson, P.E.

Licensed Engineer | Community Services Department

tsimpson@washoecounty.us | Office: (775) 954-4648 | Fax: (775) 328-3699

1001 East 9th Street, Bldg A, Reno, NV 89512





WASHOE COUNTY
COMMUNITY SERVICES DEPARTMENT
Engineering and Capital Projects

1001 EAST 9TH STREET
PO BOX 11130
RENO, NEVADA 89520-0027
PHONE (775) 328-3600
FAX (775) 328.3699

Date: June 11, 2018
To: Roger Pelham, Planning and Building Division
From: Leo R. Vesely, P.E., Engineering and Capitol Projects Division
Re: Lemmon Drive Estates Special Use Permit WSUP18-0012
APNs 552-210-18

GENERAL PROJECT DISCUSSION

Washoe County Engineering and Capital Project staff has reviewed the above referenced application. The SUP is for the construction of an access road and for the removal of approximately 340 cubic yards of boulders for use in a project permitted within the City of Reno. The Engineering and Capital Projects Division recommends approval with the following comments and conditions of approval which supplement applicable County Code and are based upon our review of the application prepared by CFA Inc. The County Engineer shall determine compliance with all the following conditions of approval.

For questions related to sections below, please see the contact name provided.

GENERAL CONDITIONS

Contact Information: Leo R. Vesely, P.E. (775) 328-2041

1. A complete set of construction improvement drawings, including an on-site grading plan, shall be submitted when applying for a building/grading permit. Grading shall comply with best management practices (BMP's) and shall include detailed plans for grading, site drainage, erosion control (including BMP locations and installation details), slope stabilization, and mosquito abatement. Placement or removal of any excavated materials shall be indicated on the grading plan. Silts shall be controlled on-site and not allowed onto adjacent property.
2. For construction areas larger than 1 acre, the developer shall complete and submit the Construction Permit Submittal Checklist and pay the Construction Stormwater Inspection Fee prior to obtaining a grading permit.
3. If material is to be exported from the site, the plans shall note where exported materials will be taken and a grading permit shall be obtained for the import site.
4. A grading bond of \$2,000/acre of disturbed area shall be provided to the Engineering Division prior to any grading.
5. All disturbed areas left undeveloped for more than 30 days shall be treated with a dust palliative. Disturbed areas left undeveloped for more than 45 days shall be revegetated.
6. The following note shall be added to the grading plan; "All properties, regardless if they are located within or outside of a FEMA designated flood zone, may be subject to flooding. The property owner is required to maintain all drainage easements and natural drainages and not



INTEGRITY



EFFECTIVE
COMMUNICATION



QUALITY
PUBLIC SERVICE

WWW.WASHOECOUNTY.NV

Subject: Lemmon Drive Estates Special Use Permit WSUP18-0012
Date: June 6, 2018
Page: 2

perform or allow unpermitted and unapproved modifications to the property that may have detrimental impacts to surrounding properties.”

TRAFFIC AND ROADWAY (COUNTY CODE 110.436)

Contact Information: Clara Lawson, P.E. (775) 328-3603

There are no traffic related conditions of approval.

UTILITIES (County Code 422 & Sewer Ordinance)

Contact Information: Tim Simpson, P.E. (775) 954-4648

There are no utility related conditions of approval

From: Patrick Mohn
To: [Pelham, Roger](#)
Subject: "After-the-Fact" grading, Lemmon Drive Estates WSUP18-0012
Date: Thursday, May 31, 2018 8:48:16 AM

Roger,

I don't have any comment except that there should be consequences for them grading without a permit, and I don't understand how the developer can come in with a request for an SUP after the fact. Fortunately, the total disturbance was less than 1 acre, which would not normally require an NDEP stormwater permit, unless the disturbance was near a watercourse. Consequences for grading without authorization is under County purview.

Pat



Patrick A. Mohn, M.Sc., P.E.
UIC Compliance Coordinator
Bureau of Water Pollution Control (BWPC)
Nevada Division of Environmental Protection
901 South Stewart Street, Suite 4001
Carson City, NV 89701
p: 775.687.9419 fax: 775.687.4684
pmohn@ndep.nv.gov

3



NORTH VALLEYS CITIZEN ADVISORY BOARD

changes to

DRAFT: Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where these minutes are approved by the CAB. Minutes of the regular meeting of the North Valleys Citizen Advisory Board held June 11, 2018 at the North Valleys Regional Park, 8085 Silver Lake Road, Reno, NV.

1. ***CALL TO ORDER/ DETERMINATION OF QUORUM** - The meeting was called to order at 6:38 p.m. by Ray Lake. A quorum was present.

Present: Teresa Aquila, Ray Lake, Jean Harris, Jennifer Salisbury, Roger Edwards.

2. ***PLEDGE OF ALLEGIANCE** - Ray Lake led the pledge.

3. ***PUBLIC COMMENT** –

Roger Pelham, Washoe County Planning said the County is interested in your opinion on how the County should grow. He handed out post cards to complete a survey.

4. **APPROVAL OF AGENDA FOR THE MEETING OF MAY 11, 2018** – Roger Edwards moved to approve the agenda for **MAY 11, 2018**. Teresa Aquila seconded the motion to approve the agenda. The motion passed unanimously.

5. **APPROVAL OF THE MINUTES FOR THE MEETING OF APRIL 9, 2018** – Teresa Aquila moved to approve the minutes of **APRIL 9, 2018**. Jennifer Salisbury seconded the motion to approve the minutes. Roger Edwards abstained. The motion passed.

6. **DEVELOPMENT PROJECTS** – The project description is provided below with links to the application or you may visit the Planning Program website and select the Application tab and then the Applications Commission District Five. https://www.washoecounty.us/csd/planning_and_development/index.php

6.A. Special Use Permit Case Number WSUP18-0012 (Lemmon Drive Estates) – Request for community feedback, discussion and possible action to forward community and Citizen Advisory Board comments to Washoe County staff on after-the-fact grading done without appropriate permits, that triggers Major Grading. The grading done includes the construction of a driveway or road that traverses a slope of 30% or greater. (For Possible Action)

- Applicant/ Property Owner: Chuck Bluth, Lakes at Lemmon Valley, LLC
- Location: On the east side of Lemmon Drive, approximately 700 feet south of its intersection with Military Road
- Assessor's Parcel Number: 552-210-18
- Staff: Roger Pelham, Senior Planner; 775-328-3622; rpelham@washoecounty.us
- Reviewing Body: Tentatively scheduled for the Board of Adjustment on July 11, 2018

The request is for a Special Use Permit for Grading. In association with Lemmon Drive Estates tentative map. Land was disturbed by grading. The boulders were removed for other uses.

Dave Snelgrove with AFC, applicant representative was present to answer questions.

Jean Harris said she was at the meeting when this excavation discovery took place. She said the property owner said he wasn't going to do anything with that land, which wasn't true. She asked if there are fines for illegal grading. She asked for the next step. Roger Pelham said the applicant can't take additional action until this is rectified. Roger Pelham said they are requesting this Special Use Permit to bring them into compliance, and applicant has appealed the denial of the tentative map by the Planning Commission. That appeal will go forward to County Commissioners. The applicant asked it to put a hold on the appeal until this Special Use Permit could take place.

Teresa Aquila asked if the road graded is part of proposed development. Roger Pelham said no.

Roger Edward said you cannot grade even if it's a new project. He asked why is any work being done before the appeal process is complete. Roger Pelham said the work was done without permits; that is why we are here today. If the Special Use Permit is approved, certain work can be conducted to restore the disturbed area.

Roger Edwards asked if we need code enforcement to stop them from driving them across the illegal road that was created. Roger Pelham said the code talks about grading, it doesn't address driving across the road. The road was graded illegally. If code enforcement was involved, they would have been involved at the start of the process; code enforcement would require the applicant to get a Special Use Permit which is what they are requesting today.

Roger Edwards said the Special Use Permit is to correct the violation. He asked what prevents the applicant from putting in the road for his project. Roger Pelham said permits are required and work has to be in compliance. Roadwork cannot be done.

Roger Edwards asked if code enforcement been notified. Roger Pelham said no, because we are now in the Special Use Permit process. We are already two steps ahead of code enforcement.

Dave Snelgrove, CFA, project representative said they discovered the illegal grading at the same meeting as the County. They didn't understand the magnitude. The equipment followed a sewer line road. Sage brush had been crushed. Survey crews went out to identify the disturbed land – they identified graded and exposed new earth which includes the rock pile and crushed sage brush. The Special Use Permit will rectify something that should not have happened. There will be Conditions of Approval for this process for restoration. He said the magnitude triggered a need for SUP. The grading done includes the construction of a driveway or road that traverses a slope of 30% or greater as well as boulders were disturbed. This is not a grading permit, it's a Special Use Permit. Dave Snelgrove said the applicant apologized. This sideswiped his project. Dave Snelgrove said they will re-grade the slope back to 30% and replace the rocks. It's a waste of time and money, but we are following the rules; this has to be fixed.

Ray Lake asked what the client proposes to do. Dave Snelgrove said it will come down to the County's Conditions. Dave Snelgrove said they will then have to file a formal grading permit for approval. Dave advised his client not to put another piece of equipment on the land until approved by the County. Dave Snelgrove said he is concerned the rock outcrop will get tagged with graffiti. He said he doesn't want it accessible, and he

recommends the County be present when they are out at the property. Ray Lake said there are a few options – bite the bullet and approve the permit, or we could deny it.

Dave Snelgrove asked if anyone has gone out to see the property. Jean Harris said she has been out there. Dave said its helpful to get recommendations in a form of a condition such as replacing the boulders. He said whether you want to support it or not, we are trying to find a solution for something that should not have happened.

Teresa Aquila said if the owner had integrity, he would have be here. She said Mr. Bluth was hoping no one would see it. It's secluded. This is alarming. To take boulders and disturb the stability and change the grading, it could be a major impact during rain. She said it looked like they were planning on something. They graded it for a reason. Dave Snelgrove said he disagreed with her; there are existing roads on the site.

Jean Harris said her comment about untruthfulness, it was towards Mr. Bluth. She said Mr. Bluth stated he wouldn't touch the property, but he did. Dave Snelgrove said this is a fix-it. Dave said he wants to create a barrier to prevent access. There will be large equipment out there to create a block in the interim.

Jean Harris said she would support the Special Use Permit to fix it, mitigate what has happen. She said Mr. Bluth's integrity and all the nice things he was going to do for the neighbor is now in question.

Roger Edwards said we are confronted with projects that have not been approved, nor has it been approved as it happens. He said he is upset that Mr. Bluth thought he could press on while he waited for the appeal process. Golden valley is impacted by drainage. Mother nature will reclaim a drainage way. Dave Snelgrove said according to the timeline, this grading happen before the planning commission meeting. Roger Edwards said Mr. Bluth moved rocks to help drainage for a project that hasn't been approved yet.

Teresa Aquila asked how long has Mr. Bluth been in the grading company. Dave said he said doesn't know how long the grading company has been in the business. She said they should have known better.

Ray Lake said asked if the drainage channel that was disturbed was part of the proposed project; Dave said not as designed. Dave said earth needs to be pulled back up on the slope, and slope needs to be restored and fixed.

Public comment:

Denise Ross said she questions Mr. Bluth's intergrity. She said when Mr. Bluth was questioned by the council if he knew if he wasn't supposed to do it. Mr. Bluth said yes. He is a snake in the grass.

Danny Cleous said he doesn't believe a Special Use Permit should be issued. Mr. Bluth needs to be fined a lot of money. Make him do the work himself by hand. Developers think the rules don't apply to them.

Tammy Holt-Still said the county staff that processes the tentative map didn't do the proper things per standards. You job isn't legal by NRS standards. Maybe the man needs a million dollar bond posted. All developers need bonds posted. The staff needs to stop working so closely with the developers and stop being so friendly and make them follow the rules.

Dan Harold said he owns property adjacent to the subject property. He said he attended the meeting where Mr. Bluth spoke about the drainage; he has been telling lies. There is no faith it will be completed as it's supposed to. Make sure it gets restored before the appeal is approved. He said he is concerned with his

integrity. He asked if he will do anything to restore it. Mr. Harold said he walks the property all the time. He said the owner entered the area after the Planning Meeting in order to try to dress it up best they could and clean up the mess they started. You can see the amount of rocks that were moved.

Ray Lake as it's been said, the rocks cannot be put back. Possible Conditions could be: The drainage be restored to original condition. He said the CAB denied the original project, and the project shouldn't be considered until this is restored. Dave said the appeal is held until this is addressed.

Ray Lake said we approve permit with condition that drainage be restored. Knowing the kids are out of school, its a concern. There should be a stipulation to prevent the kids from accessing the area. Sheriff and Fire Department cannot access the area. Jean Harris said she would like the disturbance be restored as much as possible – drainage, vegetation and roadway, what is feasible. She understands if it's not feasible to put the rocks back to their original state. She also asked to put a fine on it. Roger Edwards said the permit request is to reestablish everything within reason, but understand the rocks can't be put on the hill, but it created an unstable cliff. The area needs to be made safe, block road, restore drainage and vegetation.

MOTION: Roger Edwards moved to approve with the conditions which include making the area, restore drainage and vegetation, and block access. Teresa seconded the motion to approve the Special Use Permit with conditions discussed. The motion passed unanimously.

Roger Pelham said this item will be heard on July 11 at the Board of Adjustment meeting, 12:30 p.m.

7. *PUBLIC OFFICIAL REPORTS

7.A.*Washoe County Commission Update — Washoe County Commissioner, Jeanne Herman, may be available to provide updated information on discussions and actions by the Board of County Commissioners (BCC). Following her presentation Commissioner Herman will be available to address questions and concerns from the CAB and the audience. Commissioner Herman can be reached at (775) 501-0002 or via email at landfindercountry@gmail.com. (This item is for information only and no action will be taken by the CAB).

There were no updates from Commissioner Herman.

8. *CHAIRMAN/BOARD MEMBER ITEMS — This item is limited to announcements by CAB members.

Ray Lake said he requested briefings from the City and County regarding sewer. He received a tour from Commissioner Herman. He said he has seen the Planning Commission meetings regarding Swan Lake. He said we cannot make that worse. Cannot continue to dump affluent water into Swan Lake to bring it up to the 100 year flood level.

He said he attended the NDOT board meeting – they decided they will name the early action project 'Spaghetti Bowl Express.' The draft Environmental Impact Study should be ready late this summer with the final one being mid-2019. He said he has seen re-paving, and they are supposed to do re-alignment on Clear Acre.

9. *PUBLIC COMMENT — Limited to no more than three (3) minutes. Anyone may speak pertaining to any matter either on or off the agenda. The public are requested to submit a "Request to Speak" form to the Board chairman. Comments are to be addressed to the Board as a whole.

Sherman Boxx said he is running for Washoe County Sherriff. He said tomorrow is the vote day, and the only way to change things is to change those you aren't happy with.

Commissioner Herman said we will have vacancies on this CAB board. Ray Lake said Jean Harris isn't seeking re-appointment. Ray thanked Jean for her service. There will be vacancy on this board. Call the CAB board (775) 328-2720 if you are interesting on serving on the CAB board.

ADJOURNMENT - Meeting was adjourned at 7:32 p.m.

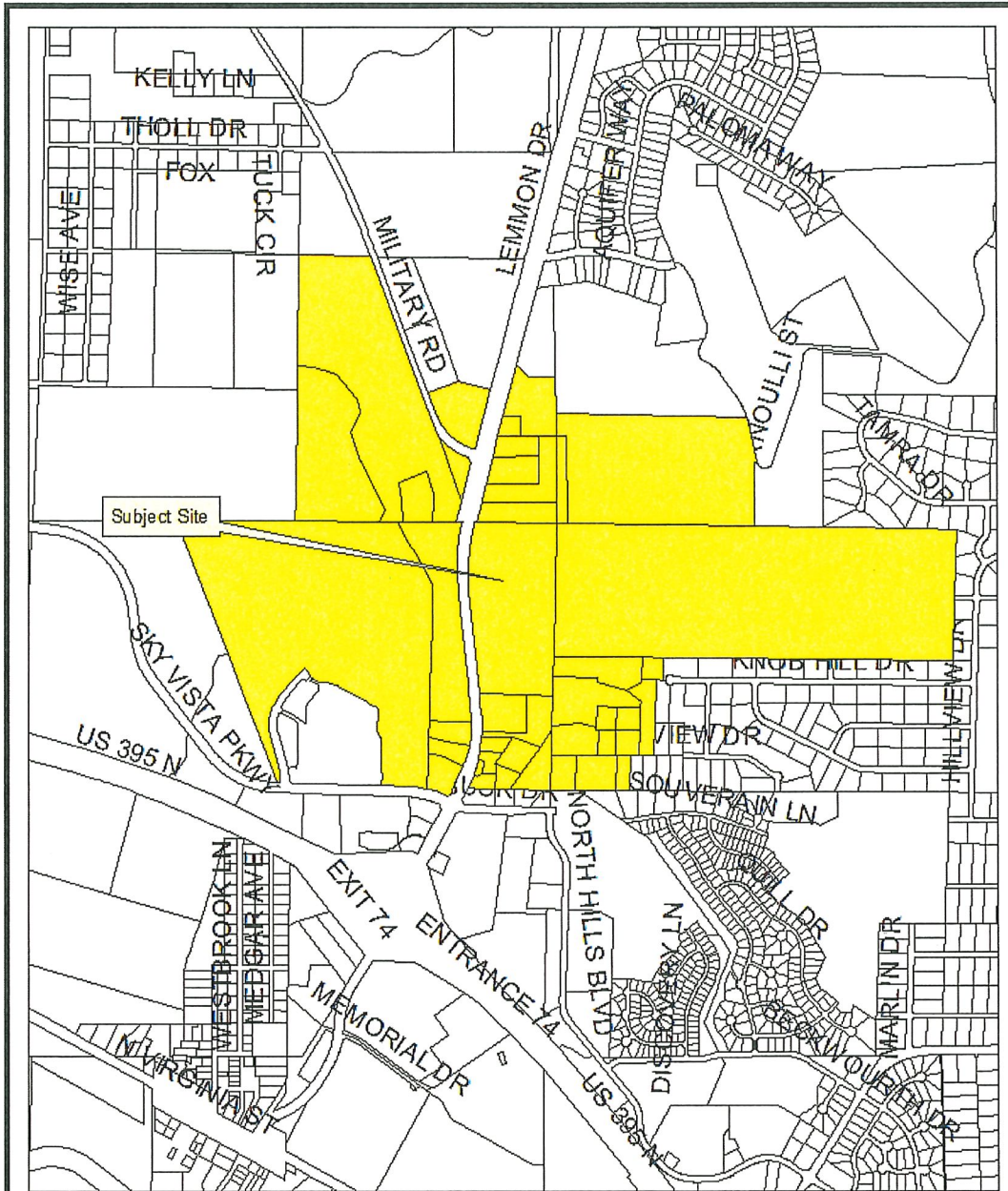
Number of CAB members present: 5

Number of Public Present: 21

Presence of Elected Officials: 1

Number of staff present: 1

Submitted By: Misty Moga



Mailing Label Map
Special Use permit Case Number WSUP18-0012
(Lemmon Drive Estates Grading)
41 Parcels selected at 900 feet.



Community Services
Department
Planning and
Development Division
WASHOE COUNTY
NEVADA
Post Office Box 11130
Reno, Nevada 89502
(775) 323-1622

Source: Planning and Development Division

Date: June 2018

LEMMON DRIVE ESTATES PROPERTY GRADING SPECIAL USE PERMIT

PREPARED FOR

CHUCK BLUTH

PREPARED BY:
CFA, INC.
1150 CORPORATE BOULEVARD
RENO, NV 89502
(775) 856-1150



MAY 15, 2018

PROJECT: 16-013.00

LEMMON DRIVE ESTATES PROPERTY

SPECIAL USE PERMIT FOR GRADING

Table of Contents

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Washoe County Development Application & Grading SUP Forms	A
Reduced Map Sheets	B
Conceptual Disturbance Exhibit	
Existing Site Contours	
Slope Analysis Map	
Project Reports & Supporting Information.....	C
Proof of Property Tax Payment	
Geotechnical Report	



LEMMON DRIVE ESTATES PROPERTY

SPECIAL USE PERMIT FOR GRADING

Project Description

Project Request

This application is a request for an "ex post facto" special use permit for grading on a 33.97+/- acre parcel located on the east side of Lemmon Drive between Buck Drive and Military Road in Lemmon Valley. The Washoe County Assessor's office recognizes the property as APN 552-210-18.

The property owner directed his grading contractor to go to the subject property and retrieve some landscape size rocks and boulders for use at another project site on which he was working (approximately 1 mile away). This occurrence was exposed to both the Washoe County staff and the applicants planning representative at a planning commission hearing for WTM18-004 as both had last been to the site prior to this work being done. At the time of the planning commission hearing, the overall size and scope of the grading and ground disturbance was not known and it appeared that it could be a rather small area that would need to be addressed. However, upon site visit by the Washoe County Planner (Roger Pelham) and the applicant's planning consultant (Dave Snelgrove), it was recognized that a special use permit for grading would be required, along with a following grading permit for the work that had been done without the knowledge of either individual.

Washoe County Code Article 438 (Grading Standards) identified what permits are required for a variety of levels of grading. It was determined through site visit with County staff and the applicant's planning consultant that the grading threshold had been crossed and would necessitate a special use permit review, in addition to a grading permit. In this case, each would be after-the-fact of the work. The specific threshold that has been crossed is identified under Section 110.438.35(A)(3), which states: Any driveway or road that traverses and slope of 30% or greater (steeper). An access road was graded through the movement of earth to soften the access slope. Images of this area where earth was moved from its original contours can be seen on page 6 of this project description. From visual inspection of the site, other areas that were disturbed are comprised of areas of crushed natural vegetation and exposure of soil where boulders were removed from the base of the rock outcropping.

Property Location

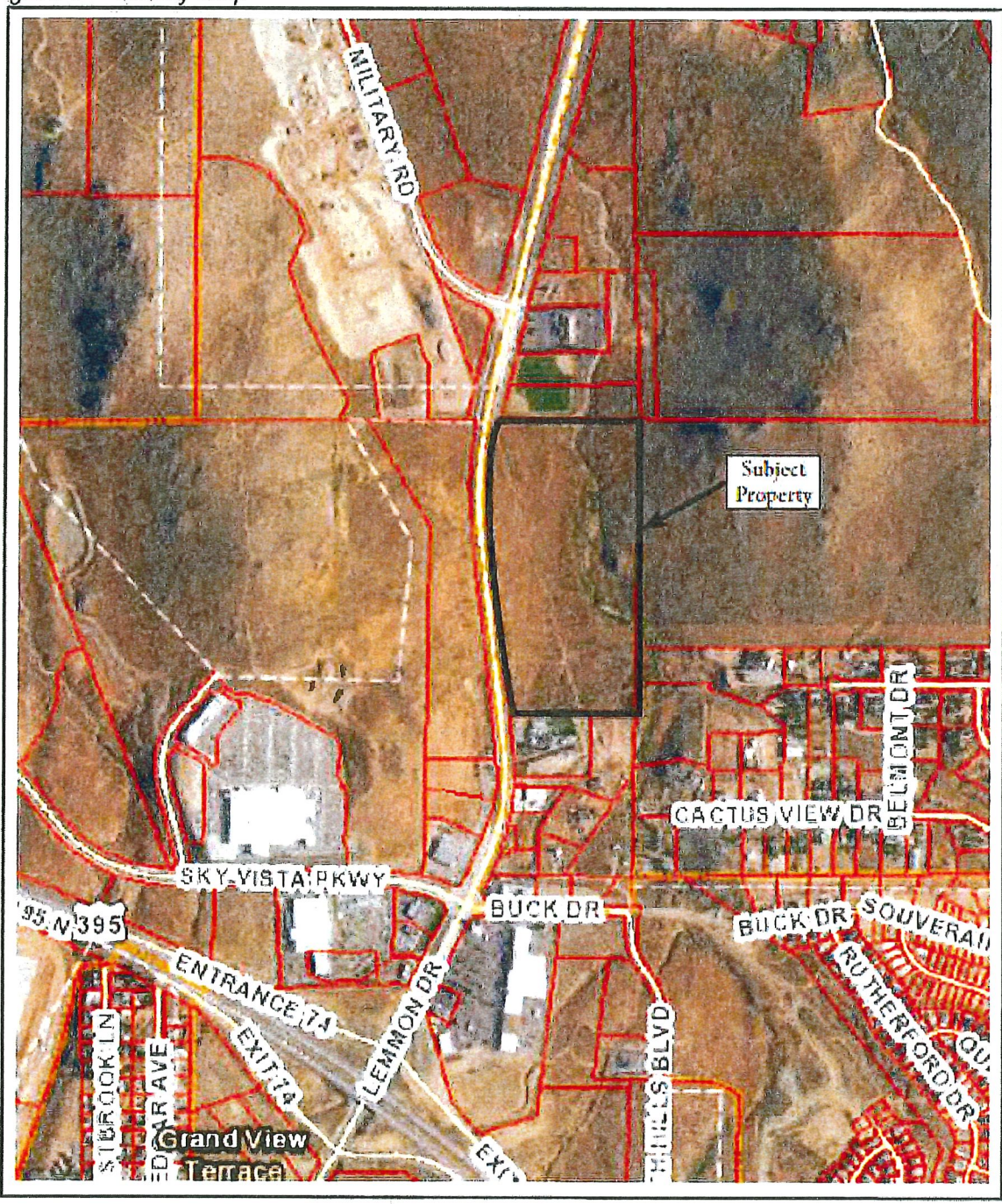
The subject property is located on the west side of Lemmon Drive between Buck Drive and Military Road. The southern property line of the subject parcel is located approximately 1,200 feet north of Buck Drive and the north property line of the subject property is approximately 650 feet south of Military Road. A vicinity map is provided on page 2 of this project description.



LEMMON DRIVE ESTATES PROPERTY

SPECIAL USE PERMIT FOR GRADING

Figure 1 – Vicinity Map



LEMMON DRIVE ESTATES PROPERTY

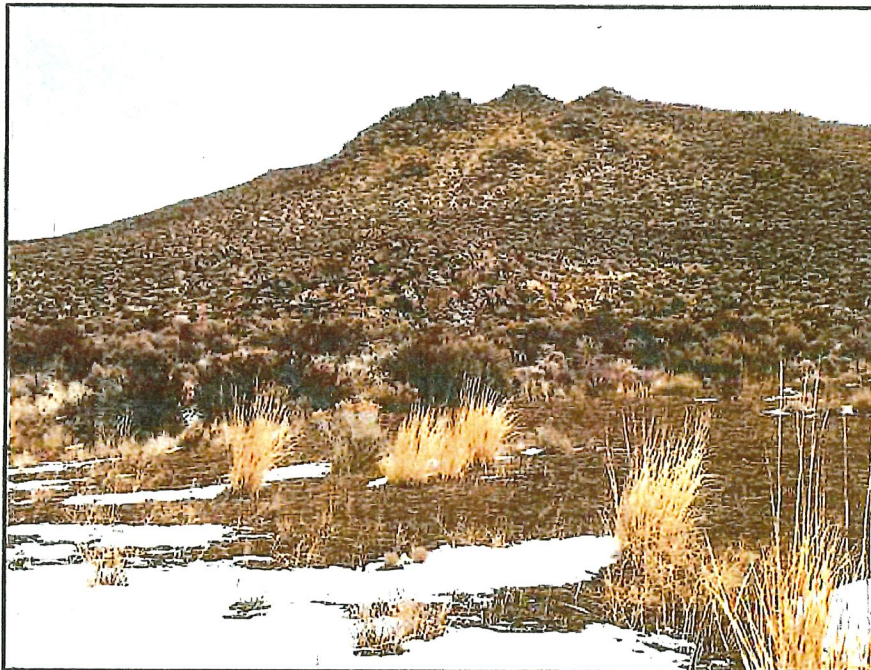
SPECIAL USE PERMIT FOR GRADING

Existing Site Conditions

The site is currently vacant and presents low to moderately sloped land on the western and southern ends of the site and possesses a floodplain and steep slopes that are located approximately in the northeast $\frac{1}{4}$ to $\frac{1}{3}$ third of the property. There are existing dirt access roads across the site that can be seen in the topographic map and vicinity map. The access roads serve utility lines that cross the site from north to south and east to west. Following are site photos showing the existing condition of the property. All of the photos were taken from the areas that are defined by Washoe County to be the most developable portions of the property



View of subject property from Southwest corner, near Lemmon Drive and Silver State Kennels.



View of property from current intersection of gas line and sewer line toward the northeast. Lower rock outcropping is on the subject property and will not be disturbed. Peak of hill is not part of subject property.

LEMMON DRIVE ESTATES PROPERTY

SPECIAL USE PERMIT FOR GRADING

View of property from current northwest corner near Lemmon Drive and north property line. Dirt road to on left side of photo is the existing sewer line easement access road.



Image of rock outcropping prior to any disturbance by property owner to remove some of the rocks at the base.

LEMMON DRIVE ESTATES PROPERTY

SPECIAL USE PERMIT FOR GRADING

Images of Areas that were Disturbed

Following are photos of the areas that were either graded (changing the grade of the land) or disturbed by crushing natural vegetation by driving heavy equipment over it or removing rocks that had fallen to the base of the rock outcropping.



Southern portion of rock outcropping on eastern side of drainageway where some rocks were removed from base and lower portion of outcropping. No "regrading" or recontouring of land recognized in these photos as vegetation is only crushed, not removed.

Northern portion of rock outcropping on eastern side of drainageway where some rocks were removed from base and lower portion of outcropping. Again, no "regrading" or recontouring of land recognized in these photos as vegetation is only crushed, not removed.



LEMMON DRIVE ESTATES PROPERTY

SPECIAL USE PERMIT FOR GRADING



Portion of new access that was "graded" to get across a steep slope on west side of drainageway.



Portion of new access that branches off of existing sewer line road where vegetation was crushed, but earth was not "regraded."

LEMMON DRIVE ESTATES PROPERTY

SPECIAL USE PERMIT FOR GRADING

Development Statistics

Total Site Area	33.97+/- AC (1,479,733.2+/- SF)
(1) Area that was Regraded for Access	1,840+/- SF
(1a) Area of Regrading that Occurred on 30% or Steeper Slopes	300+/- SF
(2) Area of 30% or Steeper Slopes where Boulders were Removed	3,770+/- SF
(3) Area where Sagebrush/Native Vegetation was Crushed by Heavy Equipment	26,802+/- SF
(4) Rock Stockpile Area	2,640+/- SF
Total Surface Level Disturbance (1+2+3+4)	35,052+/- SF (2.4% of the Site)



APPENDIX A

Washoe County Development Application

Your entire application is a public record. If you have a concern about releasing personal information, please contact Planning and Building staff at 775.328.6100.

Project Information		Staff Assigned Case No.: _____	
Project Name: Lemmon Drive Estates Property - Grading Special Use Permit			
Project Description: After-the-fact grading and vegetation disturbance on a property that did not have a grading permit.			
Project Address: 0 Lemmon Drive			
Project Area (acres or square feet): 33.97 +/- Acres			
Project Location (with point of reference to major cross streets AND area locator): Located east of Lemmon Drive, north of Buck Drive, and south of the Church of Jesus Christ Latter Day Saints.			
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
552-210-18	33.97 +/- acres		
Section(s)/Township/Range: Sec. 09, T. 20, R. 19			
Indicate any previous Washoe County approvals associated with this application: Case No.(s). WTM18-004 & CPA99-NV-1			
Applicant Information (attach additional sheets if necessary)			
Property Owner:		Professional Consultant:	
Name: Chuck Bluth/Lakes at Lemmon Valley LLC		Name: CFA, Inc.	
Address: 4655 Longley Lane, Suite 107 Reno, NV		Address: 1150 Corporate Blvd. Zip:	
Phone: 775-359-1191 Fax:		Phone: 775-856-7073 Fax:	
Email: cpbluth@aol.com		Email: dsnelgrove@cfareno.com	
Cell: 775-772-1641 Other:		Cell: 775-737-8910 Other:	
Contact Person: Chuck Bluth		Contact Person: Dave Snelgrove, AICP	
Applicant/Developer:		Other Persons to be Contacted:	
Name: Same as Owner		Name:	
Address:		Address:	
Zip:		Zip:	
Phone:		Phone:	
Fax:		Fax:	
Email:		Email:	
Cell:		Cell:	
Other:		Other:	
Contact Person:		Contact Person:	
For Office Use Only			
Date Received:	Initial:	Planning Area:	
County Commission District:		Master Plan Designation(s):	
CAB(s):		Regulatory Zoning(s):	

Property Owner Affidavit

Applicant Name: Lakes at Lemmon Valley LLC

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA)
)
COUNTY OF WASHOE)

I, Charles P. Bluth, Owner of the Lakes at Lemmon Valley, LLC
(please print name)

being duly sworn, depose and say that I am the owner* of the property or properties involved in this application as listed below and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects complete, true, and correct to the best of my knowledge and belief. I understand that no assurance or guarantee can be given by members of Planning and Building.

(A separate Affidavit must be provided by each property owner named in the title report.)

Assessor Parcel Number(s): 552-210-18

Printed Name CHARLES P. BLUTH

Signed [Handwritten Signature]

Address 4655 Longley Lane, Suite 107

Reno, Nevada 89502

Subscribed and sworn to before me this
10TH day of MAY, 2018.

(Notary Stamp)

Kathleen O'Connell
Notary Public in and for said county and state

My commission expires: 12-26-2018



*Owner refers to the following: (Please mark appropriate box.)

- Owner
- Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- Power of Attorney (Provide copy of Power of Attorney.)
- Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- Property Agent (Provide copy of record document indicating authority to sign.)
- Letter from Government Agency with Stewardship

Special Use Permit Application for Grading Supplemental Information

(All required information may be separately attached)

Chapter 110 of the Washoe County Code is commonly known as the Development Code. Specific references to special use permits may be found in Article 810, Special Use Permits. Article 438, Grading, and Article 418, Significant Hydrologic Resources, are the ordinances specifically involved in this request.

1. What is the purpose of the grading?

Ground and vegetation disturbance occurred when the property owner had his grading contractor create an access to an area where landscape rocks and boulders exist.

2. How many cubic yards of material are you proposing to excavate on site?

340+/- CY was excavated in the form of boulders that were removed and are now stockpiled on the site.

3. How many square feet of surface of the property are you disturbing?

Approximately 35,052+/- SF s.f. of surface was disturbed.

4. How many cubic yards of material are you exporting or importing? If none, how are you managing to balance the work on-site?

340+/- CY of rock is proposed to be exported to an apartment site located less than 1 mile away on Sky Vista Parkway.

5. Is it possible to develop your property without surpassing the grading thresholds requiring a Special Use Permit? (Explain fully your answer.)

No. The grading was done by the owner with neither consult of Washoe County nor his planning consultant/firm (CFA, Inc.). The extent of grading/ground disturbance that was found after it had already occurred surpassed the threshold for a special use permit upon site visit by the County staff member (Roger Pelham) and the applicant's planning consultant (Dave Snelgrove).

6. Has any portion of the grading shown on the plan been done previously? (If yes, explain the circumstances, the year the work was done, and who completed the work.)

Existing roads were used for access and are not identified as having been graded nor disturbed in this recent work. Only a new road that affected a 30% or greater slope area and crushed vegetation on the property are included as areas of graded areas on the proposed conceptual grading/vegetation disturbance exhibit.

7. Have you shown all areas on your site plan that are proposed to be disturbed by grading? (If no, explain fully your answer.)

All areas that have been disturbed are shown with this application. Another application WTM18-004 (a common open space tentative map application) is currently in appeal and is proposed to provide a 98-lot subdivision on the west side of the existing drainageway. As such, there is proposed to be addition grading on the site if the common open space tentative map request is ultimately approved.

8. Can the disturbed area be seen from off-site? If yes, from which directions, and which properties or roadways?

Only the stacked rock and some newly exposed earth at the base of the rock outcropping from where the rock was removed can be seen from any public right-of-way (Lemmon Drive).

9. Could neighboring properties also be served by the proposed access/grading requested (i.e. if you are creating a driveway, would it be used for access to additional neighboring properties)?

No. the area that was accesses is proposed (per case no. WTM18-004) to be within undisturbed area.

10. What is the slope (Horizontal/Vertical) of the cut and fill areas proposed to be? What methods will be used to prevent erosion until the revegetation is established?

Recontouring of the roadway is proposed and revegetation of the areas where vegetation was crushed is proposed.

11. Are you planning any berms?

Yes No If yes, how tall is the berm at its highest?

12. If your property slopes and you are leveling a pad for a building, are retaining walls going to be required? If so, how high will the walls be and what is their construction (i.e. rockery, concrete, timber, manufactured block)?

No buildings nor retaining walls are proposed under this application request.

13. What are you proposing for visual mitigation of the work?

removal of the rocks and revegetation of the areas that were disturbed.

14. Will the grading proposed require removal of any trees? If so, what species, how many and of what size?

No. no trees exist on the site, nor were disturbed.

15. What type of revegetation seed mix are you planning to use and how many pounds per acre do you intend to broadcast? Will you use mulch and, if so, what type?

A landscape architect will be consulted for appropriate application method and seed mix with a final grading permit submittal.

16. How are you providing temporary irrigation to the disturbed area?

No water source currently exists to the site. as such, no temporary vegetation is proposed.

17. Have you reviewed the revegetation plan with the Washoe Storey Conservation District? If yes, have you incorporated their suggestions?

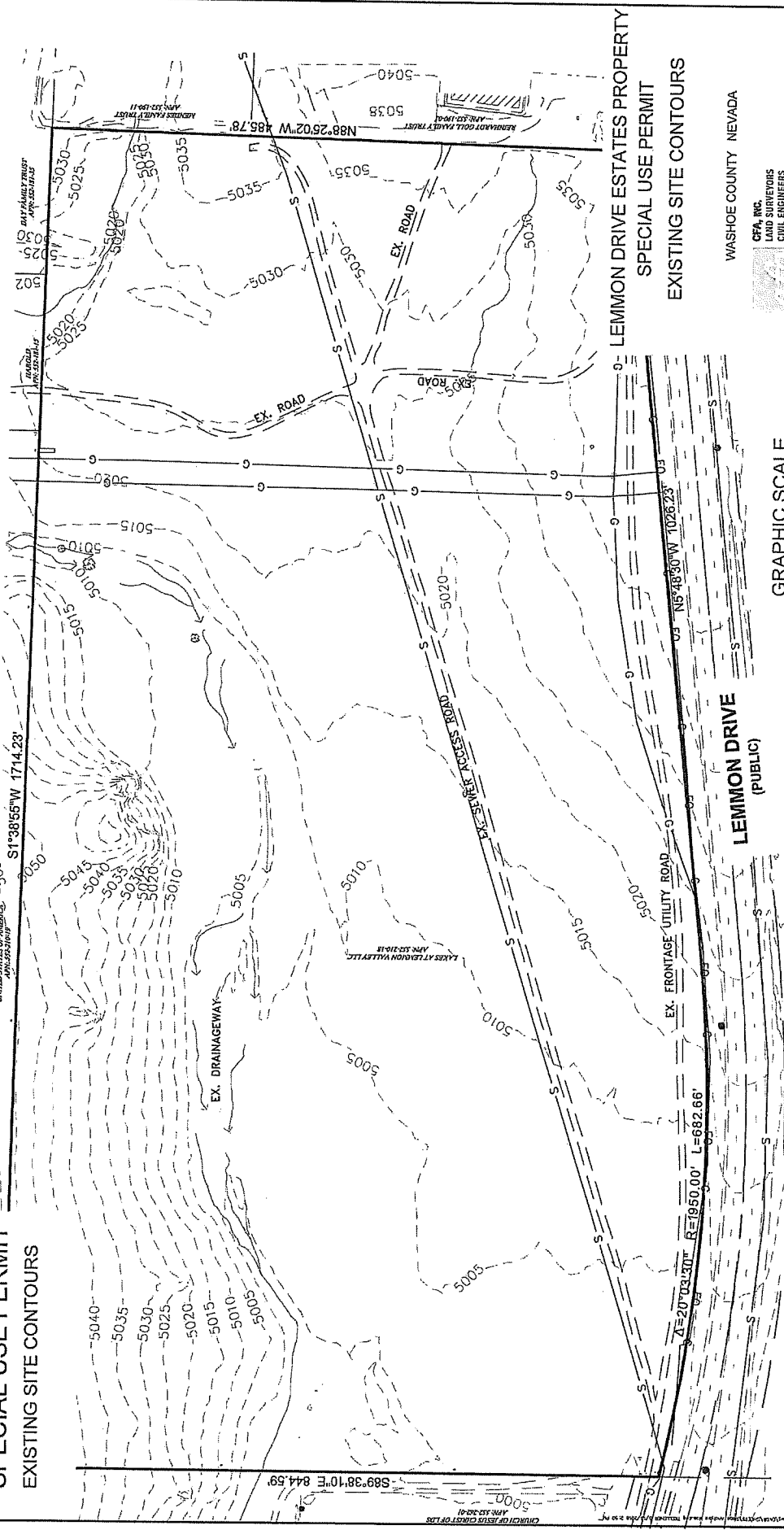
No, not at this point. However, this may be a good source for recommendations for revegetation methods that will be the most fruitful.

18. Are there any restrictive covenants, recorded conditions, or deed restrictions (CC&Rs) that may prohibit the requested grading?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	If yes, please attach a copy.
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APPENDIX B

LEMMON DRIVE ESTATES PROPERTY SPECIAL USE PERMIT EXISTING SITE CONTOURS



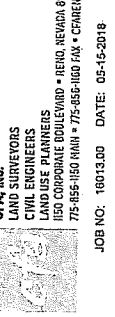
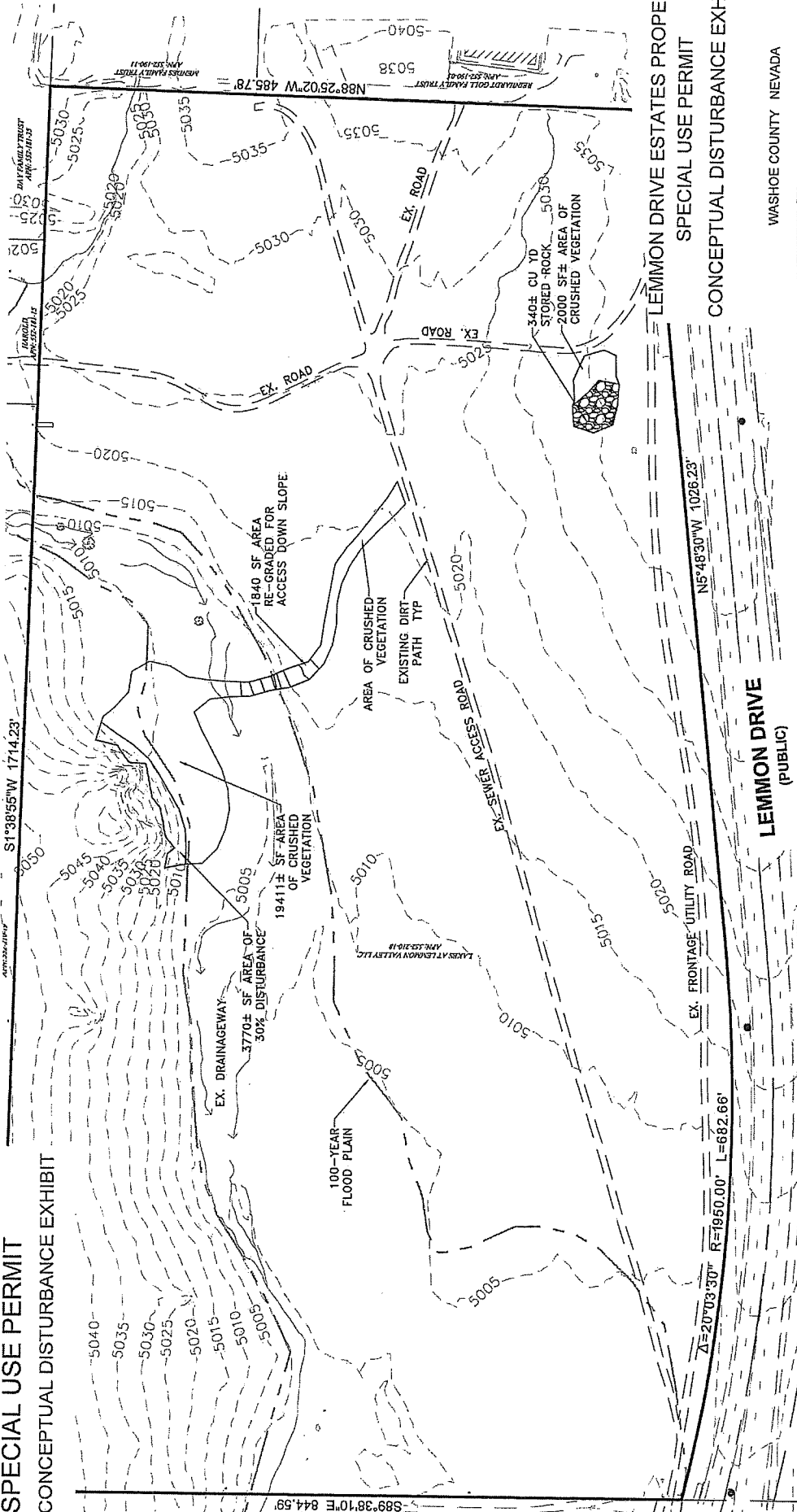
WASHOE COUNTY NEVADA

CFA, INC.
 LAND SURVEYORS
 CIVIL ENGINEERS
 LAND USE PLANNERS
 180 CORPORATE BOULEVARD - REBO, NEVADA 89502
 775-685-1800 FAX - 775-685-1801
 JOB NO: 16613.00 DATE: 05-15-2018



CHUCK OF ASHS CHIST OF LOS ANGELES
 APR 15 2018
 844.59
 S89°38'10"E

LEMMON DRIVE ESTATES PROPERTY SPECIAL USE PERMIT CONCEPTUAL DISTURBANCE EXHIBIT



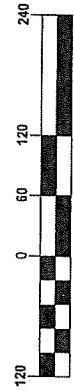
CFA, INC.
LAND SURVEYORS
CIVIL ENGINEERS
LAND USE PLANNERS
1850 CORPORATE BOULEVARD • RENO, NEVADA 89502
775-855-1150 FAX • 775-855-1150
JOB NO. 16013.00 DATE: 05-15-2018

WASHOE COUNTY NEVADA

LEMMON DRIVE ESTATES PROPERTY
SPECIAL USE PERMIT
CONCEPTUAL DISTURBANCE EXHIBIT

LEMMON DRIVE
(PUBLIC)

GRAPHIC SCALE



1 inch = 120 ft.

WSUP18-0012
EXHIBIT E

APPENDIX C

Washoe County Treasurer
Tammi Davis

3/13/2018 2:06:47 AM

Bill Detail

Back to Account Detail Change of Address Print this Page

Washoe County Parcel Information

Parcel ID	Status	Last Update
55221018	Active	3/13/2018 2:06:47 AM

Current Owner:
LAKES AT LEMMON VALLEY LLC
4655 LONGLEY LN STE 107
RENO, NV 89502

SITUS:
0 LEMMON DR
WCTY NV

Taxing District

Geo CD:

Legal Description

Section 9 Township 20 Range 19 SubdivisionName _UNSPECIFIED

Installments

Period	Due Date	Tax Year	Tax	Penalty/Fee	Interest	Total Due
INST 1	8/21/2017	2017	\$0.00	\$0.00	\$0.00	\$0.00
INST 2	10/2/2017	2017	\$0.00	\$0.00	\$0.00	\$0.00
INST 3	1/1/2018	2017	\$0.00	\$0.00	\$0.00	\$0.00
INST 4	3/5/2018	2017	\$0.00	\$0.00	\$0.00	\$0.00
Total Due:			\$0.00	\$0.00	\$0.00	\$0.00

Tax Detail

	Gross Tax	Credit	Net Tax
State of Nevada	\$343.61	(\$258.60)	\$85.01
Truckee Meadows Fire Dist	\$1,091.46	(\$855.80)	\$235.66
Washoe County	\$2,812.93	(\$2,117.05)	\$695.88
Washoe County Sc	\$2,301.16	(\$1,731.87)	\$569.29
Total Tax	\$6,549.16	(\$4,963.32)	\$1,585.84

Payment History

Tax Year	Bill Number	Receipt Number	Amount Paid	Last Paid
2017	2017175096	B17.115237	\$396.46	9/29/2017
2017	2017175096	B17.167131	\$396.46	12/22/2017
2017	2017175096	B17.230091	\$396.46	3/2/2018
2017	2017175096	B17.61449	\$396.46	8/21/2017

Pay By Check

Please make checks payable to:
WASHOE COUNTY TREASURER

Mailing Address:
P.O. Box 30039
Reno, NV 89520-3039

Overnight Address:
1001 E. Ninth St., Ste D140
Reno, NV 89512-2845

Change of Address

All requests for a mailing address change must be submitted in writing, including a signature (unless using the online form).

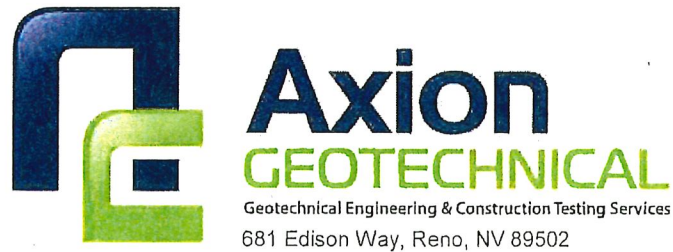
To submit your address change online [click here](#)

Address change requests may also be faxed to: (775) 328-2500

Address change requests may also be mailed to:
Washoe County Treasurer
P O Box 30039
Reno, NV 89520-3039

The Washoe County Treasurer's Office makes every effort to produce and publish the most current and accurate information possible. No warranties, expressed or implied, are provided for the data herein. Its use or its interpretation. If you have any questions, please contact us at (775) 328-2510 or tax@washocounty.nv.us

This site is best viewed using Google Chrome, Internet Explorer 11, Mozilla Firefox, or Safari.



PRELIMINARY GEOTECHNICAL INVESTIGATION

PROPOSED

LEMMON DRIVE ESTATES

Washoe County Assessor's Office Parcel Number 555-210-18

Lemmon Valley Area

RENO, NEVADA

Prepared for:

Bluth Development, LLC
9550 Gateway Drive
Reno, Nevada 89521

Attention: Charles Bluth, President

March 13, 2018

Project No. 18.169.02-G



March 13, 2018
Project No. 18.169.02-G

Bluth Development, LLC
9550 Gateway Drive
Reno, Nevada 89521

Attn: Charles Bluth, President

Re: Preliminary Geotechnical Investigation, Proposed Lemmon Drive Estates,
Washoe County Assessor's Office Parcel Number 555-210-18,
Lemmon Valley Area, Reno, Nevada.

Dear Bluth:

Axion Geotechnical is pleased to present results of a preliminary geotechnical investigation our firm conducted for the project. Based on results of our investigation, experience in the area, and understanding of project development, we conclude that the site is suitable for its intended use. The primary geotechnical concerns are the potential presence of **expansive soil and bedrock**, and the presence of **drainages, flood zone and utility easements**.

We appreciate being selected to perform this preliminary investigation and trust results fulfill your needs at this time. If you or your design consultants have questions, please contact us at (775) 771-2388 or at chris@axionengineering.net.

Respectfully,

AXION GEOTECHNICAL, LLC

Chris D. Betts

Chris D. Betts, P.E.
President



C O N T E N T S

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Bluth Development, LLC
Preliminary Geotechnical Investigation - Project No. 18.169.02-G
Proposed Lemmon Drive Estates
Lemmon Valley Area - Reno, Nevada
March 13, 2018

Axion Geotechnical, LLC
681 Edison Way
Reno, Nevada 89502
(775) 771-2388

I INTRODUCTION

Axion Geotechnical is pleased to present results of a preliminary geotechnical investigation our firm conducted for the proposed Lemmon Drive Estates. The 33.97-acre parcel is on the south side of Lemmon Drive, west of its intersection with Military Road and is Washoe County Assessor's Office parcel number 555-210-18 (Property). Proposed development includes construction of isolated pads for single-family residences serviced by community water and sewer system and on-site storm water retention. The structures will have one to two levels, will be wood-framed, and will be supported with shallow conventional spread foundations. Dedicated services streets will be surfaced with asphaltic concrete.

We have not received information concerning foundation loads; however, we anticipate maximum wall loads will be on the order of 1.5 kips per foot (dead plus live plus snow load), and that maximum column loads will be less than 5 kips (dead plus live plus snow load). For frost protection, perimeter foundations will bottom at least 24 inches below lowest adjacent exterior ground surface. Structural design will follow criteria outlined in the 2012 *International Building Code*.

We have not received civil design plans; however, we anticipate earthwork to attain proposed grades and for proper site drainage will include cuts and fill on the order of five feet. New slopes will be constructed at final inclinations of two horizontal to one vertical (2H:1V) or flatter. Site earth retaining walls are not anticipated. Depth of utility trenches should be less than eight feet. We assume underground utilities in proposed structural areas will be abandoned or relocated. Earthwork will be performed in accordance with the 2012 *Standard Specifications for Public Works Construction* by the Regional Transportation Commission (RTC).

The purpose of our preliminary geotechnical investigation was to perform a site reconnaissance and review available literature and maps to provide opinions and discussions concerning the geotechnical suitability of the Property for its intended use. Once design parameters, such as building locations, finish floor elevations, foundation loads and proposed grading are known; a design-level geotechnical investigation report with detailed information of the subsurface soil conditions and recommendations for design and construction must be performed.

This report is preliminary and geotechnical in nature and not intended to identify other potential site constraints such as environmental hazards, wetlands determinations or the potential presence of buried utilities. Opinions and discussions included in this report are specific to development at the Property and are not intended for off-site development.

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Proposed Lemmon Drive Estates
Lemmon Valley Area - Reno, Nevada
March 13, 2018

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Reno, Nevada 89502
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II SITE, SOIL AND WATER CONDITIONS

The Property is undeveloped, vacant, and bordered by undeveloped land to the east, Lemmon Drive to the west, a church to the north and dog kennels to the south. The surface grades gently downward from the south to the north, and moderately to steeply downward from the east to the west. The Property is covered by medium dense to dense sagebrush and weeds. Trees are present along the eastern drainage. Rock outcrops are present along the steep hillside to the east. Boulders are present in the central portion of the site. Two drainages cross the Property from south to north. Overhead utilities cross along the eastern portion of the Property, and underground utilities (sanitary sewer) crosses the central and eastern portions of the Property. Dirt roads are present.



View of Property from SW corner

Based on the United States Geological Survey 7.5-Minute topographic map of the Reno Quadrangle, the Property is in the NE $\frac{1}{4}$ of Section 9, Township 19 North, Range 19 East and elevation ranges from about 5,040 to 5,060 feet relative to mean sea level.

Based on mapping by H. F. Bonham, Jr. and E. C. Bingler (*Reno Folio, Geologic Map*), the materials underlying the Property are predominantly Quaternary-age alluvial fan deposits of Peavine Mountain (Qpf), with Mesozoic-age granodiorite (Mzgd) along the eastern hillside. These units are described as follows:

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Reno, Nevada 89502
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Peavine Mountain (Qpf): Poorly sorted, pale yellowish to reddish brown, montmorillonitic, gravelly, to sandy and clayey silt, with white silicified andesite fragments common. In the Black Springs area, the unit contains pale orange brown clayey and gravelly sand.

Granodiorite (Mzgd): Gray hornblende-biotite granodiorite. Deuteric alteration has commonly formed actinolite and chlorite from hornblende and biotite; epidote calcite, and sericite partially replace plagioclase. It is not normally deeply weathered and usually forms numerous outcrops.

According to mapping by the U. S. Department of Agriculture, Soil Conservation Service (*Soil Survey of Washoe County, Nevada, South Part, Sheet No. 22, 1980*), the Property is underlain by the following units:

Haybourne loamy sand, 2 to 4 percent slopes (# 140): This unit is along the larger drainage to the east. This very deep, well-drained soil on alluvial fans. It formed in alluvium derived dominantly from granitic rocks. Elevation is 4,500 to 5,900 feet. Typically, the surface layer is pale brown loamy sand about 10 inches thick. The subsoil is brown sandy loam about 16 inches thick. The substratum to a depth of 63 inches or more is brown, stratified fine sandy loam through coarse sand. Permeability is moderately rapid in the subsoil and moderately rapid to rapid in the substratum. Effective rooting depth is 60 inches or more. Runoff is slow, the hazard of water erosion is slight. The hazard for soil blowing is moderate. The soil is subject to flash flooding during storms of unusually high intensity and channeling. Deposition are common along streambanks. Limitations for shallow excavations are severe due to cutbanks caving. Limitations for dwellings with or without basements, small commercial buildings are severe due to flooding. Limitations for local roads and streets are severe due to flooding. Limitations for septic tank absorption fields are severe due to poor filter. The shrink-swell potential is low. The frequency of flooding is rare. Depth to high water table is greater than 6.0 feet. Depth to bedrock is greater than 60 inches. The potential frost action is moderate. The risk of corrosion to uncoated steel is moderate, and to concrete it is low. Limitations associated with the use of this unit for urban development, as defined by the soil survey, are flooding, rapid permeability and the susceptibility to frost heaving.

Northmore sandy loam, 2 to 4 percent slopes (# 201). This unit is along the central portion of the Property. This very deep, well-drained soil is on alluvial fans. It formed in alluvium derived from mixed rock sources. Elevation is 4,500 to 5,500 feet. Typically, the surface layer is grayish brown sandy loam about 15 inches thick. The subsoil is brown sandy clay about 30 inches thick. The substratum to a depth of 60 inches or more is pale brown sandy loam. Permeability is slow. Effective rooting depth is 60 inches or more. runoff is medium, and the hazard of water erosion is slight. The hazard of soil blowing is slight. Limitations for shallow excavations are slight. Limitations for dwellings with or without basements are severe due to shrink-swell. Limitations for roadways are severe due to low strength and shrink-swell.

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Limitations for septic tank absorption fields are severe due to slow percolation rates. The shrink-swell potential is low to high. The frequency of flooding is none. Depth to high water table is greater than 6.0 feet. Depth to bedrock is greater than 60 inches. The potential frost action is low. The risk of corrosion to steel and concrete is moderate. The main limitations associated with the use of this unit for urban development, as described by the soil survey, are the high clay content, slow permeable subsoil, and low bearing strength.

Northmore sandy loam, 4 to 8 percent slopes (# 202). This unit is along the central and western portions of the Property. This very deep, well-drained soil is on alluvial fans. It formed in alluvium derived from mixed rock sources. Elevation is 4,500 to 5,500 feet. Typically, the surface layer is grayish brown sandy loam about 10 inches thick. The subsoil is brown sandy clay about 35 inches thick. The substratum to a depth of 60 inches or more is a pale brown sandy loam. Permeability is slow. Available water capacity is high. Effective rooting depth is 60 inches or more. Runoff is medium, and the hazard of water erosion is slight. The hazard of soil blowing is slight. Limitations for shallow excavations are slight. Limitations for dwellings with or without basements and small commercial buildings are severe due to shrink-swell. Limitations for roadways are severe due to low strength and shrink-swell. Limitations for septic tank absorption fields are severe due to slow percolation rates. The shrink-swell potential is low to high. The frequency of flooding is none. Depth to high water table is greater than 6.0 feet. Depth to bedrock is greater than 60 inches. The potential frost action is low. The risk of corrosion to steel and concrete is moderate. The main limitations associated with the use of this unit for urban development, as described by the soil survey, are the high clay content, slow permeability, and low bearing strength.

Northmore sandy loam, 8 to 15 percent slopes (# 203). This unit is at the SE corner of the Property. This very deep, well-drained soil is on side slopes of alluvial fans. It formed in alluvium derived from mixed rock sources. Elevation is 4,500 to 5,500 feet. Typically, the surface layer is grayish brown sandy loam about 10 inches thick. The subsoil is brown sandy clay about 35 inches thick. The substratum to a depth of 60 inches or more is a pale brown sandy loam. Permeability is slow. Available water capacity is high. Effective rooting depth is 60 inches or more. Runoff is medium, and the hazard of water erosion is slight. The hazard of soil blowing is slight. Limitations for shallow excavations are moderate. Limitations for dwellings with or without basements are severe due to shrink-swell. Limitations for small commercial buildings are severe due to shrink-swell and slopes. Limitations for roadways are severe due to low strength and shrink-swell. Limitations for septic tank absorption fields are severe due to slow percolation rates. The shrink-swell potential is low to high. The frequency of flooding is none. Depth to high water table is greater than 6.0 feet. Depth to bedrock is greater than 60 inches. The potential frost action is low. The risk of corrosion to steel and concrete is moderate. The main limitations associated with the use of this unit for urban development, as described by the soil survey, are the high clay content, slow permeability, and low bearing strength.

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Acrelane-Rock outcrop complex, 15 to 50 percent slopes (# 260): This unit is along the far eastern portions of the Property. This map unit is on uplands. Elevation is 4,500 to 6,000 feet. This unit is 65 percent Acrelane very stony sandy loam, 15 to 50 percent slopes, and 25 percent Rock outcrop. The Acrelane soil is on rolling uplands, and the Rock outcrop is on ridgetops and crests. Areas of the components of the unit are so intricately intermingled that it is not practical to map them separately at the scale used. Included in this unit are Verdico Variant soils on slightly concave slopes and in shallow depressions, Graufels soils at higher elevations near Rock outcrop, and Surgem soils on lower colluvial slopes. This unit is about 3 percent Verdico Variant soils, 4 percent Graufels soils, and 3 percent Surgem soils. Descriptions of the two main materials are as follows:

Acrelane soil: This soil is shallow and well-drained. It formed in residuum derived dominantly from granodiorite. Typically, 3 to 10 percent of the surface is covered with stones. The surface layer is brown very stony sandy loam about 6 inches thick. The subsoil is brown very gravelly sandy clay loam about 4 inches thick. Weathered granodiorite is at a depth of 10 inches. Depth to weathered bedrock ranges from 10 to 20 inches. Permeability is moderate. Effective rooting depth is 10 to 20 inches. Runoff is rapid, and the hazard of water erosion is high. The hazard of soil blowing is slight. Limitations for shallow excavations are severe due to depth to rock. Limitations for dwellings with or without basements and for small commercial buildings are severe due to depth to rock and slope. Limitations for local roads and streets are severe due to slope. Limitations for septic tank absorption fields are severe due to depth to rock and slope. Shrink-swell potential is low to moderate. Frequency of flooding is none. Depth to high water table is greater than 6.0 feet. Depth to bedrock is 10 to 20 inches. Hardness of bedrock is soft. Potential frost action is moderate. Risk of corrosion to uncoated steel and concrete is moderate.

Rock outcrop: This material consists of exposed areas of granodioritic rock.

The main limitations associated with the use of this complex for urban development, as defined by the soil survey, are steepness of the slopes, and the shallowness of soil over bedrock.

Acrelane very stony sandy loam, 8 to 15 percent slopes (# 262): This unit is along the far SE portion of the Property. This shallow, well-drained soil is on uplands. It formed in residuum derived dominantly granodiorite. Elevation is 4,500 to 6,000 feet. Typically, 3 to 10 percent of the surface is covered with stones. The surface layer is brown very stony sandy loam about 4 inches thick. The subsoil is brown very gravelly sandy clay loam about 6 inches thick. Weathered granodiorite is at a depth of 10 inches. Depth to weathered bedrock ranges from 10 to 20 inches. Permeability is moderate. Available water capacity is very low. Effective rooting depth is 10 to 20 inches. Runoff is medium, and the hazard of water erosion is slight. The hazard of soil blowing is slight. Limitations for shallow excavations are severe due to depth to

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rock. Limitations for dwellings with or without basements and for small commercial buildings are severe due to depth to rock and slope. Limitations for roadways are moderate due to depth to rock, slope and frost action. Limitations for septic tank absorption fields are severe due to depth to rock. The shrink-swell potential is low to moderate. The frequency of flooding is none. Depth to high water table is greater than 6.0 feet. Depth to bedrock is 10 to 20 inches. The hardness of bedrock is soft. The potential frost action is moderate. The risk of corrosion to steel and concrete is moderate. The main limitations associated with the use of this unit for urban development, as described by the soil survey, are the steepness of slope, depth to bedrock and stones, shallowness of the soil over bedrock, and susceptibility of the soil to frost heaving.

According to the *Reno Folio Hydrologic Map* (Cooley, Span and Scheibach) the top of water table is estimated to be between 20 and 60 feet.

III GEOLOGIC AND SEISMIC CONSIDERATIONS

To evaluate geological hazards at the site, our investigation included a site reconnaissance and review of available geological literature and maps.

A. Geology

The Property is in the northern foothills of the Truckee Meadows a structural basin bounded by Peavine Mountain, Steamboat Hills, the Virginia Range and the Sierra Nevada to the north, south, east and west, respectively. The basin is transitional between the Basin and Range physiographic province to the east and the Sierra Nevada to the West. The geologic structure of the area is characterized by high-angle extensional normal faults trending in a north-northeast direction. The Truckee Meadows is a down-dropped graben with neighboring horsts to the east and west.

B. Faulting and Seismicity

Based on mapping by E. C. Bingler (*Earthquake Hazards Map, Reno Folio*) no fault traces cross the Property. According to the United States Geological Survey Earthquakes Hazards Program, *Quaternary Faults in Google Earth*, no faults cross the Property. The website indicates that the nearest Holocene- to latest-Pleistocene-age fault is approximately 1.9 mile southwest of the Property. These faults are those that have moved or shifted in the last 15,000 years.

According to the Nevada Seismological Laboratory website (<http://www.seismo.unr.edu>), the nearest principal Quaternary-age fault is the north Reno fault zone. The Nevada Seismological Laboratory indicates earthquakes of magnitude 6.6 is possible along this fault zone (*Reno/Carson Fault Information*, updated January 31, 2003).

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C. Liquefaction

Liquefaction is a loss of soil shear strength associated with loose saturated granular soils subjected to strong earthquake shaking. Liquefaction can result in unacceptable movement of foundations supported by such soils. According to the referenced earthquake hazards map the Property is not in an area of potential liquefaction.

D. Slope Stability

Based on the referenced Earthquake Hazards Map the subject property is in an area potentially underlain by moderately stable, semi-lithified alluvial fan deposits which may be subject to minor slumping and rock falls on vertical or near vertical cuts or natural embankments. Based on our understanding proposed slopes will be constructed at maximum inclinations of two horizontal to one vertical (2:1) or flatter, we do not believe the site is susceptible to slumps or ground disturbances.

E. Radon

Radon, a colorless, odorless, radioactive gas derived from the natural decay of uranium, is found in nearly all rocks and soils. The Environmental Protection Agency (EPA) suggests that remedial action be taken to reduce radon in any structure with average indoor radon of 4.0 picocuries per liter (pCi/L) or more. According to *Radon in Nevada* (Rigby *et al.*, Nevada Bureau of Mines and Geology, Bulletin 108, 1994), the Property is in an area with an average indoor measurement equal to or greater than 2.0 pCi/L and less than 4.0 pCi/L.

F. Flooding

Flood hazard studies were completed by the Federal Emergency Management Agency (FEMA), and are dated March 16, 2009 are published on Community Panel Number 32031C3026G. The map indicates much of the Property is in flood zone X; however, along the eastern drainage system it is in flood zone AE. According to FEMA, zone X are areas of minimal flood hazard, while zone AE are special flood hazard areas.

IV OPINION AND DISCUSSION

Based on results of our preliminary investigation, experience in the area, and understanding of the proposed project, we conclude that the site is suitable for its intended use. The primary geotechnical concerns are the potential presence of **expansive soil** and **bedrock**, and the presence of **drainages**, **flood zone** and **utility easements**.

Expansive soils are subject to substantial volume changes (shrink and swell) with changes in moisture content. Changes in moisture content can occur because of seasonal variations in precipitation, landscape irrigation, broken or leaking water pipes and sewer lines, and/or poor site drainage. These volume changes can cause differential movement such as

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settlement or heave of foundations, slabs-on-grade, exterior flatwork such as walkways, stoops and patios, and pavement sections. To reduce potential for movement the expansive soil must be removed (over-excavated) a sufficient depth and replaced with approved compacted granular fill, thereby reducing the thickness of the expansive layer, providing surcharge, and maintaining moisture at a near constant level.

Alternatively, to mitigate potential movement, structures can be supported with pier and grade beams which penetrates the expansive soil and attain support by end-bearing on the lower firm native soils or by surface adhesion with the pier edges and native soil. Structural support may also be attained using post-tensioned slab-on-ground foundations, which mitigates movement by the rigid nature of the system.

Clay or fine-grain soils exhibit a lower Resistance R-Value and Modulus of Subgrade Reaction (k) than granular material. To reduce the thickness of aggregate base and minimize future maintenance in slab-on-grade, exterior flatwork and pavement areas, portions of these soils must be removed and replaced with approved compacted granular fill subbase.

As clayey soil will also inhibit achieving uniform moisture content and impede compaction efforts, consideration should be given to time constraints associated with scarification, moisture conditioning, drying and compacting clayey soils. During periods of inclement weather, water may also become perched above the clayey soil, resulting in a saturated condition for prolonged periods and creating additional limitations on equipment mobility. Consideration should be given to the necessity for maintaining moisture content to prevent wind erosion and for controlling dust during earthwork operations.

Shallow bedrock is present across the Property. Consideration should be given to the difficulty of grading and trenching associated with bedrock. Although we do not believe that blasting will be necessary, as is inherent with bedrock, localized areas of resistant material may be encountered which will require the use of special equipment such as a hydraulic rock hammer.

In addition to potential difficulty of earthwork operations, consideration should be given to the fact that oversize aggregate such as gravel, cobbles and boulders, will be generated during earthwork operations. Consideration should be given to the subsequent reduction of the quantity of material available for use as fill, and that oversize aggregate could require off-hauling or that import material could be required to balance earthwork quantities to attain proposed grades. If oversize aggregate is proposed for use as fill, screening will be required, and sufficiently large equipment will be necessary to properly place and compact rock fills. Compaction approval during the placement of rock fills can only be achieved based on visual performance specifications established by the Geotechnical Engineer, which would increase on-site technician time and thus, in turn, increase the cost of inspection services. The removal of large cobbles or boulders will result in undercutting of excavation sidewalls and the resulting trench widths would be increased. The presence of

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resistant bedrock could protrude into foundation areas, thereby requiring the drilling and epoxy of reinforcing steel. Footings may need to be formed and stepped.

Two natural drainages cross portions of the Property. Consideration should be given to potential seepage associated with these drainages and ditch and added construction costs associated with their abandonment, containment or realignment. Consideration should be given to the complete removal of organic material associated with these ditches and that proper benching and fill are provided prior to the construction of site improvements or the placement of new fill material. Consideration should also be given to the possibility that construction set-backs may be required.

According to FEMA, a portion of the Property is in an area of potential flooding. Consideration should be given to local and federal regulations which may impose construction constraints, such as requiring minimum finish floor elevations, or ordinances banning basements. Due to constant revisions associated with flood zoning, the Property delineation with respect to flood zoning should be verified with the most current map at the time of building permit application.

Overhead and underground utility easements cross the Property. Consideration should be given to the possibility that, prior to development, these utilities require relocation or abandonment in proposed structural areas. Consideration should also be given to the possibility that construction set-backs are required, and the subsequent potential reduction of property available for development.

The presence of steep drainages can lead to differential settlement as transition areas will occur where building pads are supported on a combination of in-situ soil and compacted fill material. To mitigate potential differential settlement in transition zones, native soils should be removed a sufficient depth to provide for a minimum section of compacted fill material below foundations, or foundations should be deepened to bottom uniformly on in-situ soil. The presence of slopes will require that construction off-sets be established.

The soil survey suggests that the slow percolation rates, frost action low load-bearing and corrosion to steel and concrete can be an additional constraint associated with the use of the underlying soils for urban development. Based on our understanding that project development will be serviced by community water, sewer and storm drain systems, we do not believe that slow permeability rates will impact the site. Consideration, however, should be given to performing infiltration tests if retention/detention basins are proposed. Based on our anticipation that structural fill will be provided below footing and roadways, we do not believe frost action or low load-bearing strength will impact site development. Based on our experience in the area, we believe adequate mitigation can be attained by using properly prepared and placed Type II portland cement concrete, by maintaining a minimum three-inch concrete cover where reinforcing steel or other metal is in proximity to native soils and, at the direction of the Manufacturer, by using special coating on reinforcing steel and metal. Consideration should also be given to chemical constituents which may inhibit establishment of landscaping, such as lawns, plants and other vegetation growth, not

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indigenous to the area. Laboratory testing to determine the agronomic characteristics of the native soils was not part of the scope of our work; however, it should be considered.

There are no apparent geologic hazards that would place unusual constraints on the project; however, strong ground shaking associated with earthquakes should be expected to occur during the life of the project.

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VI DISTRIBUTION

One wet-stamped .pdf to:

Bluth Development, LLC
9550 Gateway Drive
Reno, Nevada 89521
Attn: Charles Bluth, President
Telephone: (775) 749-1057

One unbound wet-stamped copy and one .pdf to:

CFA, Inc.
1150 Corporate Boulevard
Reno, Nevada 89502
Attn: David Snelgrove, Planning and Right-of -Way Manager
Telephone: (775) 856-1150
Facsimile: (775) 856-1160

Attachment F

Appeal of Denial of Tentative Subdivision Map

Case Number WTM18-004



WASHOE COUNTY BOARD OF ADJUSTMENT DRAFT Meeting Minutes

Board of Adjustment Members

Kim Toulouse, Chair
Clay Thomas, Vice Chair
Kristina Hill
Lee Lawrence
Brad Stanley
Trevor Lloyd, Secretary

Thursday, July 11, 2018
12:30 p.m.

Washoe County Administration Complex
Commission Chambers
1001 East Ninth Street
Reno, NV

The Washoe County Board of Adjustment met in regular session on Thursday, July 11, 2018, in the Washoe County Administrative Complex Commission Chambers, 1001 East Ninth Street, Reno, Nevada.

1. *Determination of Quorum

Chair Toulouse called the meeting to order at 12:31 p.m. The following members and staff were present:

Members present:

Lee Lawrence
Kristina Hill
Brad Stanley
Clay Thomas, Vice Chair

Members absent:

Kim Toulouse, Chair

Staff present:

Chris Bronczyk, Planner, Planning and Building Division
Julee Olander, Planner, Planning and Building Division
Roger Pelham, MPA, Senior Planner, Planning and Building Division
Trevor Lloyd, Planning Manager, Planning and Building Division
Nathan Edwards, Deputy District Attorney, District Attorney's Office
Donna Fagan, Recording Secretary, Planning and Building Division

2. *Pledge of Allegiance

Member Stanley led the pledge to the flag.

3. *Ethics Law Announcement

Planning Manager, Trevor Lloyd, recited the Ethics Law standards.

4. *Appeal Procedure

Planning Manager, Trevor Lloyd, recited the appeal procedure for items heard before the Board of Adjustment.

5. *Public Comment

Jennifer Salisbury spoke about agenda item C, Lemmon Valley Estates. She said she is an at-large member of the North Valleys Citizens Advisory Board. The Lemmon Valley Estates was brought before the CAB where the CAB and citizens expressed concerns. Again on June 11, Lemmon Valley Estate came before the CAB for the ex po facto Special Use Permit for grading. Mr. Bluth started grading on the subject project that is proposed for development; he preformed grading on 30% grade and trenches, and moved large boulders. She said Mr. Bluth himself said that grading was not supposed to take place until permits were obtained. This is a mere slap on the wrist. Mr. Bluth's requirement should include re-vegetation. Fines should be imposed according to Article 113 of Washoe County Building Code.

No further public comments were made.

6. Approval of Agenda

Vice Chair Thomas asked to move item 8D before item 8C. In accordance with the Open Meeting Law, Member Stanley moved to approve the agenda of July 11, 2018 as amended. The motion, seconded by Member Hill, passed four in favor and none opposed.

7. Approval of June 7, 2018 Minutes

Member Hill moved to approve the minutes of June 7, 2018, as written. The motion was seconded by Member Stanley and passed four in favor and none opposed.

8. Public Hearings

The Board of Adjustment may take action to approve (with or without conditions), modify and approve (with or without conditions), or deny a request. The Board of Adjustment may also take action to continue an item to a future agenda.

A. Administrative Permit Case Number WADMIN18-0007 (Classical Tahoe) – For possible action, hearing, and discussion to approve an administrative permit and outdoor community event business license application, with conditions, for Classical Tahoe, an outdoor concert and “movie night” event to be held at the Sierra Nevada College in Incline Village, Nevada. The concerts will be on July 27, 28, 29, and 31, August 3, 4, and 5, 2018, between the hours of 5:00 p.m. and 8:30 p.m. on each day of the event. There will be supplemental movie nights on July 23, August 6, 7, 10, 11, 12, and 13, 2018, between the hours of 7:30 p.m. and 10:00 p.m. Movie nights will be held outdoors, within the same tent as the concerts. Primary participant and spectator parking will be within the College campus with additional off-site parking at the Incline Village General Improvement District (IVGID) Recreation Facility, if needed. Event organizers estimate that approximately 1,300 participants and spectators will take part in the event during any one three-day event period, with a maximum of 500 participants and spectators on any one day of the event.

- Applicant: Karen Craig
- Property Owner: Sierra Nevada College
- Location: 948 Incline Way
Incline Village, NV 89451
- APN: 127-040-10
- Parcel Size: 17.05 Acres
- Master Plan: Commercial (C)
- Regulatory Zone: Public and Semi-Public Facilities
- Area Plan: Tahoe
- Citizen Advisory Board: Incline Village / Crystal Bay
- Development Code: Authorized in Article 310
- Commission District: 1 – Commissioner Berkbigler

- Staff: Chris Bronczyk, Planner
Washoe County Community Services Department
Planning and Building Division
- Phone: 775-328-3612
- E-mail: cbronczyk@washoecounty.us

Vice Chair Thomas opened the public hearing.

No disclosures were made by the board members.

Chris Bronczyk, Washoe County Planner, provided a staff report presentation.

No questions were asked by the Board of Adjustments.

Lindsay McIntosh, Classical Tahoe representative, said there will be 3 movie nights with light amplification.

No public comments were made.

Board discussion:

This event is held every year. This is a great family event.

Member Hill moved that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Board of Adjustment approve Administrative Permit Case Number WADMIN18-0007 and the outdoor community event business license application for Classical Tahoe, with the conditions attached at Exhibit A for this matter, having made all four findings in accordance with Washoe County Code Section 110.808.25. I further move to authorize the Director of the Planning and Building Division to issue the outdoor community event business license when all pre-event conditions have been met. Member Lawrence seconded the motion to approve Administrative Permit Case Number WADMIN18-0007 and the outdoor community event business license application for Classical Tahoe, with the conditions attached at Exhibit A. The motion carried unanimously.

1. Consistency. That the proposed use is consistent with the action programs, policies, standards and maps of the Master Plan and the Tahoe Area Plan;
2. Improvements. That adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, the proposed improvements are properly related to existing and proposed roadways, and an adequate public facilities determination has been made in accordance with Division Seven;
3. Site Suitability. That the site is physically suitable for an outdoor community event and for the intensity of such a development;
4. Issuance Not Detrimental. That issuance of the permit will not be significantly detrimental to the public health, safety or welfare; injurious to the property or improvements of adjacent properties; or detrimental to the character of the surrounding area.

B. Special Use Permit Case Number WSUP18-0011 (Murray Grading) – For possible action, hearing, and discussion to approve a special use permit for Major Grading of an area of approximately 80,000 square feet on a parcel of land approximately 2.53 acres in size to facilitate the development of an Agricultural Sales Use Type.

- Applicant: Murray Ranch, LLC
- Property Owner: Reeves Business Ventures
- Location: 225 US Highway 395 South, approximately 700 feet south of its intersection with Old Washoe Drive
- APN: 046-080-03
- Parcel Size: ± 2.53 Acres

- Master Plan: Commercial (C)
- Regulatory Zone: General Commercial (GC)
- Area Plan: South Valleys
- Citizen Advisory Board: South Truckee Meadows / Washoe Valley
- Development Code: Authorized in Article 438, Grading
- Commission District: 2 – Commissioner Lucey
- Staff: Roger Pelham, MPA, Senior Planner
Washoe County Community Services Department
Planning and Building Division

- Phone: 775.328.3622
- E-mail: rpelham@washoecounty.us

Vice Chair Thomas opened the public hearing.

No disclosures were made by the board members.

Roger Pelham, Washoe County Planner, provided a staff report presentation.

Member Stanley asked about the removal of 16 trees. Mr. Pelham said that will be adjusted. He spoke about re-vegetation as mostly ground cover. There will be fewer trees, but they will be maintained and healthier; 1 tree of 50 feet of frontage. New trees will be front facing on highway 395. There is spelling correction - 'Murry' to the application.

Applicant, Chris Baker, gave an overview. He said they want to preserve any trees and re-locate them on site. They are an asset for the site and the area. Originally, some of those were considered nuisance or failing tree. A certified arborist will determine if they need removal.

No public comments were made.

Board discussion:

A Board member said he supports the project. We need a tack shop out there. Member Stanley said it's a scenic corridor and appreciates their consideration.

Vice Chair Thomas asked Mr. Pelham if we should strike condition E from the motion. And modification on condition 1(f) from 20% to 10%, and condition 1(h) as presented by staff.

Member Stanley moved that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Board of Adjustment approve, with conditions as included at attachment A to the staff report, Special Use Permit Case Number WSUP18-0011 for Murray Ranch, LLC, having made all five findings in accordance with Washoe County Code Section 110.810.30. Member Hill seconded the motion to approve, with conditions as included at attachment A to the staff report. The motion carried unanimously.

1. Consistency. That the proposed use is consistent with the action programs, policies, standards and maps of the Master Plan and the South Valleys Area Plan;
2. Improvements. That adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, the proposed improvements are properly related to existing and proposed roadways, and an adequate public facilities determination has been made in accordance with Division Seven;
3. Site Suitability. That the site is physically suitable for Major Grading to facilitate the development of an Agricultural Sales Use Type, and for the intensity of such a development;
4. Issuance Not Detrimental. That issuance of the permit will not be significantly detrimental to the public health, safety or welfare; injurious to the property or improvements of adjacent properties; or detrimental to the character of the surrounding area.
5. Effect on a Military Installation. Issuance of the permit will not have a detrimental effect on the location, purpose or mission of the military installation.

D. Special Use Permit Case Number WSUP18-0009 (Sky Tavern Excavation) – For possible action, hearing, and discussion to approve a special use permit to excavate 39,300 cubic yards of material from Grass Lake and Recreation Pond at the Sky Tavern Ski Area in order to improve the lake/pond and to use the excavated material to expand the parking lot area. Additional improvements will include the construction of approximately 34,218 square feet of new asphalt paving in the parking area, construction of a new 2,000 square foot maintenance building, restoring the culvert for Browns Creek, piping of spring water to the snowmaking pond, and installation of permanent snowmaking pump station. The proposal also requests varying the landscaping, parking and grading requirements by not requiring any additional landscaping or parking spaces and waive the required soils and geology report and the finished grade limit of 10 feet elevation.

- Applicant: Sky Tavern Junior Ski Area
- Property Owner: City of Reno
- Location: 10000 Mt Rose Hwy.
- APN: 048-050-03
- Parcel Size: ±143.07 acres
- Master Plan: Rural
- Regulatory Zone: Parks & Recreation (PR)
- Area Plan: Forest
- Citizen Advisory Board: South Truckee Meadows/Washoe Valley
- Development Code: Authorized in Article 438, Grading and Article 810, Special Use Permits
- Commission District: 1 – Commissioner Berkbigler
- Staff: Julee Olander, Planner
Washoe County Community Services Department
Planning and Building Division
- Phone: 772.328.3627
- Email: jolander@washoecounty.us

Vice Chair Thomas opened the public hearing.

No disclosures were made by the board members.

Julee Olander, Washoe County Planner, provided a staff report presentation.

Member Hill asked about snowmaking; snowmaking was never used before at Sky Tavern. She asked if the ski hill is just used by the kids in Reno who sign up for the 10 week weekend programs, or is it open to the public. Ms. Olander said currently, the ski hill is snow dependent, and they look forward to having snowmaking. Member Hill said snow making takes a lot of grading to bury the lines. Ms. Olanders said those aren't the plans at this time. They are doing a pump station to use the water from the Grass Lake. Member Hill referenced the Washoe/Storey Conservation District's letter; she asked about wetlands being impacted by fill material; Ms. Olander said the applicant can address those questions. Member Hill asked about the use and modifications of depth of Grass Lake. Ms. Olander said there are sediment issues in Grass Lake and its flowing into the Truckee River. Member Hill asked about lighting for snowmaking at night. Ms. Olander said she doesn't believe they will need lighting. They will make snow during the week days since it operates only on the weekends.

Member Lawrence spoke about site suitability and excavation to improve the lake and reduce erosion on the ski slope. Ms. Olander said it will help mitigate the downstream flows of sediment caused by the erosion from the hill. It won't prevent it; it will mitigate it. He asked about downstream sediment flow issues. Ms. Olander said there have been issues and excavation of the Grass Lake will help with runoff.

Member Stanley asked about CAB concerns making the holding area larger. Ms. Olander said the applicant can address those questions. Vice Chair Thomas said he received a letter from Mr. Sparhawk

about this being a federal land issues and that he was going to contact the Army Corp of Engineers. Ms. Olander said she had not received that letter and understands it's a procedural matter.

Applicant, Bill Henderson, Executive Director of Sky Tavern, a 501(c).3, used to be a City of Reno program. In 1992, 501(c).3 took over the program and area. He said it's been going on for 70 years. He said we need to take care of the property, increase use, maintain and enhance properly, and get kids on snow. We are the anti-video game group.

Mr. Henderson said this is a two part process: first step is water storage. Snowmaking is simpler than the water. He said they need water to move. He said they can make snow by running hoses out of the pump. Eventually, we will want to make snow at the top. He said it's very expensive and labor intensive. He said they will come back about pipes and lights at a later date.

Member Hill asked about water rights. Nathan Robinson spoke about the water rights process. He spoke about the history. Historically, this was agricultural use and became a recreational site. He said they have 21 acre feet of water rights and he said they are asking for 18 acre feet for storage. He said it will be lost as sediment accumulates. He said it is enough to cover the slopes. He said this is a lake that had water rights in 1870s. He said we are cleaning up 150 years of muck. He said cleaning it up will decrease sediment load and sediment downstream. He said the NDOT right-of-way, 150 foot wide, does not constitute a dam.

Julianne Zotter with Robison Engineering, said she spoke with Army Corp of Engineers who told her there are two different types of permits – general permit or individual permit. Each permit requires its own steps. She said she has to research which one applies to them.

Member Hill asked if they are hooked up to sewer or septic. Mr. Henderson said it septic. He said sewer facilities are located in the parking lot. He said they will be on septic until they have to hook up to sewer service; they won't hook up as long as they can in order to save money.

Member Stanley asked if they anticipated the changes to increase the number of days of skiable terrain. Mr. Henderson said there is a nationwide push in Alpine skiing to increase alpine racing. He said it's vetted by the parent's wallet. He said we do everything we can to make it as cheap as possible so kids can get into the sport. He said they are working towards making a training facility, racing, freestyle. David Wise learned to ski at Sky Tavern. He said it's a lifetime sport. This sport matters. It matters to the area; we need to do more. It's the driving force behind the families. That is why the 501 was formed. We will have more days of operations. We want to install lights and do more.

No public comments were made.

Member Lawrence said one of his friends think the best program developed is the Jr. Ski Program. He said he allowed his kids to take this program. He thanked them for keeping this program alive. Member Stanley echoed Member Lawrence's comments. He has had little one's take advantage of this great program.

Member Lawrence moved that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Board of Adjustment approve with conditions Special Use Permit Case Number WSUP18-0009 for Sky Tavern Junior Ski Area, having made all four findings in accordance with Washoe County Code Section 110.810.30. Member Hill seconded the motion to approve with conditions Special Use Permit Case Number WSUP18-0009 for Sky Tavern Junior Ski Area. The motion carried unanimously.

1. Consistency. That the proposed use is consistent with the action programs, policies, standards and maps of the Master Plan and the Forest;
2. Improvements. That adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, the proposed improvements are properly related to existing and proposed roadways, and an adequate public facilities determination has been made in accordance with Division Seven;
3. Site Suitability. That the site is physically suitable for excavation and for the intensity of such a development;

4. Issuance Not Detrimental. That issuance of the permit will not be significantly detrimental to the public health, safety or welfare; injurious to the property or improvements of adjacent properties; or detrimental to the character of the surrounding area.

C. Special Use Permit Case Number WSUP18-0012 (Lemmon Drive Estates) – For possible action, hearing, and discussion to approve a special use permit for after-the-fact grading done without appropriate permits that trigger Major Grading. The grading done includes the construction of a driveway or road that traverses a slope of 30% or greater.

- Applicant/Property Owner: Chuck Bluth/Lakes at Lemmon Valley, LLC
- Location: East side of Lemmon Drive, approximately 700 feet south of its intersection with Military Road
- APN: 552-210-18
- Parcel Size: ± 33.97 acres
- Master Plan: Suburban Residential (SR)
- Regulatory Zone: Medium Density Suburban (MDS) - 3 dwellings per acre
- Area Plan: North Valleys
- Citizen Advisory Board: North Valleys
- Development Code: Authorized in Article 438
- Commission District: 5 – Commissioner Herman
- Staff: Roger Pelham, MPA, Senior Planner
Washoe County Community Services Department
Planning and Building Division
- Phone: 775-328-3622
- E-mail: rpelham@washoecounty.us

Vice Chair Thomas opened the public hearing.

Roger Pelham, Washoe County Planner, provided a staff report presentation.

Member Hill said she wants to know if this disturbed area was where the 98 homes are proposed. Mr. Pelham said no, and showed it on a map. There is a drainage way in the area; it's a steep slope that was to remain undisturbed. He showed the area suitable for development; which is next to the Mormon Church and the Silver State Kennels.

Member Stanley asked what is the sequencing for a tentative map and Special Use Permit (SUP), and the correction of an SUP under the conditions of a tentative map being appealed at this time. Mr. Pelham spoke about the timing of the process. He said the tentative subdivision map was denied and the appealed has been filed. Applicant asked that the appeal be put on hold while this illegal grading is addressed. If this SUP is approved, the appeal will be moved forward to Board of County Commissioners. If the SUP is denied, we will move forward with code enforcement for illegal grading. Mr. Lloyd said the applicant has the ability to apply for the appeal to Board of County Commissioners if the SUP is denied. Mr. Lloyd said he believes the best way to move forward with restoration is to approve the SUP to allow the applicant to restore site instead of endure a lengthy appeal process. Mr. Edwards said the Board of County Commission, if the matter is heard on appeal, can make a decision without regard to this grading issues; they can include conditions to deal with this by cooperating with code enforcement or seeking SUP which they are doing anyway; Board of County Commissioners can rule on both of them. It's a mixed bag on what they can do. He said this has happen several times before. This is not new direction.

Member Stanley asked if this is approved with conditions, and if Board of County Commissioners denies the plan, what is the net result. Mr. Pelham said restoration is made, and they have a clean record going forward. Mr. Pelham said, if appeal of tentative map is upheld, and SUP is approved, restoration is done, it would be a clean slate; after 12 months, he could re-apply for the same project. If he applies for a different project, he could come in a week later.

Member Stanley asked about bonding - \$2,000 an acre. CAB concerns heard it should be \$1,000,000. He asked the effectiveness of bonding. Mr. Pelham said bonding is done by engineering at \$2,000 an acre for stabilization if they were to walk away from the project. It's not an incentive to get it completed, just making sure it doesn't remain undisturbed. He said they are of limited value. If you choose to go that way, he would refer to DDA for direction and what number would be appropriate.

Member Stanley asked if completion of SUP was satisfactorily signed off, does that have input on the tentative map appeal; Mr. Pelham said no, they are not tied together. Because we have a pending appeal, there is no condition of approval sitting with that appeal. It's a possibility down the road, but not the situation today. Member Stanley said he wants to know about the assurances to get it complete. Mr. Pelham said there is no 100% guarantee assurance it would be completed. If it's not, it would be turned over to code enforcement.

Member Lawrence wanted clarification about code enforcement fines and penalties. Mr. Edwards said there are a lot of options for enforcement. In Article 910 of code, there are provisions for enforcement authority for abatement statement, fines, criminal prosecution, and general provisions. Member Lawrence wanted to know about how many fines code enforcement issues. Mr. Edwards said he didn't know the specific number, but explained that code enforcement works with people to get into compliance. He said approximately 9 out of 10 situations, the County gets voluntary compliance. He said there are several steps resulting in a mix of options to pursue nuisance proceeding. The primary goal is voluntary compliance.

A board member asked about the timing of illegal grading. Back in March, the application for subdivision was submitted; then on May 1, tentative map was heard and denied by the Planning Commission. The grading took place before May 1. Mr. Pelham, after the denial at public hearing, a site inspection was conducted and concluded that SUP thresholds were exceeded. He said the SUP application was submitted within two weeks of that site inspection. They began grading before they knew it was approved.

Dave Snelgrove, CFA, representative for applicant said Roger is correct about timing of when grading was performed. He said when they went out to see the grading Roger said it would need a grading permit. Mr. Snelgrove said it's a mistake. He said it's not fun to represent a plan in this matter. He asked for understanding. It came as a surprise. Mr. Pelham showed a slope analysis plan and pictures of disturbance. He showed crushed sage brush. He showed the slopes percentages suitability for development; drainage ditch, flood plain, proposed development site. Mr. Snelgrove said he will work with the County. This shouldn't have happened.

Dave Snelgrove requested modification and provided them in writing 1(e), 1(d), 1(i), 1(j); 1(g).

Some of the modifications to conditions include: replace rocks and boulders in the natural setting. The applicant thought he could use rocks and boulders at another one of his development. He is requesting it be removed. Mr. Snelgrove said there is no water at the site; he asked for additional flexibility. Replace rocks and boulders on existing roads; he said you cannot put rocks to block legal utility easements. He said one condition says replacement of rocks and boulders as the adjacent location; he said there are no rocks and boulders on the adjacent area. The applicant shall provide irrigation to re-vegetation. He said he wanted to see if there are alternatives to this because we don't have a practical water source. He provided a proposal that was more measurable and workable for vegetation within 3 years. He said the applicant has a water truck, but it will crush vegetation. He spoke about fencing and boulders to sufficiently block access to an area. He provided specific condition language.

Member Lawrence asked how many tons the applicant moved to Sky Vista, his other project. Mr. Snelgrove said he didn't believe any were moved, but rather piled on the same property. Boulders were taken from the hillside to be used at Sky Vista Parkway. Member Lawrence asked Mr. Bluth who gave the go-ahead to start grading.

Mr. Edwards said material of suggested conditions were just provided, a copy was put in the back for the public to review that document. Mr. Snelgrove had additional copies for the public.

Member Stanley asked about photographs. Mr. Snelgrove showed a series of photographs of the conditions of the property.

Member Stanley asked how often the stream gets full. Mr. Snelgrove said he didn't know specifically. The pictures were taken in May, so there is a little runoff.

Member Stanley said he understands the difficulty of this request. Boulders don't need to go back there, but where do they need to go. Mr. Snelgrove said the boulders came from base of rock outcropping. Mr. Snelgrove said we are concerned on where we should put them back. He said he cannot mimic the natural setting because they didn't come from there. He recommends continuance to work on condition language. He said some other language needs tweaking, but ultimately needs to work for the County, but also consider reasonableness to conditions. Some of them are not reasonable. Mr. Snelgrove said he recommends approval with conditions or a continuation.

Mr. Pelham said staff feels conditions are appropriate; he believes one could be written better; the one about not blocking access to easement. They are stringent conditions.

Mr. Snelgrove said he is the de facto project manager, and wasn't noticed of grading. He said he was at the subject site two- or three weeks prior to the May hearing. He said he manages the project, but wasn't aware of the grading. He said he would not have allowed them to do it if they had told him. Vice Chair Thomas asked how long they have been in business. Lakes at Lemmon Valley, LLC has been in business for two years.

Public Comments:

Dan Harold said he is a property owner in the area. He said he attended the May hearing when the issue was brought to light. He said Mr. Bluth said the rocks would be used for other projects. His trustworthiness is not being shown. He showed a picture on the projector of a truck taking rocks from the property. He said we cannot count on his word to restore the property. He is concerned things aren't going to get done and it will continue to be ignored.

Tammy Holt-Still, Lemmon Valley, Swan Lake Recovery Committee, said there was something stated that is untrue – reason it was denied was because of traffic, not because of grading or something illegal. Commissioners didn't like the right-ins and right-outs. She said it has to stop. Misrepresentation and untruths to benefit people like this doing illegal things needs to stop. There is disturbance to the actual waterway and sediment created. It's a major water way down to Swan Lake. His vehicles caused more sediment and runoff. She said this man, no matter what you do or say, he will do what he wants when he wants as long as there weren't major hits to his pocket book. She said he is a developer who has gone rogue. It's times to change. Step up and tell them to knock it off.

Vice Chair Thomas said he had a disclosure that Tammy Holt-Still, public commenter, was his employee at the DMV over 10 years ago. He did not discuss it with her. He doesn't have a pecuniary interest, no commitments in private capacity, no ongoing business with Ms. Holt-Still. Mr. Edwards said it's not a conflict.

Denise Ross said she wasn't in attendance at Commissioners meeting but rather watched it. She said Commissioners called Mr. Bluth up about his disturbance of rocks. He stated he know he wasn't supposed to do it. He stated that the reasons were that there was water all over and he wanted to control the water; he didn't have concern for the people downstream. He needs to be held accountable. She said he should replace the rock by hand, himself. Look at the record of what he said at the Commissioners meeting.

Mr. Bluth said he doesn't know where the photo came from; it's slanderous. He said the statements they made are slanderous. He said he has a reputation of doing things right. He said he messed up on this. Neither Mr. Snelgrove nor Roger knew what he was going to do. He said he should have looked up the code. He said it was turned down at the Commissioner's meeting for traffic, right-in and right-out. He said he can run lines out with sprinklers, water truck on existing roadway and re-vegetation and repair slope. He showed a picture of why he did what he did. He showed the area where he took off the rock. He said he made adjustments regarding retention area due to flooding and wanted to re-direct the waterline on the slope. It would open up two acres of land for a park for the subdivision. He said he

thought he would take the loose rocks and install drainage and retain water to reduce the amount of water going to the lake.

Member Hill said why the name Lakes at Lemmon Valley, LLC. She asked about constructing lakes. No lakes are proposed at this project, but at other projects. He spoke about retention by making it deeper. She asked if he plans to restore. He said yes, but said he doesn't see the purpose of putting the rocks back. He said he will have the work done within a couple of weeks. It's not that much to do once we get a permit. He said it's a simple process with hydro seeds and lines.

Member Lawrence asked if the retention basins were approved. Mr. Bluth said he would change the plan to include a retention pond. The rocks were planned to use for a pond on another project. The waterfall and lakes were approved already for another project in the City on Sky Vista parkway.

Vice Chair Thomas asked if it was true he admitted to being aware and still proceeding. Mr. Bluth said no. He wasn't aware, but should have looked up the code.

Member Hill said she is having a hard time approving an SUP just to show we aren't giving support. Mr. Lloyd said downside; all conditions would be negated imposed by staff. Code enforcement would make sure it was restored. Mr. Pelham said it's complicated. Code enforcement would do minimum to ensure public safety. Restoration plan would be submitted and approved by County engineer. Restoration would be limited to areas and no further impact created. Process to restore, mitigate, and put back where it was taken is within the SUP process. This board has already expressed how they don't like approving SUP, after the fact. He said it's counterintuitive to approve work done that has already taken place; however, it's how we can restore these things. Without SUP, we don't have conditions of approval; they are stringent and not palatable by the applicant. He said conditions of approval is the best opportunity to restore the area. Mr. Pelham said there are no timelines, but it would allow within the next two years, they would have to get appropriate permit to effectuate the SUP and put the boulders back for when the water comes. Putting the rocks back will be more natural, but not completely to an undisturbed state. He said the Board can grant a timeline for conditions.

Mr. Pelham said he speculates; he doesn't know how the Board of County Commissioners will make their decision. He said we are talking about two separate requests. The request you are looking at is disturbance done without permits. Board of County Commissioners will look at tentative map, lots, acres, and product. Grading plays into that, but Board of County Commissioners will need to make the findings. Traffic and flooding played into that. There are many factors. How the Board of County Commissioners will weigh the factors is hard to determine.

Member Stanley asked if Mr. Pelham can craft timelines. He also asked how we achieve a goal because we don't have faith in enforcement to handle this problem. He asked if it's a good idea to recreate a SUP on the fly. Mr. Pelham said conditions in exhibit A are substantially meant to mitigate the impacts upon the area, but he is willing to craft a condition for a timeline. At this time, he said the Board can give direction and continue this forward to next month. Vice Chair Thomas said continuance isn't asked of the Board, but rather from the applicant. Mr. Edwards said yes, applicant can and has requested a continuance. Mr. Snelgrove said he would like to work on conditions; if you aren't comfortable with that and would rather make a decision, he would ask for approval. Mr. Snelgrove said he is concerned for timeline of conditions. There needs to be ample time if it gets approved. He said yes, they are requesting continuance. Mr. Edward said the Board is empowered to grant continuance if that is what the Board wants to do; or vote up or down.

Vice Chair Thomas asked the board to address the granting of continuance. Member Stanley said we were presented with late breaking news. The new information may not be well received by Planning. He said he is wrestling with the issue of making something bad into something good through these adjustments. He said he is concerned with the area cascading of failures. A continuance was a fairly good idea. Member Hill said the conditions of approval are fine as submitted but a motion can be made to move to approve to submit a grading application and do restoration, stabilization prior to subdivision hearing. Restoration, seed mix, temporary irrigation has to happen prior to hearing. Vice Chair Thomas said that is what sits in front of us. The conditions as they stand. Mr. Edwards said the problem is the

Board of Adjustment cannot tell the Board of County Commissioners when they can or cannot hear an item.

Member Lawrence spoke about the integrity of the Board. He said the applicant has 49 years as a builder to begin work without permits is disturbing to me. He questions his integrity. He said he questions with the pictures of the rock pickers. He said he feels denial of the whole thing. He said not to suggest irrigating the property to its formal graded state, he doesn't agree with it. He said people are suffering downstream. He said he doesn't know how to vote on it. Adding a timeframe is not our purviews.

Vice Chair Thomas said a builder who has been in business for 48 years knows he shouldn't grade before approval. He said asking for continuance is not solving it; it's kicking it down the road till the next time. He said he understands Mr. Pelham's conditions. When an individual violates code and we approve it, what message does that send. There is enough information to make a decision. He invited a motion. Member Hill said she is leaning towards approving SUP.

Member Stanley said he is leaning towards continuance or voting it down. He said reason for allowing a continuance, in regards to the the sequencing for tentative map, are we giving a positive signal. No matter what the vote, a continuance affects the other appeals as well. He asked for timing for continuance versus an appeal. Mr. Pelham explained the timing based on approval or denial. Appeal for tentative map would go before Board of County Commissioners. If this project would be denied, it would be turned over to code enforcement. If approved, it would go before the Board of County Commissioners in August.

No one moved to grant continuance.

Member Hill moved to approve so that mitigation, stabilization is on record to occur. No second.

Vice Chair Thomas moved that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Board of Adjustment deny, with conditions included at Exhibit A, Special Use Permit Case Number WSUP18-0012 for Chuck Bluth/Lakes at Lemmon Valley, LLC, having not made all five findings in accordance with Washoe County Code Section 110.810.30. Member Stanley seconded the motion to deny Special Use Permit Case Number WSUP18-0012 (Lemmon Drive Estates). Motion carried 3 to 1. Member Hill was against the motion for denial.

1. Consistency. That the proposed use is inconsistent with the action programs, policies, standards and maps of the Master Plan and the North Valleys Area Plan.
4. Issuance is Detrimental. That issuance of the permit will be a significantly detrimental to the public health, safety or welfare; injurious to the property or improvements of adjacent properties; or detrimental to the character of the surrounding area.

9. Chair and Board Items

*A. Future Agenda Items

*B. Requests for Information from Staff

Vice Chair Thomas requested information regarding what code enforcement does, what they can enforce, and what authorities they have. Member Lawrence asked about how fines were issued by code enforcement. Not necessarily to grading, but construction and SUP uses.

Member Stanley said remediation issues that were mentioned, in tentative map process, can those issues be addressed. Mr. Edwards said we can speak about it off line or agendize it.

10. Director's and Legal Counsel's Items

*A. Report on Previous Board of Adjustment Items

No items.

***B. Legal Information and Updates**

No items.

11. *General Public Comment

Cathy Brandhorst spoke on items of interest to her.

Danny Cleous spoke about the SUP permit for Lemmon Valley Estates which was just denied. He played a clip of recording from the May 1, 2018, Washoe County Planning Commission of the Lemmon Valley Estates public hearing of Mr. Bluth speaking about removing rocks, drainage, and directing water better. Mr. Edwards said the meeting recording is available on the County website.

12. Adjournment

Meeting was adjourned at 3:27 p.m.

Respectfully submitted,
Misty Moga, Independent Contractor

Approved by Board in session on _____, 2018

Trevor Lloyd
Secretary to the Board of Adjustment

Attachment G

Appeal of Denial of Tentative Subdivision Map

Case Number WTM18-004



LAND SURVEYORS
CIVIL ENGINEERS
LAND USE PLANNERS

HAND DELIVERED

May 11, 2018

Washoe County
1001 E. Ninth Street
Reno, Nevada 89512

RE: APPEAL OF CASE WTM18-004 (LEMMON DRIVE ESTATES) TO WASHOE COUNTY BOARD OF COMMISSIONERS

On behalf of the project site owner and applicant (Chuck Bluth/The Lakes at Lemmon Valley, LLC), CFA has submitted this appeal application for ultimate review of the above referenced project/application by the Washoe County Board of Commissioners. This appeal is requested and has been submitted as a placeholder since it is required that any appeal be submitted within 10 calendar days of the date the decision is filed with the Commission or Board Secretary (or Director), which was May 2, 2018. The reason for the requested delay of the appeal review hearing by the Board of Commissioners is due to the fact that an issue associated with some grading work on the property was identified at the Planning Commission hearing. The property owner/applicant requests the opportunity to go through the necessary process to address that issue (albeit, after the fact) prior to a hearing on the overall application at an appeal hearing.

Request for Abeyance to BOCC Hearing

Through the course of the planning commission hearing, it was identified that the property owner/applicant had large construction equipment on the property, removing some rocks from his property. In doing so, he graded a section of roadway and crushed some existing native vegetation in an area that had been proposed to be an area to remain undisturbed. This was unknown to the design team and the consultant/presenter (Dave Snelgrove from CFA) prior to the presentation of testimony and photos by a couple members of the public during the public comment period associated with the case. Mr. Snelgrove has visited the site with Washoe County staff and agrees with staff that a special use permit and grading permit should have been applied for. CFA will be preparing a special use permit to address this recognized mistake that was made by the property owner prior to requesting that the appeal matter move forward to the Board of Commissioners. CFA has discussed this matter, in detail with the property owner and he now understands the need to check whether such similar work can be done without a permit prior to commencing such work. The long and short is that the property owner and his representative (CFA, Inc.) look to appropriately address the error that was made and to move forward proactively and productively after satisfactory address to this situation is accomplished.

Following is an identification and response to the questions from the appeal application form where insufficient space is provided within the form for a complete response.

State the specific action(s) and related finding(s) you are appealing:

The planning commission's decision of denial has been appealed based upon the legal finding that was specified in the motion for denial. The specific finding that was identified after the motion for denial was finding #8, Access, which states:

8. Access. That the design of the subdivision provides any necessary access to surrounding, adjacent lands and provides appropriate secondary access for emergency vehicles.

Describe why the decision should or should not have been made:

The recommendation from all reviewing agencies was for approval of the project (typically with conditions). It is the applicant's contention that the decision of denial based on this finding was made without consideration of the fact that the traffic access for the project is a Regional Transportation Commission (RTC) requirement. Additionally, the planning commission did not take into account the testimony presented that this is an RTC requirement and the fact that all associated agency reviews and recommendations were for approval, inclusive of the RTC and the Truckee Meadows Fire Protection District (TMFPD) who both look at access and emergency access during tentative map review.

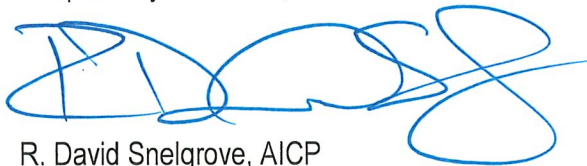
The classification as a moderate access control arterial is defined by the RTC in their 2040 Regional Transportation Plan, which is identified within the Traffic Impact Analysis that was included in the application package and staff report. This classification is mirrored in Washoe County's North Valleys Area Plan, which was identified during the applicant's presentation for the project. It is the classification as a moderate access control arterial that necessitated RTC's directive to make the two project access points right-in, right-out, which further necessitated a U-turn movement at Lemmon Drive and Military Road. This was explained by the applicant's representative during a question from the planning commission. Additionally, it was explained that the widening plans for Lemmon Drive will take the total number of travel lanes to 6 (from 4) with a median down the middle, which will cut off left turn movements, unless RTC accepts traffic control or turn pockets. The detail for the future roadway section was provided by RTC in their review memo and included in the staff report for the project. RTC's review of the spacing from the two existing traffic signals indicated that this project does not meet the spacing requirement for full movement or another signal. Therefore, the RTC required the right-in, right out only for the project. The decision by the Planning Commission, if upheld would constitute hardship by the land locking of a property that is located directly adjacent to an arterial classified street.

Cite the specific outcome you are requesting with this appeal

The applicant is requesting that the decision by the Planning Commission be overturned noting that the requirements for access for this project are made by the Regional Transportation Commission with a paramount responsibility of creating a transportation network that is both efficient and safe for the public.

I greatly appreciate your review and future consideration of this case and our review of the information that was presented via written, Powerpoint and staff report/review testimony. Should you have any questions regarding the information provided, please feel free to contact me at either number provided on the application form.

Respectfully submitted,



R. David Snelgrove, AICP
Planning and Right-of-Way Manager

Att: Planning Commission Action Order



WASHOE COUNTY
COMMUNITY SERVICES DEPARTMENT
Planning and Building Division
Planning Program

1001 EAST 9TH STREET
PO BOX 11130
RENO, NEVADA 89520-0027
PHONE (775) 328-6100
FAX (775) 328.6133

Planning Commission Action Order
Tentative Subdivision Map Case Number WTM18-004

Decision: Denial
Decision Date: May 1, 2018
Mailing/Filing Date: May 2, 2018
Property Owner: Lakes at Lemmon Valley, LLC
Attn: Chuck Bluth
4655 Longley Lane, Suite 107
Reno, NV 89502
Assigned Planner: Roger Pelham, MPA, Senior Planner
Washoe County Community Services Department
Planning and Building Division
Phone: 775.328.3622
E-Mail: rpelham@washoecounty.us

Tentative Subdivision Map Case Number WTM18-004 (Lemmon Drive Estates) – For possible action, hearing, and discussion to approve a tentative subdivision map for a 98-lot single-family residential, common open space subdivision. Lot sizes are proposed to range from a minimum size of 5,218 square feet (± .12 acres) to a maximum size of 10,811 square feet (± .25 acres) with an average size of 6,011 square feet (± .14 acres). Front yard setbacks are proposed to be reduced from a minimum of from 20 feet to a minimum of 10 feet adjacent to a public street or common driveway, and maintain 20 feet in front of each garage. Rear yard setbacks are proposed to be reduced from a minimum of 20 feet to a minimum of 10 feet. Side yard setbacks are proposed to be reduced from a minimum of 8 feet to a minimum of 5 feet. Required lot widths are proposed to be reduced from a minimum of 80 feet to a minimum of 75 feet.

- Applicant: Lakes at Lemmon Valley, LLC
- Property Owner: Lakes at Lemmon Valley, LLC
- Location: On the east side of Lemmon Drive, approximately 700 feet south of its intersection with Military Road
- Assessor's Parcel Number: 552-210-18
- Parcel Size: ± 33.97 acres
- Master Plan Category: Suburban Residential (SR)
- Regulatory Zone: Medium Density Suburban (MDS, 3 dwellings per acre)
- Area Plan: North Valleys
- Citizen Advisory Board: North Valleys
- Development Code: Authorized in: Article 608, Tentative Subdivision Maps; Article 408, Common Open Space Development and Article 424, Hillside Development



INTEGRITY



EFFECTIVE
COMMUNICATION



QUALITY
PUBLIC SERVICE

To: Lakes at Lemmon Valley, LLC
Subject: WTM18-004
Date: May 2, 2018
Page: 2

- Commission District: 5 – Commissioner Herman
- Section/Township/Range: Section 09, T20N, R19E, MDM, Washoe County, NV

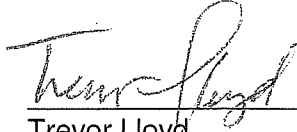
Notice is hereby given that the Washoe County Planning Commission denied the above referenced case number based on the inability to make the findings required by Washoe County Code Section 110.608.25:

1. Plan Consistency. That the proposed map is consistent with the Master Plan and any specific plan;
2. Design or Improvement. That the design or improvement of the proposed subdivision is consistent with the Master Plan and any specific plan;
3. Type of Development. That the site is physically suited for the type of development proposed;
4. Availability of Services. That the subdivision will meet the requirements of Article 702, Adequate Public Facilities Management System;
5. Fish or Wildlife. That neither the design of the subdivision nor any proposed improvements is likely to cause substantial environmental damage, or substantial and avoidable injury to any endangered plant, wildlife or their habitat;
6. Public Health. That the design of the subdivision or type of improvement is not likely to cause significant public health problems;
7. Easements. That the design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through, or use of property within, the proposed subdivision;
8. Access. That the design of the subdivision provides any necessary access to surrounding, adjacent lands and provides appropriate secondary access for emergency vehicles;
9. Dedications. That any land or improvements to be dedicated to the County is consistent with the Master Plan; and
10. Energy. That the design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

Anyone wishing to appeal this decision to the Washoe County Board of County Commissioners may do so within 10 calendar days after the Mailing/Filing Date shown on this Action Order. To be informed of the appeal procedure, call the Planning staff at **775.328.6100**. Appeals must be filed in accordance with Section 110.912.20 of the Washoe County Development Code.

To: Lakes at Lemmon Valley, LLC
Subject: WTM18-004
Date: May 2, 2018
Page: 3

Washoe County Community Services Department
Planning and Building Division



Trevor Lloyd
Secretary to the Planning Commission

TL/RP/ks

xc:

Applicant: Lakes at Lemmon Valley, LLC, Attn: Chuck Bluth, 4655 Longley Lane, Suite 107, Reno, NV 89502

Property Owner: Lakes at Lemmon Valley, LLC, Attn: Chuck Bluth, 4655 Longley Lane, Suite 107, Reno, NV 89502


Representative: CFA, Inc., Attn: Dave Shelgrove, 1150 Corporate Boulevard, Reno, NV 89502

Action Order xc: Nathan Edwards, District Attorney's Office; Keirsten Beck, Assessor's Office; Cori Burke, Assessor's Office; Tim Simpson, Utilities; Leo Vesely, Engineering and Capital Projects; North Valleys Citizen Advisory Board, Chair

Washoe County Appeal of Decision to Board of County Commissioners

Your entire application is a public record. If you have a concern about releasing personal information please contact Planning and Building staff at 775.328.6100.

Appeal of Decision by (Check one)	
Note: Appeals to the Washoe County Board of County Commissioners are governed by WCC Section 110.912.20.	
<input checked="" type="checkbox"/> Planning Commission	<input type="checkbox"/> Board of Adjustment
<input type="checkbox"/> Hearing Examiner	<input type="checkbox"/> Other Deciding Body (specify) _____
Appeal Date Information	
Note: This appeal must be delivered in writing to the offices of the Planning and Building Division (address is on the cover sheet) within 10 calendar days from the date that the decision being appealed is filed with the Commission or Board Secretary (or Director) and mailed to the original applicant.	
Note: The appeal must be accompanied by the appropriate appeal fee (see attached Master Fee Schedule).	
Date of this appeal: <u>5/11/18</u>	
Date of action by County: <u>5/1/18</u>	
Date Decision filed with Secretary: <u>5/2/18</u>	
Appellant Information	
Name: CFA, Inc - Attn. Dave Snelgrove, AICP	Phone: 775-856-7073
Address: 1150 Corporate Blvd.	Fax:
	Email: dsnelgrove@cfareno.com
City: Reno State: NV Zip: 89502	Cell: 775-737-8910
Describe your basis as a person aggrieved by the decision: CFA is the property owner/Applicant's representative for Case No. WTM18-004 (Lemmon Drive Estates) and Mr. Snelgrove presented powerpoint and verbal testimony at the May 1, 2018 Planning Commission hearing.	
Appealed Decision Information	
Application Number: WTM18-004	
Project Name: Lemmon Drive Estates	
State the specific action(s) and related finding(s) you are appealing: See attached letter.	

Appealed Decision Information (continued)	
Describe why the decision should or should not have been made: See attached letter	
Cite the specific outcome you are requesting with this appeal: See attached letter	
Did you speak at the public hearing when this item was considered?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Did you submit written comments prior to the action on the item being appealed?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appellant Signature	
Printed Name: R. David Snelgrove, AICP	
Signature:	
Date:	5/11/18

Attachment H

Appeal of Denial of Tentative Subdivision Map

Case Number WTM18-004



LAND SURVEYORS
CIVIL ENGINEERS
LAND USE PLANNERS

HAND DELIVERED

May 15, 2018

Trevor Lloyd & Mojra Hauenstein
Washoe County
1001 E. Ninth Street
Reno, Nevada 89512

RE: APPEAL OF CASE WTM18-004 (LEMMON DRIVE ESTATES) – REQUEST FOR HEARING DELAY

Dear Mr. Lloyd and Mrs. Hauenstein:

On behalf of the project site owner and applicant (Chuck Bluth/The Lakes at Lemmon Valley, LLC), CFA is formally requesting that the appeal hearing for case no. WTM18-004 be delayed to a time acceptable to Washoe County and to the applicant. The reason for the delay from typically 60+/- days to public hearing on appeal is to provide sufficient time to address property owner created issue of grading without a permit. CFA submitted a special use permit application to Washoe County for grading, today (May 15th) to make sure that everyone involved understands that the applicant and CFA are sincere in the desire to right the wrong. It is realized that the special use permit will likely take approximately 2 months to a hearing with either the Board of Adjustments or Planning Commission. It can be discussed with staff and County management if it is appropriate to move forward with the appeal hearing after that time or if further procedures would be appropriate to assure address of the situation (i.e. submitting for or obtaining a grading permit).

Should you have any questions, comments or concerns regarding this request, please feel free to contact me at 775-856-7073.

Respectfully submitted,

R. David Snelgrove, AICP
Planning and Right-of-Way Manager

Attachment I

Appeal of Denial of Tentative Subdivision Map

Case Number WTM18-004



LAND SURVEYORS
CIVIL ENGINEERS
LAND USE PLANNERS

July 20, 2018

VIA E-mail: RPelham@washoecounty.us
TLloyd@washoecounty.us

Trevor Lloyd and Roger Pelham
Washoe County Community Development Dept.
1001 E. 9th Street
Reno, NV 89512

RE: CASE NO. WSUP18-0012 – DENIAL BY BOARD OF ADJUSTMENT

Dear Roger and Trevor:

This letter has been provided on behalf of my client, Charles Bluth and the Lakes at Lemmon Valley, LLC with respect to the above reference special use permit case. The Lakes at Lemmon Valley, LLC will not be appealing the decision of the Board of Adjustment on the matter of the special use permit for grading that was mistakenly done without a permit. Rather, my client would like to work directly with Washoe County Code Enforcement as he believes that process should be able to provide a quicker resolution to this matter, which is what everyone (neighbors, the County and my client) desires.

I verbally informed Roger on July 18th that Mr. Bluth has decided not to appeal the Board of Adjustment's decision and would rather work with the County Code Enforcement staff to address the matter. On July 19th, Mr. Pelham called and indicated that he had been informed that the Code Enforcement path would likely necessitate this matter goes back through a special use permit process and encouraged that an appeal be submitted. My client has already gone through this process and any necessity or requirement to back through a special use permit process seems ridiculous as this request was already denied. We trust that there is a more timely, rational and common-sense approach available for the remediation work to commence without being caught in a procedural loop.

Mr. Bluth stands ready to mobilize necessary equipment and resources to correct the grading situation. He believes that this effort will take approximately 2 weeks for construction and reseeded. Unfortunately, Washoe County's process to get the allowance to gain conditional approval of the remediation has already taken 2 months and has been suggested that it may be headed for a reiteration of the previously denied procedural process that would take many more months, just to get to possibly get a conditional OK to correct the mistake.

Please feel free to contact me if you have any questions, comments or concerns regarding my client's decision.

Respectfully submitted.

A handwritten signature in black ink, appearing to read 'R. David Snelgrove', with a long horizontal line extending to the right.

R. David Snelgrove, AICP
Planning and Right-of-Way Manager

Attachment J

Appeal of Denial of Tentative Subdivision Map

Case Number WTM18-004



Conditions of Approval

Tentative Subdivision Map Case Number WTM18-004

The project approved under Tentative Subdivision Map Case Number WTM18-004 shall be carried out in accordance with the Conditions of Approval granted by the Board of County Commissioners on September 25, 2018. Conditions of Approval are requirements placed on a permit or development by each reviewing agency. These Conditions of Approval may require submittal of documents, applications, fees, inspections, amendments to plans, and more. These conditions do not relieve the applicant of the obligation to obtain any other approvals and licenses from relevant authorities required under any other act.

Unless otherwise specified, all conditions related to the approval of this Tentative Subdivision Map shall be met or financial assurance must be provided to satisfy the conditions of approval prior to issuance of a grading or building permit. The agency responsible for determining compliance with a specific condition shall determine whether the condition must be fully completed or whether the applicant shall be offered the option of providing financial assurance. All agreements, easements, or other documentation required by these conditions shall have a copy filed with the County Engineer and the Planning and Building Division.

Compliance with the conditions of approval related to this Tentative Subdivision Map is the responsibility of the applicant, his/her successor in interest, and all owners, assignees, and occupants of the property and their successors in interest. Failure to comply with any of the conditions imposed in the approval of the Tentative Subdivision Map may result in the institution of revocation procedures.

Washoe County reserves the right to review and revise the conditions of approval related to this Tentative Subdivision Map should it be determined that a subsequent license or permit issued by Washoe County violates the intent of this approval.

For the purpose of conditions imposed by Washoe County, "may" is permissive and "shall" or "must" is mandatory.

Conditions of Approval are usually complied with at different stages of the proposed project. Those stages are typically:

- Prior to recordation of a final map.
- Prior to obtaining a final inspection and/or a certificate of occupancy.
- Prior to the issuance of a business license or other permits/licenses.
- Some "Conditions of Approval" are referred to as "Operational Conditions." These conditions must be continually complied with for the life of the project.

The Washoe County Commission oversees many of the reviewing agencies/departments with the exception of the following agencies:

- **The DISTRICT BOARD OF HEALTH, through the Washoe County Health District, has jurisdiction over all public health matters in the Health District. Any conditions set by the Health District must be appealed to the District Board of Health.**

STANDARD CONSIDERATIONS FOR SUBDIVISIONS
Nevada Revised Statutes 278.349

Pursuant to NRS 278.349, when contemplating action on a tentative subdivision map, the governing body, or the planning commission if it is authorized to take final action on a tentative map, shall consider:

- (a) Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal;
- (b) The availability of water which meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;
- (c) The availability and accessibility of utilities;
- (d) The availability and accessibility of public services such as schools, police and fire protection, transportation, recreation and parks;
- (e) Conformity with the zoning ordinances and master plan, except that if any existing zoning ordinance is inconsistent with the master plan, the zoning ordinance takes precedence;
- (f) General conformity with the governing body's master plan of streets and highways;
- (g) The effect of the proposed subdivision on existing public streets and the need for new streets and highways to serve the subdivision;
- (h) Physical characteristics of the land such as floodplain, slope and soil;
- (i) The recommendations and comments of those entities reviewing the tentative map pursuant to NRS 278.330 and 278.335; and
- (j) The availability and accessibility of fire protection, including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires, including fires in wild lands.

THE FOLLOWING ARE CONDITIONS OF APPROVAL REQUIRED BY THE REVIEWING AGENCIES. EACH CONDITION MUST BE MET TO THE SATISFACTION OF THE ISSUING AGENCY.

Washoe County Planning and Building Division

1. The following conditions are requirements of the Planning and Building Division, which shall be responsible for determining compliance with these conditions.

Contact Names – Roger Pelham, 775.328.3622, rpelham@washoeocounty.us and Vahid Behmaram, (775) 328-3600, vbehmaram@washoeocounty.us

- a. The applicant shall demonstrate substantial conformance to the plans approved as part of this special use permit.
- b. The subdivision shall specifically be in substantial conformance with the provisions of Washoe County Development Code Article 604, Design Requirements, Article 608, Tentative Subdivision Maps, Article 424 Hillside Development, Article 406, Common Open Space Development, Article 438, Grading as well as all other generally applicable provisions of Washoe County Code.
- c. Final maps and final construction drawings shall comply with all applicable statutes, ordinances, rules, regulations and policies in effect at the time of submittal of the tentative map or, if requested by the developer and approved by the applicable agency, those in effect at the time of approval of the final map.
- d. In accordance with NRS 278.360, the sub-divider shall present to Washoe County a final map, prepared in accordance with the tentative map, for the entire area for which a tentative map has been approved, or one of a series of final maps, each covering a portion of the approved tentative map, within four years after the date of approval of the tentative map or within one year of the date of approval for subsequent final maps. On subsequent final maps, that date may be extended by two years if the extension request is received prior to the expiration date.
- e. Final maps shall be in substantial compliance with all plans and documents submitted with and made part of this tentative map request, as may be amended by action of the final approving authority.
- f. All final maps shall contain the applicable portions of the following jurat:

Jurat for FIRST FINAL MAP

THE TENTATIVE MAP FOR WTM18-004 (Lemmon Drive Estates) WAS APPROVED BY THE WASHOE COUNTY PLANNING COMMISSION ON MAY 1, 2018.

THIS FINAL MAP, <subdivision name and unit/phase #>, MEETS ALL APPLICABLE STATUTES, ORDINANCES AND CODE PROVISIONS; IS IN SUBSTANTIAL CONFORMANCE WITH THE TENTATIVE MAP; AND ALL CONDITIONS HAVE BEEN MET.

[Omit the following paragraph if this is the first and last (only) final map.]

THE NEXT FINAL MAP FOR WTM18-004 (Lemmon Drive Estates) MUST BE APPROVED AND ACCEPTED FOR RECORDATION BY THE PLANNING AND BUILDING DIRECTOR ON OR BEFORE THE EXPIRATION DATE, THE _____ DAY OF _____, 20____, OR AN EXTENSION OF TIME FOR THE TENTATIVE MAP MUST BE APPROVED BY THE WASHOE COUNTY PLANNING COMMISSION ON OR BEFORE SAID DATE.

THIS FINAL MAP IS APPROVED AND ACCEPTED FOR RECORDATION THIS ____ DAY OF _____, 20____ BY THE WASHOE COUNTY PLANNING AND BUILDING DIRECTOR. THE OFFER OF DEDICATION FOR <streets, sewers> IS REJECTED AT THIS TIME, BUT WILL REMAIN OPEN IN ACCORDANCE WITH NRS CHAPTER 278.

MOJRA HAUENSTEIN, DIRECTOR,
PLANNING AND BUILDING DIVISION

Jurat for ALL SUBSEQUENT FINAL MAPS

THE TENTATIVE MAP for WTM18-004 (Lemmon Drive Estates) was APPROVED <denied> BY THE WASHOE COUNTY PLANNING COMMISSION ON <date>. [If the TM had been appealed to the BCC --- Add:] THE WASHOE COUNTY COMMISSION APPROVED THE TENTATIVE MAP ON APPEAL ON <date>.

THE FIRST FINAL MAP FOR THIS TENTATIVE MAP WAS APPROVED AND ACCEPTED FOR RECORDATION ON <date of Planning and Building Director's signature on first final map>. [Omit the following if second map.] THE MOST RECENTLY RECORDED FINAL MAP, <subdivision name and prior unit/phase #> FOR THIS TENTATIVE MAP WAS APPROVED AND ACCEPTED FOR RECORDATION ON <date of Planning and Building Director's signature on most recent final map> [If an extension has been granted after that date – add the following]: A TWO YEAR EXTENSION OF TIME FOR THE TENTATIVE MAP WAS APPROVED BY THE WASHOE COUNTY PLANNING COMMISSION ON <date of last Planning Commission action to extend the tentative map>.

THIS FINAL MAP, <subdivision name and unit/phase #>, MEETS ALL APPLICABLE STATUTES, ORDINANCES AND CODE PROVISIONS; IS IN SUBSTANTIAL CONFORMANCE WITH THE TENTATIVE MAP; AND ALL CONDITIONS HAVE BEEN MET.

[Omit the following paragraph if this is the last final map.]

THE NEXT FINAL MAP FOR WTM18-004 (Lemmon Drive Estates) MUST BE APPROVED AND ACCEPTED FOR RECORDATION BY THE PLANNING AND BUILDING DIRECTOR ON OR BEFORE THE EXPIRATION DATE, THE ____ DAY OF _____, 20____, <add two years to the current expiration date unless that date is more than two years away> OR AN EXTENSION OF TIME FOR THE TENTATIVE

MAP MUST BE APPROVED BY THE WASHOE COUNTY PLANNING COMMISSION ON OR BEFORE SAID DATE.

<Insert Merger and Re-subdivision option as applicable>

THIS FINAL MAP IS APPROVED AND ACCEPTED FOR RECORDATION THIS ____ DAY OF _____, 20____ BY THE WASHOE COUNTY PLANNING AND BUILDING DIRECTOR. THE OFFER OF DEDICATION FOR *<streets, sewers>* IS REJECTED AT THIS TIME, BUT WILL REMAIN OPEN IN ACCORDANCE WITH NRS CHAPTER 278.

MOJRA HAUENSTEIN, DIRECTOR,
PLANNING AND BUILDING DIVISION

- g. A note shall be placed on all grading plans and construction drawings stating:

NOTE

Should any cairn or grave of a Native American be discovered during site development, work shall temporarily be halted at the specific site and the Sheriff's Office as well as the State Historic Preservation Office of the Department of Conservation and Natural Resources shall be immediately notified per NRS 383.170.

- h. The final map shall designate faults that have been active during the Holocene epoch of geological time, and the final map shall contain the following note:

NOTE

No habitable structures shall be located on a fault that has been active during the Holocene epoch of geological time.

- i. The developer and all successors shall direct any potential purchaser of the site to meet with the Planning and Building Division to review conditions of approval prior to the final sale of the site. Any subsequent purchasers of the site shall notify the Planning and Building Division of the name, address, telephone number and contact person of the new purchaser within thirty (30) days of the final sale.
- j. Lot standards for this development shall include: Minimum Lot Dimension: 75 feet; Front Yard Setbacks: 10 feet adjacent to a public street or common driveway, and 20 feet in front of each garage; Side Yard Setback: 5 feet; Rear Yard Setback: 10 feet. Minimum lot width shall be 75 feet.
- k. Failure to comply with all conditions of approval shall render this approval null and void.
- l. Grading shall comply with all applicable provisions of Article 438, of the Washoe County Development Code. Specifically, no slopes shall be greater than 10 feet in elevation. Retaining walls may be required. All retaining walls shall be stained

- with a permanent desert varnish product to mimic the color of the surrounding undisturbed hillside.
- m. At least one tree shall be installed with irrigation on each residential lot. Trees and irrigation shall be shown on each building permit application for a dwelling.
 - n. Street trees shall be installed as shown in the application materials. All landscaping shall be maintained in accordance with the provisions found in Section 110.412.75, Maintenance. A three-year maintenance plan shall be submitted by a licensed landscape architect registered in the State of Nevada to the Planning and Building Division, prior to a Certificate of Occupancy. The plan shall be wet-stamped.
 - o. The applicant shall construct an earthen berm with a sound-attenuating wall along the southern property line of the subject site. The berm shall be at least 4 feet in height. The wall shall be at least 6 feet in height. The wall shall be of durable materials acceptable to the Director of Planning and Building. The colors shall be muted and blend with the surrounding area. The area between the sound-attenuating wall and the dwellings shall be landscaped and shall include evergreen trees.
 - p. Limit all dwellings to a single story located on the perimeter when adjacent to or across a street from residential development in existence as of the final adoption of this plan.
 - q. New residential parcels shall not front on existing streets.
 - r. Vary setbacks and driveway design.
 - s. Construct no more than 25% of the total residential units in the same architectural elevation.
 - t. Limit the use of block, concrete, or similar material to posts, pillars and similar uses when constructing fences and / or walls. These materials are not to be used for panel or wall sections. Plans for the maintenance of perimeter fences will be submitted with tentative map applications.
 - u. Minimize the use of street lighting. Any lighting proposed must show how it is consistent with current best practice "dark-sky" standards. Exterior lighting fixtures mounted on the homes or units shall be no higher than the line of the first story eave or, where no eave exists, no higher than 15 feet above finished grade. Lights shall be shielded to prevent light spillage onto adjacent properties or streets.
 - v. Establish landscape designs that emphasize the use of native vegetation, with non-native and atypical vegetation integrated sparingly into any landscaped area. Homebuilders must offer at least two separate xeriscape options.
 - w. Conditions, covenants, and restrictions (CC&Rs), including any supplemental CC&Rs, shall be submitted to Planning and Building staff for review and subsequent forwarding to the District Attorney for review and approval. The final

CC&Rs shall be signed and notarized by the owner(s) and submitted to Planning and Building with the recordation fee prior to the recordation of the final map. The CC&Rs shall require all phases and units of the subdivision approved under this tentative map to be subject to the same CC&Rs. Washoe County shall be made a party to the applicable provisions of the CC&Rs to the satisfaction of the District Attorney's Office. Said CC&Rs shall specifically address the potential for liens against the properties and the individual property owners' responsibilities for the funding of maintenance, replacement, and perpetuation of the following items, at a minimum:

1. Maintenance of public access easements, common areas, and common open spaces. Provisions shall be made to monitor and maintain, for a period of three (3) years regardless of ownership, a maintenance plan for the common open space area. The maintenance plan for the common open space area shall, as a minimum, address the following:
 - a. Vegetation management;
 - b. Watershed management;
 - c. Debris and litter removal;
 - d. Fire access and suppression; and
 - e. Maintenance of public access and/or maintenance of limitations to public access.
2. All drainage facilities and roadways not maintained by Washoe County shall be privately maintained and perpetually funded by the homeowners association.
3. All open space identified as common area on the final map shall be privately maintained and perpetually funded by the homeowners association. The deed to the open space and common area shall reflect perpetual dedication for that purpose. The maintenance of the common areas and related improvements shall be addressed in the CC&Rs to the satisfaction of the District Attorney's Office.
4. The project and adjacent to undeveloped land shall maintain a fire fuel break of a minimum 30 feet in width until such time as the adjacent land is developed.
5. Locating habitable structures on potentially active (Holocene) fault lines, whether noted on the recorded map or disclosed during site preparation, is prohibited.
6. All outdoor lighting on buildings and streets within the subdivision shall be down-shielded.
7. No motorized vehicles shall be allowed on the platted common area.

8. Washoe County will not assume responsibility for maintenance of the private street system of the development nor will Washoe County accept the streets for dedication to Washoe County unless the streets meet those Washoe County standards in effect at the time of offer for dedication.
9. Mandatory solid waste collection.
10. Fence material (if any), height, and location limitations, and re-fencing standards. Replacement fence must be compatible in materials, finish and location of existing fence.
11. At least one tree shall be installed with irrigation on each residential lot. Trees and irrigation shall be shown on each building permit application for a dwelling.
12. Street trees shall be installed as shown in the application materials. All landscaping shall be maintained in accordance with the provisions found in Section 110.412.75, Maintenance. A three-year maintenance plan shall be submitted by a licensed landscape architect registered in the State of Nevada to the Planning and Building Division, prior to a Certificate of Occupancy. The plan shall be wet-stamped.
13. When adjacent to or across a street from residential development in existence as of the final adoption of this plan, provide a minimum 30-foot wide open-space buffer, containing a minimum 8-foot wide decomposed granite trail, on the perimeter AND maintain a minimum parcel size of 15,000 square feet for any parcel located on the perimeter; OR, provide for perimeter parcel sizes that match the existing residential parcels.
14. Limit all dwellings to a single story located on the perimeter when adjacent to or across a street from residential development in existence as of the final adoption of this plan.
15. Provide a statement regarding how the proposed design responds to the community input received during the tentative map review process must be made available to staff and the Planning Commission.
16. In regulatory zones LDS 1; LDS 2; MDS 3 and MDS 4, new residential parcels shall not front on existing streets.
17. Vary setbacks and driveway design.
18. Construct no more than 25% of the total residential units in the same architectural elevation.
19. Limit the use of block, concrete, or similar material to posts, pillars and similar uses. These materials are not to be used for panel or wall sections. Plans for the maintenance of perimeter fences will be submitted with tentative map applications.

20. Minimize the use of street lighting. Any lighting proposed must show how it is consistent with current best practice "dark-sky" standards. Exterior lighting fixtures mounted on the homes or units shall be no higher than the line of the first story eave or, where no eave exists, no higher than 15 feet above finished grade. Lights shall be shielded to prevent light spillage onto adjacent properties or streets.
 21. Establish landscape designs that emphasize the use of native vegetation, with non-native and atypical vegetation integrated sparingly into any landscaped area. Homebuilders must offer at least two separate xeriscape options.
 22. Evergreen planting in the common area at the south end of the proposed subdivision along the length of the wall, adjacent to the existing kennel shall be maintained with an average spacing of one tree every 25 feet in staggered rows with the intention of creating a year-round landscaped screen. All trees shall be at least six feet in height at the time of planting. Permanent irrigation shall be provided to each tree. All trees shall be maintained in a healthy condition. Any dead trees shall be replaced for the life of the subdivision.
- x. The common open space owned by the homeowners association shall be noted on the final map as "common open space" and the related deed of conveyance shall specifically provide for the preservation of the common open space in perpetuity. The deed to the open space and common area shall reflect perpetual dedication for that purpose. The deed shall be presented with the CC&Rs for review by Planning and Building staff and the District Attorney.
 - y. Construction activities shall be limited to the hours between 7AM and 6PM on Mondays, Tuesdays, Wednesdays, Thursdays, Fridays and Saturdays. Construction activities shall be limited to the hours between 8AM and 5PM on Sundays.
 - z. Address numbers shall be clearly marked on each dwelling and on the curb in front of each dwelling.
 - aa. The applicant shall attach a copy of this action order to all subsequent submittals to Washoe County, including final maps and construction permits.
 - bb. The developer shall include sound-attenuating windows and wall materials in all south-facing walls on parcels numbered 85 through 89 and 92 and 93. (Those parcels that are proposed to be located adjacent to the existing kennel.)
 - cc. The applicant shall disclose to all homebuyers that the adjacent kennel is a permitted use which has been in operation since the 1970's and that noise from barking dogs is understood and accepted by the homebuyers.
 - dd. The applicant shall include a note on all final maps that the adjacent kennel is a permitted use which has been in operation since the 1970's and that noise from barking dogs is understood and accepted by any homebuyer.

- ee. The following note shall be included on all title documents and shall be included in all subsequent sales of all lots within the subdivision:

NOTE

The adjacent kennel (to the south of the subdivision) is a permitted use which has been in operation since the 1970's. Noise from barking dogs is understood and accepted by the homebuyers.

- ff. The applicant shall construct a wall along the south property line beginning 20 feet east of the right-of-way for Lemmon Drive and extending east to a point 20 feet east of the edge of proposed parcel number 92. The wall shall be six feet in height. The wall shall be constructed of masonry or other sound-attenuating material that is acceptable to the Director of Planning and Building. The wall shall be neutral, earth-tone in color.
- gg. In addition to all landscaping shown in the application, the applicant shall install evergreen trees in the common area at the south end of the proposed subdivision along the length of the wall required in condition # 1ff, above. Evergreen planting shall be provided with an average spacing of one tree every 25 feet in staggered rows with the intention of creating a year-round landscaped screen. All trees shall be at least six feet in height at the time of planting. Permanent irrigation shall be provided to each tree. All trees shall be maintained in a healthy condition. Any dead trees shall be replaced for the life of the subdivision.

Washoe County Engineering and Capital Projects

- 2. The following conditions are requirements of the Engineering Division, which shall be responsible for determining compliance with these conditions.

Contact Names – Clara Lawson, PE, PTOE, Licensed Engineer, 775.328.3603 and Leo R. Vesely, PE, CFM, 775.328.2313 and Timothy Simpson, P.E., 775.954.4648

- a. Final maps and final construction drawings shall comply with all applicable statutes, ordinances, rules, regulations, and policies in effect at the time of submittal of the tentative map or, if requested by the developer and approved by the applicable agency, those in effect at the time of approval of the final map.
- b. Prior to acceptance of public improvements and release of any financial assurances, the developer shall furnish to the water and sewer provider(s) and Engineering and Capital Projects Division a complete set of reproducible as-built construction drawings in an approved digital format, prepared by a civil engineer registered in the State of Nevada.
- c. The developer shall be required to participate in any applicable General Improvement District or Special Assessment District formed by Washoe County. The applicable County Department shall be responsible for determining compliance with this condition.

- d. The developer shall provide written approval from the U.S. Postal Service concerning the installation and type of mail delivery facilities. The system, other than individual mailboxes, must be shown on the project construction plans and installed as part of the onsite improvements.
- e. A complete set of construction improvement drawings, including an onsite grading plan, shall be submitted to the County Engineer for approval prior to finalization of any portion of the tentative map. Grading shall comply with best management practices (BMP's) and shall include detailed plans for grading and drainage on each lot, erosion control (including BMP locations and installation details), slope stabilization and mosquito abatement. Placement or disposal of any excavated material shall be indicated on the grading plan.
- f. All open space shall be identified as common open space on the final map. A note on the final map shall indicate that all common open space shall be privately maintained and perpetually funded by the Homeowners Association. The maintenance of the common open space shall also be addressed in the CC&Rs to the satisfaction of the District Attorney's Office.
- g. Any existing easements or utilities that conflict with the development shall be relocated, quitclaimed, and/or abandoned, as appropriate.
- h. Any easement documents recorded for the project shall include an exhibit map that shows the location and limits of the easement in relationship to the project.
- i. All existing overhead utility lines shall be placed underground, except electric transmission lines greater than 100 kilovolts, which can remain above ground.
- j. With each affected final map, provide written approval from NV Energy for any improvements located within their easement or under their facilities.
- k. Appropriate easements shall be granted for any existing or new utilities, with each affected final map. This includes, but is not limited, to electrical lines, water lines, and drainage maintenance access.
- l. Appropriate easements shall be granted to perpetuate/relocate existing access roads and easements.
- m. A 10 foot Public Utilities Easement and a 10 foot easement for traffic control signage, plowed snow storage and sidewalks shall be granted adjacent to all rights-of-way.
- n. A design level geotechnical investigation with fault study shall be provided with the submittal of each final map.
- o. Cut slopes, fill slopes, and berms shall be setback from parcel lines and access easements in accordance with Washoe County Code Article 438.
- p. Slope easements shall be provided for areas of cut or fill that fall outside of the subdivision boundary.

- q. The conditional approval of this tentative map shall not be construed as final approval of the drainage facilities shown on the tentative map. Final approval of the drainage facilities will occur during the final map review and will be based upon the final hydrology report.
- r. Prior to finalization of the first final map, a master hydrology/hydraulic report and a master storm drainage plan shall be submitted to the County Engineer for approval.
- s. Prior to finalization of any portion of the tentative map, a final, detailed hydrology/hydraulic report for that unit shall be submitted to the County Engineer. All storm drainage improvements necessary to serve the project shall be designed and constructed to County standards and specifications and/or financial assurances in an appropriate form and amount shall be provided.
- t. Any increase in peak stormwater runoff flow rate resulting from the development and based on the 5 year and 100 storm(s) shall be detained onsite.
- u. The 100-year floodplain boundaries and flood elevations shall appear on each final map. If the floodplain boundary has been conditionally changed by a Federal Emergency Management Agency (FEMA) Conditional Letter of Map Amendment or Conditional Letter of Map Revision, the date of that letter and a note to that effect shall appear on the final map. All grading and construction in these areas shall be in conformance with the Washoe County Code Article 416.
- v. Prior to placement of any fill material within a FEMA Special Flood Hazard Area, an approved Conditional Letter of Map Revision (CLOMR) shall be obtained from FEMA.
- w. An approved Letter of Map Revision (LOMR) shall be obtained from FEMA prior to issuance of a Certificate of Occupancy for any structures within the Special Flood Hazard Area.
- x. Standard reinforced concrete headwalls or other approved alternatives shall be placed on the inlet and outlet of all drainage structures, and grouted rock riprap shall be used to prevent erosion at the inlets and outlets of all culverts to the satisfaction of the Engineering and Capital Projects Division.
- y. The developer shall provide pretreatment for petrochemicals and silt for all storm drainage leaving the site to the satisfaction of the Engineering and Capital Projects Division.
- z. The Truckee Meadows Regional Stormwater Quality Management Program Construction Permit Submittal Checklist and Inspection Fee shall be submitted with each final map.
- aa. In medians with irrigated landscaping adjacent to the curb, a subdrain system shall be installed a minimum of one foot behind the back face of curb to intercept drainage from the landscaping. The system shall be tied to the storm drain system or an acceptable alternative drainage system.

- bb. Drainage swales that drain more than two lots are not allowed to flow over the curb into the street; these flows shall be intercepted by an acceptable storm drain inlet and routed into the storm drain system.
- cc. A note on the final map shall indicate that all drainage facilities not maintained by Washoe County shall be privately maintained and perpetually funded by a homeowners association. As an alternative to a homeowners association, the developer may request the establishment of a County Utility Service Area under which fees would be paid for maintenance of the proposed storm drainage detention facility. The fee amount will be based on the additional service above that normally provided by the County to maintain new stormwater facilities dedicated by the developer (i.e., curb and gutter, drop inlets and piping). The County Engineer shall determine compliance with this condition. The maintenance and funding of these drainage facilities shall also be addressed in the CC&Rs to the satisfaction of the District Attorney's Office.
- dd. The maximum permissible flow velocity (that which does not cause scour) shall be determined for all proposed channels and open ditches. The determination shall be based on a geotechnical analysis of the channel soil, proposed channel lining and channel cross section, and it shall be in accordance with acceptable engineering publications/calculations. Appropriate linings shall be provided for all proposed channels and open ditches such that the 100-year flows do not exceed the maximum permissible flow velocity.
- ee. Prior to issuance of a grading permit or finalization of the first final map, a wetlands delineation must be approved by the United States Army Corps of Engineers (COE). A copy of the wetlands delineation and the COE approval shall be submitted to the County Engineer.
- ff. Prior to issuance of a grading permit or approval of the affected final map, the developer shall obtain a permit from the COE for any work within the wetlands/waters of the U.S., or a letter from the COE indicating that a permit is not required. A copy of the permit/letter shall be submitted to the County Engineer.
- gg. Maintenance access and drainage easements shall be provided for all existing and proposed drainage facilities. All drainage facilities located within Common Area shall be constructed with an adjoining minimum 12' wide gravel access road. Maintenance access road shall be provided to the bottom of proposed detention basins as well as over County owned and maintained storm drainage facilities.
- hh. Drainage easements shall be provided for all storm runoff that crosses more than one lot.
- ii. The project shall mitigate the increased stormwater volume produced from the development based on the 100 year–10 day storm event. Alternatives for mitigation include excavation of material within or adjacent to the existing flood zone creating additional effective flood volume or other means subject to approval by the County Engineer.

- jj. Prior to the finalization of the first final map, a maintenance and operation plan for the maintenance of the project's detention/retention basins and Volume Replacement Area shall be developed in accordance with the Washoe County Code Article 421.
- kk. A note shall be added to the final map and similar language contained with the project CC&R's stating that owners of parcels created by final map within this development shall not protest the formation of a Storm Water Utility District, Flood Control District, Special Assessment District or other funding mechanism which is approved and created for the purpose of storm water and/or flood water management.
- ll. Offsite drainage and common area drainage draining onto residential lots shall be perpetuated around the residential lots, and drainage facilities capable of passing a 100-year storm shall be constructed with the subdivision improvements to perpetuate the storm water runoff to improved or natural drainage facilities. The maintenance of these drainage facilities shall be addressed in the CC&Rs to the satisfaction of the District Attorney's Office.
- mm. All roadway improvements necessary to serve the project shall be designed and constructed to County standards and specifications and/or financial assurances in an appropriate form and amount shall be provided.
- nn. An Occupancy Permit shall be obtained from the City of Reno for all construction within the Lemmon Drive right-of-way, and a copy of said permit shall be submitted to the County Engineer prior to finalization of the affected final map.
- oo. The applicant shall dedicate any additional right-of-way, as needed, to the City of Reno for Lemmon Drive to accommodate the planned widening from 4 lanes to 6 lanes as stated in the 2040 RTC Regional Transportation Plan.
- pp. Street names shall be reviewed and approved by the Regional Street Naming Coordinator.
- qq. Proposed landscaping and/or fencing along street rights-of-way and within median islands shall be designed to meet American Association of State Highway and Transportation Officials (AASHTO) sight distances and safety guidelines. No tree shall overhang the curb line of any public street.
- rr. A note on each affected final map shall state that no direct access from individual lots shall be allowed onto Lemmon Drive. This note shall also be included in the CC&Rs to the satisfaction of the District Attorney's Office.
- ss. For any utilities placed in existing County streets, the streets shall be repaired to the satisfaction of the County Engineer. At a minimum, this will require full depth removal and replacement of asphalt for half the street width, or replacement of non-woven pavement reinforcing fabric with a 2" asphalt overlay for half the street width. Type II slurry seal is required for the entire street width with either option. Full width street improvements may be required if the proposed utility location is too close to the centerline of the existing street.

- tt. Streetlights shall be constructed to Washoe County standards at locations to be determined at the final design stage.
- uu. AASHTO clear zones shall be determined for all streets adjacent to retaining walls or slopes steeper than 3:1. If a recoverable or traversable clear zone cannot be provided, an analysis to determine if barriers are warranted shall be submitted for approval.
- vv. All retaining walls that are adjacent to, provide support for or retain soil from the County right-of-way shall be constructed of reinforced masonry block or reinforced concrete and designed by an engineer licensed in the State of Nevada.
- ww. All retaining walls that are within the slope failure wedge from Washoe County right-of-way shall be constructed of reinforced masonry block or reinforced concrete and designed by an engineer licensed in the State of Nevada. Retaining walls shall not be located within Washoe County right-of-way. The maintenance of the retaining walls shall be by Homeowners Association and the CCR's shall clearly identify the HOA's maintenance responsibilities of retaining walls.
- xx. No retaining walls that retain soil from the County right-of-way shall be located within a plowed snow storage easement.
- yy. Sidewalks shall be constructed on both sides of the street and shall meet ADA requirements.
- zz. Curb and gutter shall be standard Type I per Washoe County standard details.
- aaa. Prior to recordation of the final map, an environmental study that confirms no hazardous materials exist in the property to be dedicated to Washoe County.
- bbb. Appropriate transitions shall be provided between the existing and proposed improvements at all proposed street connections. This may include removal of existing pavement.
- ccc. Any streetlights that do not meet Washoe County standards shall be placed outside Washoe County right-of-way. These streetlights shall be private, and the CC&R's shall indicate operation and maintenance of the streetlights shall be the responsibility of the Homeowners Association. The County Engineer and the District Attorney's Office shall determine compliance with this condition.
- ddd. Adequate snow storage easements shall be identified on the final plat.
- eee. The conditions, covenants and restrictions (CC&Rs) shall prominently note to the satisfaction of the District Attorney's Office and the County Engineer that Washoe County will not assume responsibility for maintenance of the development's median islands.
- fff. Signing, striping and traffic control improvements shall comply with American Association of State Highway and Transportation Officials Design guidelines, the Manual of Uniform Traffic Control Devices and Washoe County requirements and where applicable Nevada Department of Transportation requirements.

- ggg. Access from Lemmon Drive to Sunset View Drive and Snowbrush Court shall be constructed as right-in/right-out only.
- hhh. The proposed project should modify the channelizing island on the west side of Lemmon Drive at the Lemmon Drive/Military Road intersection to provide enough space for large passenger vehicles to make northbound to southbound U-turns.
- iii. A deceleration lane shall be constructed on Lemmon Drive at the intersection of Sunset View Drive to the satisfaction of the City of Reno.
- jjj. The applicant shall conform to all conditions imposed by intergovernmental agreements required to provide sewer service to the subject project, and, if required, be a party to any such agreements.
- kkk. All fees shall be paid or deferred in accordance with Washoe County Ordinance prior to the approval of each final map.
- lll. Improvement plans shall be submitted and approved by the Engineering and Capital Projects Division prior to approval of the final map. They shall be in compliance with Washoe County Design Standards and be designed by a Professional Engineer licensed to practice in the State of Nevada.
- mmm. The applicant shall submit an electronic copy of the street and lot layout for each final map at initial submittal time. The files must be in a format acceptable to Washoe County.
- nnn. The applicant shall construct and/or provide the financial assurance for the construction of any on-site and off-site sanitary sewer collection systems prior to signature on each final map. The financial assurance must be in a form and amount acceptable to the Engineering and Capital Projects Division.
- ooo. Approved improvement plans shall be used for the construction of on-site and off-site sanitary sewer collection system. The Engineering and Capital Projects Division will be responsible to inspect the construction of the sanitary sewer collection system.
- ppp. The sanitary sewer collection system must be offered for dedication to Washoe County along with the recordation of each final map.
- qqq. Easements and real property for all sanitary sewer collection systems and appurtenances shall be in accordance with Washoe County Design Standards and offered for dedication to Washoe County along with the recordation of each final map.
- rrr. A master sanitary sewer report for the entire tentative map shall be prepared and submitted by the applicant's engineer at the time of the initial submittal for the first final map which addresses:
 - i. the estimated sewage flows generated by this project,
 - ii. projected sewage flows from potential or existing development within tributary areas,

- iii. the impact on capacity of existing infrastructure,
 - iv. slope of pipe, invert elevation and rim elevation for all manholes,
 - v. proposed collection line sizes, on-site and off-site alignment, and half-full velocities.
- sss. No Certificate of Occupancy will be issued until all the sewer collection facilities necessary to serve each final map have been completed, accepted and engineer prepared as-built drawings are delivered to the utility. As-built drawings must be in a format acceptable to Washoe County.
- ttt. No permanent structures (including rockery or retaining walls, building's, etc.) shall be allowed within or upon any County maintained utility easement.
- uuu. A minimum 30-foot sanitary sewer and access easement shall be dedicated to Washoe County over any facilities not located in a dedicated right of way.
- vvv. A minimum 12-foot wide all weather sanitary sewer access road shall be constructed to facilitate access to off-site sanitary sewer manholes.
- www. The existing sewer main to be realigned shall be abandoned to the satisfaction of the County Engineer.
- xxx. The developer will be responsible to fund the design and construction of major infrastructure such as pump structures, controls, telemetry and appurtenances, lift stations, force mains, sewer mains, interceptor and wastewater treatment facilities necessary to accommodate the project. However, the actual design will be the responsibility of the Engineering and Capital Projects Division. Prior to initiation of design the Developer shall pay the estimated design costs to Washoe County. The Engineering and Capital Projects Division may either provide such design in-house, or select an outside consultant. When an outside consultant is to be selected, the Engineering and Capital Projects Division and the Developer shall jointly select that consultant.
- yyy. The Engineering and Capital Projects Division shall reserve the right to over-size or realign the design of infrastructure to accommodate future development as determined by accepted engineering calculations. Funding shall be the responsibility of Washoe County. Washoe County shall either participate monetarily at the time of design and/or shall credit an appropriate dollar amount to the Developer at the time of recordation of the subdivision map.

Nevada Division of Environmental Protection

3. The following conditions are requirements of the Nevada Division of Environmental Protection, which shall be responsible for determining compliance with these conditions.

Contact Name – Patrick Mohn, 775.687.9419, pmohn@ndep.nv.gov

- a. An intent-to-serve letter for sewer will be required for Tentative Map review and a formal Will-Serve for sewer will be required for the NDEP Final Map review.

Truckee Meadows Fire Protection District

4. The following conditions are requirements of the Truckee Meadows Fire Protection District, which shall be responsible for determining compliance with these conditions.

Contact Name – Lisa Beaver, 775.326.6000, LBeaver@tmfpd.us

- a. The project must comply with the following codes for fire and life safety;
 - i. 2012 International Fire Code
 - ii. Chapter 60 Washoe County Code
 - iii. 2012 WUI Code
 - iv. All Applicable NFPA codes

Regional Transportation Commission

5. The following conditions are requirements of the Regional Transportation Commission, which shall be responsible for determining compliance with these conditions.

Contact Name – Rebecca Kapuler, 775.332.0174, rkapuler@rtcwashoe.com

- a. The developer shall contact Tina Wu, RTC Senior Transit Planner, at 775.335.1908 or twu@rtcwashoe.com, to discuss future transit improvements for this project.

*** End of Conditions ***