



Planning Commission Staff Report

Meeting Date: September 16, 2014

Subject: Master Plan Amendment Case No. MPA12-001 (Amended Application for Village at the Peak)

Applicant: Sugarloaf Peak, LLC

Agenda Item No. 8C

Summary: To amend the Spanish Springs Area Plan, a part of the Washoe County Master Plan

Recommendation: **Approve**

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Description

Master Plan Amendment Description: To consider an amended application for Village at the Peak to amend the Spanish Springs Area Plan, being a part of the Washoe County Master Plan. The amendment request involves the creation of a new character management area on a 39.83 acre parcel to be named the Village Residential Character Management Area (VRCMA) and the redesignation of the 39.83 acre parcel from a mix of Industrial (I), Commercial (C) and Open Space (OS) to Suburban Residential (SR) and to amend the Character Management Plan map to identify the new VRCMA. The amendment request also includes a change to the Character Statement in the Spanish Springs Area Plan to identify the new VRCMA and to allow for multifamily uses within the VRCMA up to 9 dwelling units per acre; amend policies SS.1.1, SS.1.2, SS.1.3(d), SS.4.1, SS.15.1, SS.16.1, SS.17.5, SS.17.5.1; to add a new policies SS.1.5 (a) thru (g); to amend table C-1 to allow High Density Suburban (HDS) to the allowable use table and to adopt a new appendix (Appendix E- "Village Residential Design Guidelines"). To reflect changes requested within this application and to maintain currency of general area plan data, administrative changes to the Spanish Springs Area Plan are proposed. These administrative changes include: a revised map series with updated parcel base, and updated applicable text.

- Property Location: North of Calle De La Plata, several hundred feet to the northeast of the intersection of Pyramid Highway and Calle De La Plata.
- Citizen Advisory Board: Spanish Springs
- Area Plan: Spanish Springs
- TMSA: Within the Truckee Meadows Service Area
- Parcel Size: ±39.83
- Existing Master Plan: Commercial (C)

- Existing Regulatory Zone: Industrial (I)
Open Space (OS)
Neighborhood Commercial (NC)
Industrial (I)
Open Space (OS)
- Assessor’s Parcel Number: 534-562-07
- Section/Township/Range: Within Sections 23 & 24, T21N, R20E, MDM
- Washoe County, NV
- Development Code: Authorized in Article 820, Amendment of Master Plan
- Commission District: 4 – Commissioner Vaughn Hartung

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Master Plan Amendment

The purpose of a Master Plan Amendment application is to provide a method of review for requests to amend the Master Plan.

The Master Plan guides growth and development in the unincorporated areas of Washoe County, and consists of three volumes. By establishing goals and implementing those goals through policies and action programs, the Master Plan addresses issues and concerns both countywide and within each community. Master Plan amendments ensure that the Master Plan remains timely, dynamic, and responsive to community values. The Washoe County Master Plan can be accessed on the Washoe County website at <http://www.washoecounty.us>, click on Departments, click on Community Development, click on Master Plan - or it may be obtained at the front desk of Washoe County Planning and Development.

Volume One of the Master Plan outlines six countywide priorities through the year 2025. These priorities are known as Elements and each is summarized below. The Land Use and Transportation Element in particular, plays a vital role in the analysis of a Master Plan Amendment.

- **Population Element** Projections of population, housing characteristics, trends in employment, and income and land use information for the County.
- **Conservation Element** Information, policies and action programs, and maps necessary for protection and utilization of cultural and scenic, land, water, air and other resources.
- **Land Use and Transportation Element** Information, policies and action programs, and maps defining the County's vision for development and related transportation facilities needed for the forecasted growth, and protection and utilization of resources.
- **Public Services and Facilities Element** Information, policies and action programs, and maps for provision of necessary services and facilities (i.e. water, sewer, general government and public safety facilities, libraries, parks, etc.) to serve the land use and transportation system envisioned by the County.
- **Housing Element** Information, policies and action programs, and maps necessary to provide guidance to the County in addressing present and future housing needs.
- **Open Space and Natural Resource Management Plan Element** Information, policies and action programs, and maps providing the necessary framework for the management of natural resources and open spaces.

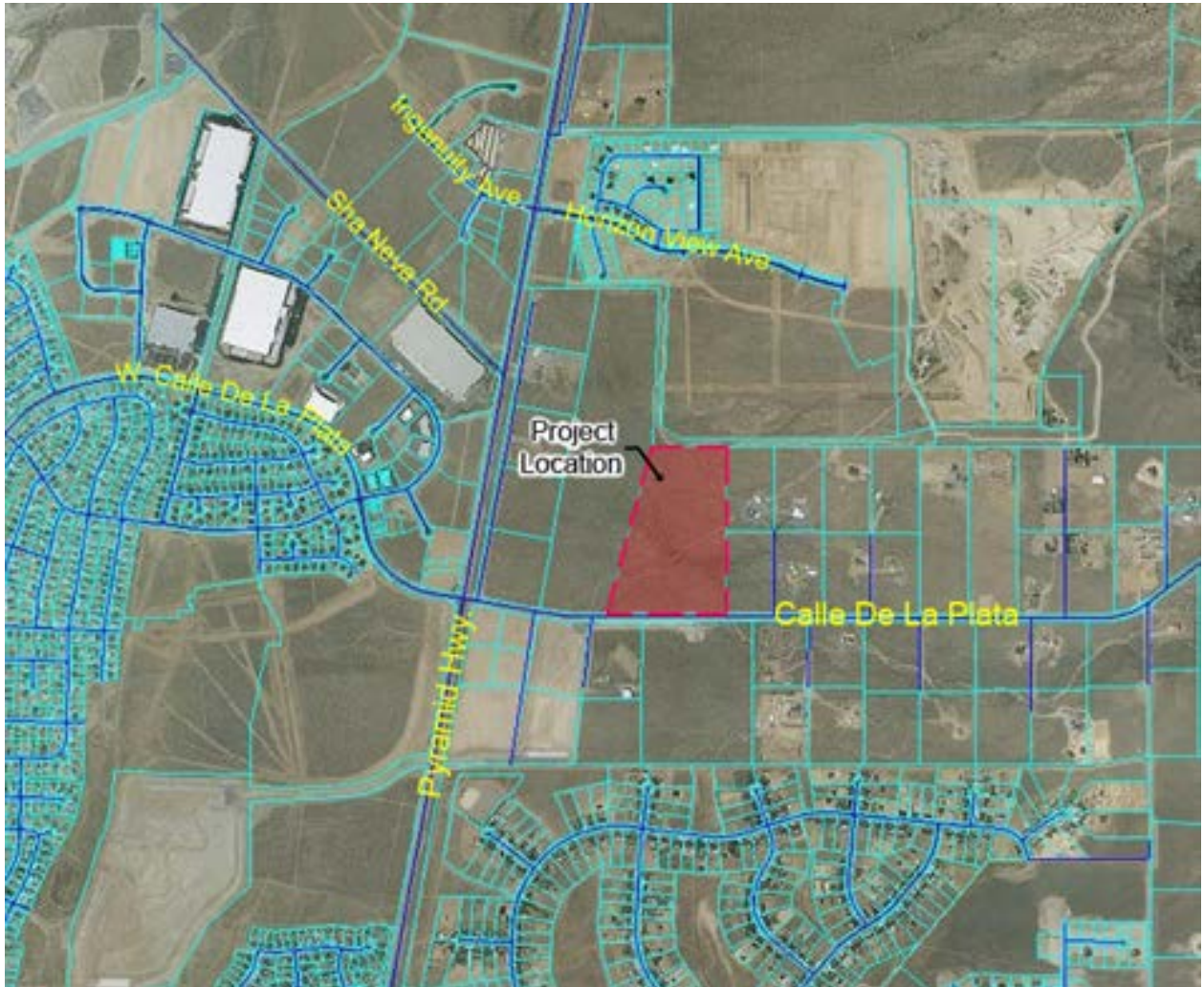
Volume Two of the Master Plan consists of 13 Area Plans, which provide detailed policies and action programs for local communities in unincorporated Washoe County relating to conservation, land use and transportation, public services and facilities information, and maps.

Volume Three of the Master Plan houses Specific Plans, Joint Plans and Community Plans that have been adopted by the Washoe County Commission. These plans provide specific guiding principles for various districts throughout unincorporated Washoe County.

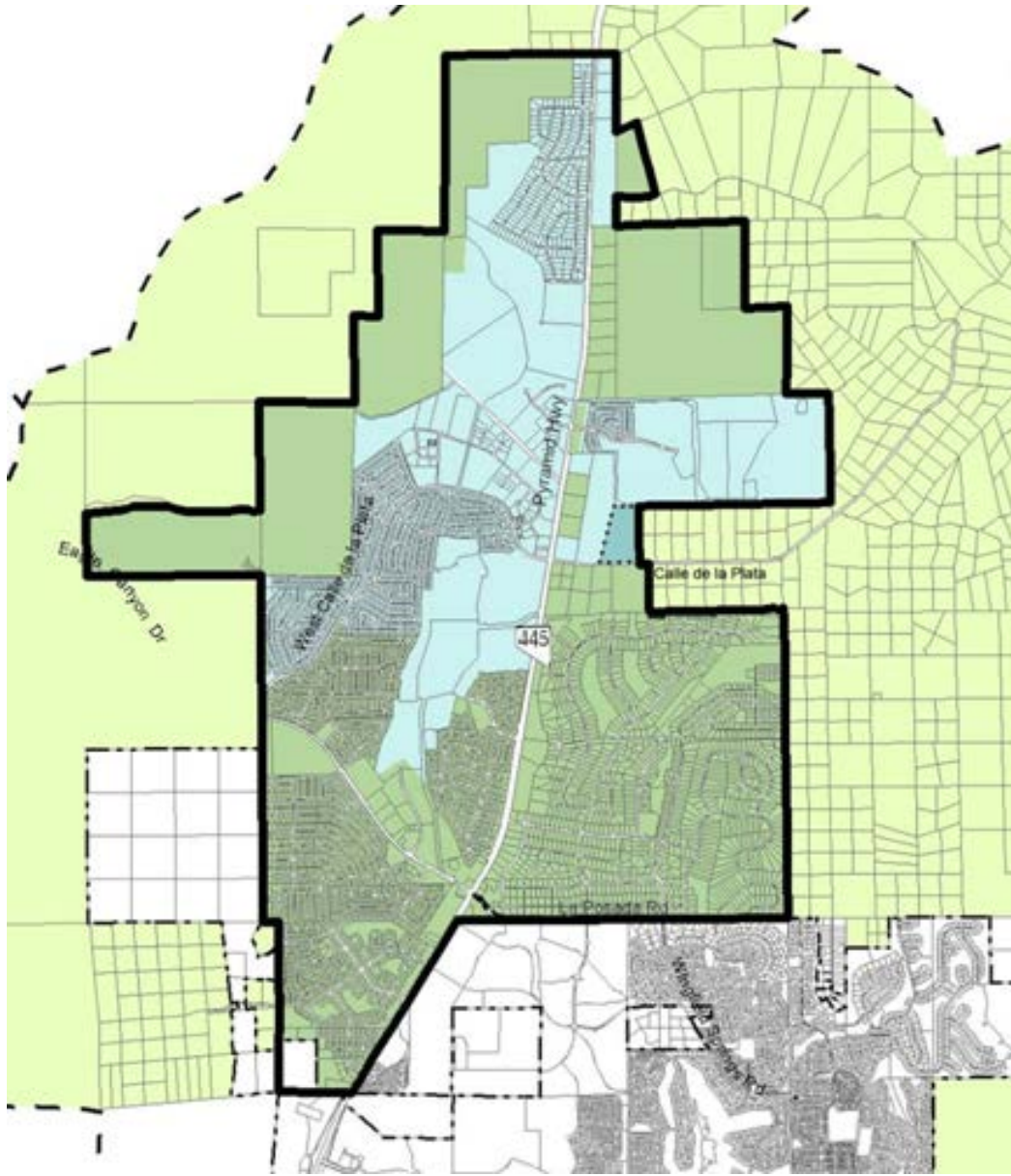
Requests to amend the Master Plan may affect text and/or maps within one of the four Elements, one of the 13 Area Plans, or one of the Specific Plans, Joint Plans or Community Plans. Master Plan Amendments require a change to the Master Plan and are processed in accordance with Washoe County Development Code Article 820, Amendment of Master Plan.

When making a recommendation to the Washoe County Commission, the Planning Commission must make at least three of the findings as set forth in Section 110.820.15, Review Procedures, of the Washoe County Development Code, unless a military installation is required to be noticed, then a finding of fact pursuant to subsection 6 of Section 110.820.15 is also required. If there are findings contained in the Area Plan in which the subject property is located, then the Planning Commission must make all of these findings in addition to the above-referenced findings. The Planning Commission adopts a master plan amendment by resolution approved by a vote of two thirds of the total membership of the Planning Commission. The adopted Master Plan Amendment is then certified and recommended by the Planning Commission to the Board of County Commissioners. By a simple majority vote, the Board of County Commissioners may, after a public hearing, adopt such parts of the Master Plan Amendments as may practicably be applied to the development of the County. The Board of County Commissioners must affirm, modify or reverse the findings of the Planning Commission. If the Board of County Commissioners desires to change or add to an amendment adopted by the Planning Commission, it must refer the change or addition to the Planning Commission for a report.

After adoption by the Washoe County Commission, as described in Chapter 278 of the Nevada Revised Statutes (NRS), a Master Plan Amendment must be found in conformance with the Truckee Meadows Regional Plan. The purpose of the Regional Plan is to provide a collaborative structure that will serve the Truckee Meadows well into the future. Four modules within the Regional Plan focus goals and policies on the coordination of master planning in Washoe County as it relates to land use, infrastructure provision, resource management, and plan implementation.



Vicinity Map



Proposed Character Management Plan Map

Analysis

Sugarloaf Peak, LLC. is asking the Planning Commission to adopt several amendments to the Spanish Springs Area Plan, a part of the Washoe County Master Plan, in order to allow a multi-family residential development for up to nine units per acre on a ±39 acre parcel located on Calle De La Plata road in Spanish Springs. The following amendments to the Spanish Springs Area Plan are proposed to accommodate the proposed request:

- 1) Amend the Character Statement of the Spanish Springs Area Plan to address the newly proposed Village Residential Character Management Area - VRCMA. (See Exhibit D)
- 2) Amend the land use designation from a mix of industrial (I), Commercial (C) and Open Space (OS) to Suburban Residential (SR) in the Spanish Springs Area Plan. (See Exhibit E)
- 3) Amend policies SS1.1, SS1.2, SS1.3(d), SS1.5, SS4.1, SS15.1, SS16.1, and SS17.5, SS17.5.1 and Table C-1 of Appendix C of the Spanish Springs Area Plan in order to allow High Density Suburban (HDS) within the Area Plan. (See Exhibit D)
- 4) Amend Table C-1 of Appendix C of the Spanish Springs Area Plan in order to allow multi-family within the High Density Suburban (HDS) as an allowed use within the Area Plan. (See Exhibit D)
- 5) Amend the Spanish Springs Character Management Area Map to identify the proposed VRCMA. (See Exhibit F)
- 6) Amend the Spanish Springs Area Plan to allow for the creation of a new Character Management Area with the addition of the Village Residential Design Guidelines – Appendix E. (See Exhibit D and G)

Summary

After a series of community workshops that occurred in 2012, the original amendment request was heard by the Planning Commission on December 4, 2012 and due to a split vote of 3 in favor and 3 opposed, the request failed to receive approval. The item was appealed and on May 28, 2013 the Board of County Commissioners approved the Master Plan Amendment by a vote of 4 in favor and 1 opposed. In order to comply with state law, the item was returned to the Planning Commission for a written report and sent back to the Board of County Commission for their final approval which occurred on September 24, 2013. On January 22, 2014, the Truckee Meadows Regional Planning Commission determined by a vote of 7 to 2 that the proposed master plan amendment does not conform to the Comprehensive Regional Plan.

Following the determination by the Regional Planning Commission, the applicants asked the Washoe County Board of County Commissioners not to pursue a reconsideration of their decision and mentioned that they would return with an amended application that will address the concerns raised by the Regional Planning staff and the Regional Planning Commission. Staff

was directed to work with the applicants on a new application that was in line with the goals and policies of the Regional Plan.

The applicants have amended their original application and are asking to amend the Master Plan designation on approximately ±39 acres of land from Industrial (I), Commercial (C) and Open Space (OS) land use to Suburban Residential (SR) designation. The fundamental differences between this amended application and the original application include the creation of a new character management area that includes the ±39 acre parcel only. The new character management area shall be identified as the Village Residential Character Management Area (VRCMA). The VRCMA will include a new policy that will provide a list of allowable regulatory zones within the property. Among these regulatory zones is the High Density Suburban (HDS) zoning which allows multi-family up to 9 dwelling units per acre. If the applicant/developer chooses to utilize the HDS zoning and establish a density greater than 5 units per acre, than the applicant will be required to comply with a new set of design guidelines which are found in the new Appendix E (Village Residential Design Guidelines). These guidelines address, but are not limited to establishing maximum densities, site planning, architecture, signage, lighting, landscaping, buffering, infrastructure and low impact development standards. Of special significance within the design guidelines is the requirement for intersection improvements including the installation of a traffic signal at the intersection of Pyramid Highway and Calle De La Plata prior to construction of a multi-family development.

The amended application limits the area subject to the Master Plan Amendment to the subject 39 acres as compared to the original application which included changes and possible implications to the entire Spanish Springs Suburban Character Management Area (SCMA).

The amended application proposes the following changes to the character statement of the Spanish Springs Area Plan (proposed language is in bold):

- a. ...This suburban core includes a broad mix of non-residential uses together with residential densities of up to three dwelling units per acre **or up to 9 dwelling units per acre in the Village Residential Community Management Area (VRCMA)**...
- b. ...The suburban core, together with the transition zone, will be known as the Suburban Character Management Area (SCMA) **and the Village Residential Character Management Area (VRCMA)**. **This These** areas will...
- c. **Within the boundary of the suburban core is the VRCMA. This is an area adjacent to a mix of uses including commercial, industrial and a specific plan, and near the HAWCO Business Park. This area will allow for higher density types of housing that may include single family and multifamily land uses with a maximum density of 9 dwelling units per acre. The intent of the VRCMA is to provide for a diversity of housing types and product to support the mixed use node in the immediate area that includes commercial, industrial, and employment uses in this focused area of the SSAP.**

The amended application proposes several changes to the following policies to the Spanish Springs Area Plan (proposed language is in bold):

- SS.1.1 The Spanish Springs Character Management Plan map (CMP) shall identify the Spanish Springs Suburban Character Management Area (SCMA), **and** the Spanish Springs Rural Character Management Area (RCMA), **and the Village Residential Character Management Area (VRCMA).**
- SS.1.2 The Policy Growth Level for the Spanish Springs Suburban Character Management Area **combined with and the Village Residential Character Management Area** is 1,500 new residential units of land use capacity **in total for the two areas.** Land use intensifications will not add more than 1,500 new units of Land Use Capacity through 2025. The Washoe County Department of Community Development will be responsible for tracking increasing land use potential to ensure this growth level is not exceeded.
- SS.1.3 The following Regulatory Zones are permitted within the Spanish Springs Suburban Character Management Area:
- a. High Density Suburban (HDS limited to the areas designated HDS prior to August 17, 2004, **with exception of the VRCMA which does allow HDS)**)
- SS.1.5 **The following Regulatory Zones are permitted within the Spanish Springs Village Residential Character Management Area:**
- a. **General Rural (GR – One unit per 40 acres).**
 - b. **Low Density Rural (LDR – One unit per 10 acres).**
 - c. **Public/Semi-Public Facilities (PSP).**
 - d. **Parks and Recreation (PR).**
 - e. **Open Space (OS).**
 - f. **Low Density Suburban (LDS)**
 - g. **Medium Density Suburban (MDS)**
 - h. **High Density Suburban (HDS)**
- SS.4.1 With the exception of temporary infrastructure for construction projects, Washoe County will require the underground placement of utility distribution infrastructure within the Suburban Character Management Area **and the Village Residential Character Management Area...**
- SS.15.1 Whenever applicable, all development within the Spanish Springs Suburban Character Management Area **and the Village Residential Character Management Area (VRCMA)** will connect to a community water service.
- SS.16.1 Whenever applicable, all development within the Spanish Springs Suburban Character Management Area **and the Village Residential Character Management Area (VRCMA)** will connect to a community sewer service.

SS.17.5 Except as modified by SS.17.5.1, for any amendment that proposes to expand the Suburban Character Management Area **or the Village Residential Character Management Area** into the Rural Character Management Area...

SS.17.5.1 When the Truckee Meadows Regional Planning Governing Board has approved an amendment to the Truckee Meadows Service Area (TMSA) regarding land that is located partially or wholly in the Rural Character Management Area, and which land is contiguous to the boundaries of the Suburban Character Management Area **or the Village Residential Character Management Area**, that Suburban Character Management Area **or Village Residential Character Management Area**...

Also, the amended application proposes the following changes to the Table C-1 of Appendix C of the Spanish Springs Area Plan (proposed language is in bold):

Table C-1: Allowed Uses (Residential Use Types)

Residential Use Types (Section 110.304.15)	Residential				Non-Residential			
	HDS	MDS	LDS	LDR	NC	I	PSP	OS
Residential								
Single Family, Detached	A	A	A	A	--	--	--	--
Single Family, Attached	A	A	A	--	--	--	--	--
Duplex	A	--	--	--	--	--	--	--
Multi-Family	A	--	--	--	--	--	--	--
Attached Accessory Dwelling	--	A	A	A	--	--	--	--
Detached Accessory Dwelling	--	S ₁	S ₁	S ₁	--	--	--	--
Detached Accessory Structure	A	A	A	A	--	--	--	--
Residential Group Home	A	A	A	A	--	--	--	--
Manufactured Home Parks	--	--	--	--	--	--	--	--

Key: -- = Not allowed; A = Allowed; P = Administrative Permit; PR = Park Commission Approval pursuant to 110.104.40(c); S₁ = Planning Commission Special Use Permit; S₂ = Board of Adjustment Special Use Permit.

Compatibility

The subject property is located within the Suburban Character Management Area (SCMA), which is the designated growth area for Spanish Springs. The property is immediately surrounded by 10-acre rural residential properties to the east, vacant property that is zoned low density suburban (LDS) which allows a maximum density of one dwelling unit per acre to the north, vacant property to the west that is zoned Neighborhood Commercial (NC) and Industrial (I) and vacant and 10-acre residential properties that are zoned industrial to the south. The proposed Suburban Residential (SR) designation is consistent with the High Density Suburban (HDS) designation. According to the compatibility table in the Land Use and Transportation Element of the Washoe County Master Plan, the high density suburban (HDS) zoning has a low compatibility with the properties to the west and south, a medium compatibility with the properties to the east and a high compatibility rating with the properties to the north. Also, the

design guidelines in Exhibit G establish sufficient buffers to promote compatibility with the surrounding properties.

Analysis of Multi-Family Housing in Spanish Springs

An analysis relating to multi-family developments in Spanish Springs was conducted by the Center for Regional Studies at the University of Nevada, Reno and EKAY Economic Consultants. This analysis provides justification for multi-family developments within the Spanish Springs Valley. The following conclusions are direct quotes from the report dated March 11, 2014:

- Our demographics are changing, with more households without children and more householders living alone.
- As the current demographics trends continue, the demand for multi-family homes will increase.
- There is significant amount of commercial and industrially-zoned land within two miles of analysis site, with 1.5 million square feet of industrial space under construction within one mile of the site.
- An additional 7,700 jobs can be potentially created within two miles of the analysis site upon the buildout of the commercial and industrially-zoned land, and 8,100 jobs within one mile of the site.
- Current vacancy rates for multi-family housing in Reno Sparks signal a demand for additional multi-family units.
- Only 2.8% of all multi-family units in Reno-Sparks are located in Spanish Springs, although 12% of the Reno-Sparks population resides in Spanish Springs.
- Only 27% of employees working in Spanish Springs live in Spanish Springs; the remaining persons employed in Spanish Springs commute from outside the area.
- Industries expected to locate in the commercial and industrially-zoned land include Food Service, Other Services, Retail Trade and Transportation and Warehousing.
- Average wages for food Service and Other Services employees living alone currently cannot afford a single-family home in Spanish Springs.
- Continued home appreciation rates in Spanish Springs, combined with stagnate wage growth, will affect home affordability for the Retail Trade and Transportation & Warehousing occupations that live alone.
- The commercial and industrially-zoned land within two miles of analysis site currently lacks a nearby mixed housing component.

- The analysis site provides a multi-family housing buffer between the commercial and industrially-zoned land and single-family homes.
- The current zoning of the analysis site (commercial and industrial) would generate 10-times more evening peak trips (2,506) than 360 units of multi-family (209).

Services and Facilities

The reduction of the area subject to the master plan amendment to one 39 acre property provides staff with a much better opportunity to analyze the service and infrastructure demands as well as the potential impacts to such services and infrastructure systems. As required by the Spanish Springs Area Plan Policy SS17.2(a), the applicants have conducted a feasibility study relative to municipal water, sewer and storm-water that clearly identifies (1) the improvements likely to be required to support the intensification, and (2) those improvements have been determined to be in substantial compliance with all applicable existing facilities and resource plans for Spanish Springs by the Department of Community Services.

Water: Domestic water to serve this site is available from several sources including domestic wells and wholesale water from the Truckee Meadows Water Authority (TMWA). A 12" water line exists parallel to the west side of Pyramid Highway, approximately 1,715 feet to the west of the northwest corner of the subject property. The applicants will need to acquire a private easement from the property owners of APN 534-571-01 and 04, as well as an encroachment permit from Nevada Department of Transportation for work within the Pyramid Highway right of way. A 6" water line exists in the southern cul-de-sac of Donovan Ranch that abuts the northern portion of the subject property. A 16" water line exists at the intersection of El Caballo Trail and Calle de la Plata east of the site. Such connection would require approximately 2,500 lineal feet of water line to be constructed. A 2-million gallon (MG) water storage tank (Spring Creek Northeast) is located approximately 1 mile from the subject property in the eastern portion of the Donovan Ranch property.

Sewer: Sanitary sewer which is provided by Washoe County exists to the north and west of the subject property. An existing 10" sewer line runs north parallel to Pyramid Highway to the existing Pebble Creek lift station. This option would require the construction of approximately 2,300 lineal feet of off-site sanitary sewer to the site as well as a private easement from the owners of APN 534-571-01 and would need to be analyzed for the additional sewer flow. Encroachment permits would likewise be required. Additionally, an 8" sewer line is located approximately 900-feet west of Pyramid Highway in West Calle de la Plata.

Storm Drainage: The FEMA flood zone maps have been updated to account for the flood control developments such as the North Spanish Springs detention facility and associated appurtenances such as the sedimentation basin and drainage channel to the south of the subject property. However, a FEMA designation flood zone AO is still located over a portion of the southern area of the property. It is anticipated that drainage and detention facilities will be required for future development of the site.

Washoe County Schools: The Washoe County School District anticipates that the build-out of the 360 unit apartment complex will generate approximately 63 school age children. The three public schools that would be impacted by the development would include Alice Taylor Elementary School, Shaw Middle School and Spanish Springs High School. At this time only

Alice Taylor Elementary School is over capacity with a base capacity of 643 and the 2013-2014 enrollment was 663. Both Shaw Middle School and Spanish Springs High School are currently under capacity. There are a total of eight portable classrooms combined at the three schools. However, the portable classrooms are only used as temporary measures and when the capacity of a permanent school facility is exceeded, there are often space limitations in cafeterias, multi-purpose rooms, computer labs and gymnasiums. Parking, teacher work space and playground/recreational fields are also often compromised to make room for portable classroom units. Furthermore, funding sources for new construction or capital improvement needs are currently not available.

Traffic: According to the traffic study dated May 10, 2012, the proposed amendment will result in a reduction in the traffic levels from what the current Master Plan and zoning allow. The traffic study identified several roadway improvement projects that will help improve traffic circulation at the Calle de la Plata – Pyramid Highway intersection within the 2030 Regional Transportation Plan. The proposed Village Residential Design Guidelines will require the developer for Village at the Peak to dedicate a bus pad easement for future service by the Regional Transportation Center's Citifare system. Additionally, the developer will pay the full improvement costs for a signal at the intersection of Pyramid Highway and Calle de la Plata. The Nevada Department of Transportation has asked that the developer coordinate traffic study review and seek NDOT traffic study approval early in the planning development process.

Fire Protection: According to the Truckee Meadows Fire Protection District, this property is located in a moderate hazard area for wildfire risk and is subject to the requirements of Washoe County Code 60 and the Wildland-Urban Interface Code. Defensible space, exterior construction element regulation and vegetation management will be required as a result of the wildfire designation. Also, all landscaping and open-space areas must be maintained in accordance with Washoe County Code 60. A vegetation management plan shall be submitted for review and approval to Truckee Meadows Fire Protection District. Open spaces shall be maintained and defensible space provided as required in Washoe County Code 60.

Applicable Goals and Policies of the Area Plan

Spanish Springs Area Plan

SS.1.6 Staff will review any proposed Master Plan Amendment against the findings identified in the Plan Maintenance section of this plan and make a recommendation to the Planning Commission. At a minimum, the Planning Commission must make each of these findings in order to recommend approval of the amendment to the Board of County Commissioners.

Staff Comment: The required Plan Maintenance findings are under Goal Seventeen and are listed and discussed below.

SS.3.8 Washoe County will be an advocate for the establishment of transit services to and within the Spanish Springs planning area.

Goal Seventeen: Amendments to the Spanish Springs Area Plan will be for the purpose of further implementing the Vision and Character Statement, or to respond to new or changing circumstances. Amendments must conform to the Spanish Springs Vision and

Character Statement. Amendments will be reviewed against a set of criteria and thresholds that are measures of the impact on, or progress toward, the Vision and Character Statement.

SS.17.1 In order for the Washoe County Planning Commission to recommend the approval of ANY amendment to the Spanish Springs Area Plan, the following findings must be made:

- a. The amendment will further implement and preserve the Vision and Character Statement.
- b. The amendment conforms to all applicable policies of the Spanish Springs Area Plan and the Washoe County Master Plan.
- c. The amendment will not conflict with the public's health, safety or welfare

SS.17.2 In order for the Washoe County Planning Commission to recommend approval of any amendment involving a change of land use, the following findings must be made:

- a. A feasibility study has been conducted, commissioned and paid for by the applicant, relative to municipal water, sewer and storm water that clearly identifies the improvements likely to be required to support the intensification, and those improvements have been determined to be in substantial compliance with all applicable existing facilities and resource plans for Spanish Springs by the Department of Water Resources. The Department of Water Resources will establish and maintain the standards and methodologies for these feasibility studies.
- b. A traffic analysis has been conducted that clearly identifies the impact to the adopted level of service within the [unincorporated] Spanish Springs Hydrographic Basin and the improvements likely to be required to maintain/achieve the adopted level of service. This finding may be waived by the Department of Public Works for projects that are determined to have minimal impacts. The Department of Public Works may request any information it deems necessary to make this determination.
- d. For residential land use intensifications, the potential increase in residential units will not exceed Washoe County's policy growth level for the Spanish Springs Area Plan, as established in Policy SS.1.2.
- h. If the proposed intensification results in existing facilities exceeding design capacity and compromises the Washoe County School District's ability to implement the neighborhood school philosophy for elementary facilities, then there must be a current capital improvement plan or rezoning plan in place that would enable the District to absorb the additional enrollment. This finding may be waived by the Washoe County Planning Commission upon request of the Washoe County Board of Trustees.

SS.17.4 For any amendment that proposes to alter the Spanish Springs Vision or Character Statement, the Department of Community Development has conducted a series of community visioning workshops with the Spanish Springs Citizen Advisory Board (CAB), and the results of that process, including any CAB and staff recommendations, have been included and discussed in the staff analysis of the proposed amendment.

Development Suitability within the Spanish Springs Area Plan

The only constraints identified on the development suitability map for the Spanish Springs Area Plan map are 100 year hazard flood area within the southern portion of this property.

Visioning Workshops, Neighborhood Meeting and Citizen Advisory Board (SSCAB)

The proposed master plan amendment is scheduled to be discussed as both an action item and community vision workshop at the September 10, 2014 Spanish Springs Citizen Advisory Board meeting (SSCAB) and will satisfy the NRS requirement for a neighborhood meeting.

In accordance with the provisions stated in NRS 278.210.2, the applicant is **required** to conduct a neighborhood meeting prior to the Master Plan Amendment being scheduled for Planning Commission. Additionally, the applicant is scheduled to present the amended application as a visioning workshop and neighborhood meeting at the September 10, 2014 Citizen Advisory Board meeting.

Community Workshops

In 2012, the applicants conducted a series of community workshops with residents of the Spanish Springs Valley. The purpose and function of these workshops was to obtain feedback from the residents relating to their general desires regarding the language of the character statement in the Spanish Springs Area Plan. The residents that attended these workshops expressed an overwhelming desire to maintain the existing language of the character statement and retain the maximum density of three units per acre within the Suburban Character Management Area (SCMA) of the Spanish Springs Area Plan. The general observation from the attending residents is that the proposed amendments are out of character with the surrounding uses and that any intensification more than three units per acre as established in the character statement is not consistent with the general character of the area. The residents also expressed concerns over a lack of public transportation available to support multi-family, inconsistency and impacts with the surrounding uses, concerns that the character of the area has not changed substantially but the requested amendment(s) would change the character of the area. Also, the residents expressed their desire to maintain the current character and that much time and effort has been spent creating the existing character statement language, that the housing market is already saturated, impacts to schools, the need for transitional zoning, potential impacts to existing wells, flooding and the potential for this project resulting in higher crime rates. Also the proposed traffic light is already warranted without this project. Many Spanish Springs residents stated that they moved there to get away from urban/suburban environments.

Several other issues and concerns were raised at the workshops, however, the nearly unanimous position of the residents at each of the three workshops was to retain the existing language of the character statement. The amended application is scheduled for a visioning workshop and CAB meeting on September 10, 2014.

Public Meeting Notice

Notice for the Master Plan amendment has been given in accordance with the provisions of Nevada Revised Statutes 278.260, as amended. Notice for Master Plan Amendments must be given in accordance with the provisions of Nevada Revised Statutes 278.210, as amended. The time and place of the public hearing must be provided in at least one publication or a newspaper of general circulation in the city or county, at least 10 days before the day of the public hearing.

- (a) Compliance with Noticing Requirements. Owners of all real property to be noticed are owners identified on the latest County Assessor's ownership maps and records. Such notice is complied with when notice is sent to the last known addresses of such real property owners as identified in the latest County Assessor's records. Any person who attends the public hearing is considered to be legally noticed unless those persons can provide evidence that they were not notified according to the provisions of this Section 110.821.20.

Noticing for this proposal: Fifty-Four (54) property owners within 750 feet of the subject parcel were noticed by mail not less than 10 days before the scheduled neighborhood meeting September 10, 2014. A legal ad was placed in the Reno Gazette Journal for September 6, 2014 publication for the September 16, 2014 Planning Commission meeting.

Agency Comments

The proposal was submitted to the following agencies for review and comment.

- Washoe County District Health: Environmental Division
- Washoe County Public Works, Engineering
- Washoe County School District
- Washoe County Department of Water Resources, Utility Services
- Truckee Meadows Fire Protection District
- Spanish Springs Citizen Advisory Board
- Sparks Planning Department
- Truckee Meadows Regional Planning
- Washoe County Regional Parks and Open Space
- Regional Transportation Center

- Nevada Department of Transportation

Comments were received from the District Health Department, Engineering and Capital Projects – Land Development, Engineering and Capital Projects – Water/Sewer, the Truckee Meadows Fire Protection District, Washoe County School District and the Nevada Department of Transportation. A discussion from the reviewing agencies are provided on pages 13 and 14 of this staff report.

Required findings and recommendation (MPA12-001)

Findings. Before adopting a Master Plan amendment to the Spanish Springs Area Plan all three findings of policy SS.17.1 (a),(b) & (c) and policy SS.17.2 (a thru i) must be made. Additionally, WCC 110.820.15 (d) requires that at least three of the required findings be made by the Planning Commission.

Findings required in policy SS.17.1. (a),(b) & (c) of the Spanish Springs Area Plan

- a. The amendment will further implement and preserve the Vision and Character Statement.

Staff Comment: The amendment may preserve and advance the vision and character statement by providing diverse housing opportunities in the area plan. Refer to pages 9 and 11 of the staff report.

- b. The amendment conforms to all applicable policies of the Spanish Springs Area Plan and the Washoe County Master Plan.

Staff Comment: Staff has conducted an analysis of the applicable policies within the Spanish Springs Area Plan and the Washoe County Master Plan and such analysis is contained within this report.

- c. The amendment will not conflict with the public's health, safety or welfare.

Staff Comment: Policies have been drafted specifically for the Village Residential Character Management Area to address impacts to surrounding properties. The site is buffered from low density residential uses to the east, north, and west by providing open space and the landscape/buffering policies.

Findings required in policy SS.17.2. (a) through (i) of the Spanish Springs Area Plan

- a. A feasibility study has been conducted, commissioned and paid for by the applicant, relative to municipal water, sewer and storm water that clearly identifies the improvements likely to be required to support the intensification, and those improvements have been determined to be in substantial compliance with all applicable existing facilities and resource plans for Spanish Springs by the Department of Water Resources. The Department of Water Resources will establish and maintain the standards and methodologies for these feasibility studies.

Staff Comment: The applicant has submitted a feasibility study relative to water, sewer and storm water that identifies the improvements likely to be required to support the intensification of the subject 39 acre property. Refer to pages 13 and 14 of the staff report.

- b. A traffic analysis has been conducted that clearly identifies the impact to the adopted level of service within the [unincorporated] Spanish Springs Hydrographic Basin and the improvements likely to be required to maintain/achieve the adopted level of service. This finding may be waived by the Department of Public Works for projects that are determined to have minimal impacts. The Department of Public Works may request any information it deems necessary to make this determination.

Staff Comment: The applicants have submitted a traffic analysis that identifies the impacts to the adopted level of service and improvement needs based on the intensification proposed for the subject 39 acre parcel. Refer to page 14 of the staff report.

- c. For commercial and industrial land use intensifications, the overall percentage of commercial and industrial regulatory zone acreage will not exceed 9.86 percent of the Suburban Character Management Area

Staff Comment: This finding is not applicable to this request as it does not involve commercial or industrial land use intensification, but rather is requesting to remove both commercial and industrial land use.

- d. For residential land use intensifications, the potential increase in residential units will not exceed Washoe County's policy growth level for the Spanish Springs Area Plan, as established in Policy SS.1.2.

Staff Comment: The intensification of the subject 39 acre property will not exceed Washoe County's policy growth level for Spanish Springs per Policy SS.1.2.

- e. If the proposed intensification will result in a drop below the established policy level of service for transportation (as established by the Regional Transportation Commission and Washoe County) within the Spanish Springs Hydrographic Basin, the necessary improvements required to maintain the established level of service are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification. For impacts to regional roads, this finding may be waived by the Washoe County Planning Commission upon written request from the Regional Transportation Commission.

Staff Comment: The proposed land use change to Suburban Residential will not result in a drop below the established policy level of service for transportation. Additionally, the proposed land use change will result in an overall reduction in the traffic volumes as compared to the traffic volumes potentially generated by the existing land use and zoning. Refer to page 14 of the staff report.

- f. If roadways impacted by the proposed intensification are currently operating below adopted levels of service, the intensification will not require infrastructure improvements beyond those articulated in Washoe County and Regional transportation plans AND the necessary improvements are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification.

Staff Comment: The traffic impact analysis provides details of planned improvements to the surrounding roadway network. The report provides recommendations related to the use and discusses the timing of the subject improvements to be completed either by the developer or Washoe County & RTC. Refer to page 14 of the staff report. Additionally, the applicant's roadway improvements are discussed in Exhibit G (Village Residential Design Guidelines).

- g. Washoe County will work to ensure that the long range plans of facilities providers for transportation, water resources, schools and parks reflect the policy growth level established in Policy SS.1.2.

Staff Comment: This finding is not applicable as there is no request to amend Policy SS.1.2.

- h. If the proposed intensification results in existing facilities exceeding design capacity and compromises the Washoe County School District's ability to implement the neighborhood school philosophy for elementary facilities, then there must be a current capital improvement plan or rezoning plan in place that would enable the District to absorb the additional enrollment. This finding may be waived by the Washoe County Planning Commission upon request of the Washoe County Board of Trustees.

Staff Comment: The proposed land use change will not exceed the policy growth level established in the Area Plan and would not result in exceeding Washoe County School District's design capacities.

- i. Any existing development in the Spanish Springs planning area, the Sun Valley planning area, the Warm Springs planning area, or the City of Sparks, which is subject to the conditions of a special use permit will not experience undue hardship in the ability to continue to comply with the conditions of the special use permit or otherwise to continue operation of its permitted activities.

Staff Comment: This finding is not applicable; no approved special use permit will be impacted by the proposed request.

Findings required in WCC110.820.15(d)

1. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.

Staff Comment. The proposed amendment does not conflict with the policies and action programs of the Master Plan.

2. The proposed amendment will not result in land uses which are incompatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.

Staff Comment. The proposed design guidelines included with the amendment will help will support compatibility with adjacent land uses and will mitigate potential impacts to the public health, safety or welfare. Specifically, the buffering and landscaping identified in Exhibit G (Village Residential Design Guidelines) will help assure compatibility with surrounding properties.

3. The proposed amendment identifies and 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.

Staff Comment. There have been several changes to the area plan and to the immediate vicinity of the subject amendment. These changes include zoning intensifications to the subject property and the property immediately to the west as well as zoning intensifications to the properties immediately south of the subject amendment. The proposed amendment responds to these changed conditions of the area plan.

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.

Staff Comment. Along with the improvements proposed with the Village Residential Design Guidelines, adequate transportation, recreation, utility and other facilities are or will be planned to accommodate the proposed amendment.

5. The proposed amendment promotes the desired pattern for the orderly physical growth of the County and guides the 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.

Staff Comment. The proposed amendment to increase the residential density is in compliance with the policy growth level for the Spanish Springs Suburban Character Management Area as required in policy SS.1.2 of the Spanish Springs Area Plan.

6. The proposed amendment will not affect the location, purpose and mission of the military installation.

Staff Comment. This finding is not applicable as there are no military installations within close proximity to the subject property.

Recommendation for MPA12-001

Based upon the information presented in the staff report, written testimony and verbal testimony received during the public hearing, it is recommended that the Master Plan Amendment proposed for the Spanish Springs Area Plan, being a part of the Washoe County Master Plan, be adopted, certified and recommended to the Board of County Commissioners.

Possible Motions

Attached to the staff report are two possible motions. Refer to Exhibit A for a possible motion to adopt with required findings for adoption and refer to Exhibit B for a possible motion to deny with required findings.

Appeal Process

An action of denial by the Planning Commission may be appealed to the Board of County Commissioners as specified in Section 110.820.25 of the Washoe County Development Code, up to 10 days after the public hearing date. If the end of the appeal period falls on a non-business day, the appeal period shall be extended to include the next business day.

xc: Applicant/Owner: Sugarloaf Peak, LLC., Attn: Jim House, 2777 Northtowne Lane, Reno, NV 89512

Consultant: KLS Planning & Design, Attn: John Krmpotic, 9480 Double Diamond Pkwy, Suite 299, Reno, NV 89521

Consultant: Lewis & Roca, LLP., Attn: Garrett Gordon, 50 W. Liberty, Suite 410, Reno, NV 89501

(Rev. 9-9-14)

Staff Report: Master Plan Amendment Case Number MPA12-001 (Village at Peak)

Exhibit A

Motion and Findings to **Adopt** Master Plan Amendment.

Motion:

I move that after giving reasoned consideration to the information in the staff report and testimony and evidence produced at the public hearing, the Washoe County Planning Commission make the following findings and based on those findings approve Resolution Number 14-_____ adopting amendments to Washoe County Master Plan Spanish Springs Area Plan (MPA 12-001) attached as Exhibits C through G of the Staff Report.

I move to make the following findings as numbered and listed in Exhibit A to the Staff Report as they are applicable to the proposed amendments:

- Findings 1 through 11 as required by the Spanish Springs Area Plan, and
- Findings _____ (indicate which findings # 12 - 17) as required by Washoe County Code Article 820.

#	Reference	Finding	Notes
Findings required by Spanish Springs Area Plan (all findings must be made)			
1.	SS 17.1.a	The amendment will further implement and preserve the Vision and Character Statement.	
2.	SS.17.1.b	The amendment conforms to all applicable policies of the Spanish Springs Area Plan and the Washoe County Master Plan.	
3.	SS17.1.c	The amendment will not conflict with the public’s health, safety or welfare.	
4.	SS17.2.a	A feasibility study has been conducted, commissioned and paid for by the applicant, relative to municipal water, sewer and storm water that clearly identifies the improvements likely to be required to support the intensification, and those improvements have been determined to be in substantial compliance with all applicable existing facilities and resource plans for Spanish Springs by the Department of Water Resources. The Department of Water Resources will establish and maintain the standards and methodologies for these feasibility studies.	
5.	SS17.2.b	A traffic analysis has been conducted that clearly identifies the impact to the adopted level of service within the	

		unincorporated Spanish Springs Hydrographic Basin and the improvements likely to be required to maintain/achieve the adopted level of service. This finding may be waived by the Department of Public Works for projects that are determined to have minimal impacts. The Department of Public Works may request any information it deems necessary to make this determination.	
	SS.17.2.c	Not applicable.	
6.	SS.17.2.d	For residential land use intensifications the potential increase in residential units will not exceed Washoe County's policy growth level for the Spanish Springs Area Plan, as established in Policy SS 1.2.	
7.	SS.17.2.e	If the proposed intensification will result in a drop below the established policy level of service for transportation (as established by the Regional Transportation Commission and Washoe County) within the Spanish Springs Hydrographic Basin, the necessary improvements required to maintain the established level of service are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification. For impacts to regional roads, this finding may be waived by the Washoe County Planning Commission upon written request from the Regional Transportation Commission.	
8.	SS.17.2.f	If roadways impacted by the proposed intensification are currently operating below adopted levels of service, the intensification will not require infrastructure improvements beyond those articulated in Washoe County and Regional transportation plans AND the necessary improvements are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification.	
9.	SS.17.2.g	Washoe County will work to ensure that the long range plans of facilities providers for transportation, water resources, schools and parks reflect the policy growth level established in Policy SS.1.2	
10.	SS.17.2.h	If the proposed intensification results in existing facilities exceeding design capacity and compromises the Washoe County School District's ability to implement the neighborhood school philosophy for elementary facilities, then there must be a current capital improvement plan or rezoning plan in place that would enable the District to absorb the additional enrollment. This finding may be waived by the Washoe County Planning Commission upon request of the Washoe County Board of Trustees.	
11	SS.17.2.i	Any existing development in the Spanish Springs planning area, the Sun Valley planning area, the Warm Springs planning area, or the City of Sparks, which is subject to the	

		conditions of a special use permit will not experience undue hardship in the ability to continue with the conditions of the special use permit or otherwise to continue operation of its permitted activities.	
Findings required by WCC 110.820.15 (indicate at least three).			
12.	820.15.(d)(1)	<u>Consistency with Master Plan.</u> The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.	
13.	820.15(d)(2)	<u>Compatible Land Uses.</u> 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.	
14.	820.15(d)(3)	<u>Response to Changed Conditions.</u> 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.	
15.	820.15 (d)(4)	<u>Availability of Facilities.</u> 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.	
16.	820.15(d)(5)	<u>Desired Pattern of Growth.</u> 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.	
17.	820.15(d)(6)	<u>Effect on Military Installation.</u> The proposed amendment will not affect the location, purpose and mission of any military installation.	

(Rev. 9-9-14)

Staff Report: Master Plan Amendment Case Number MPA12-001

Exhibit B

Motion and Findings to **Deny** Master Plan Amendment.

Motion:

I move that after giving reasoned consideration to the information in the staff report and testimony and evidence produced at the public hearing, the Washoe County Planning Commission make the following findings and based on those findings **DENY** the proposed amendments to the Washoe County Master Plan Spanish Springs Area Plan (MPA 12-001).

This denial is based on the findings numbered and discussed in Exhibit B to the Staff Report as follows:

- Findings _____ (indicate which findings 1 – 11 cannot be made) as required by the Spanish Springs Area Plan *cannot* be made; and
- Findings _____ (indicate which findings 12 – 17 can be made) as required by Washoe County Code Article 820 *can* be made.

#	Reference	Finding	Notes
Findings required by Spanish Springs Area Plan (indicate which findings cannot be made)			
1.	SS 17.1.a	The amendment will further implement and preserve the Vision Character Statement.	
2.	SS.17.1.b	The amendment conforms to all applicable policies of the Spanish Springs Area Plan and the Washoe County Master Plan.	
3.	SS17.1.c	The amendment will not conflict with the public’s health, safety or welfare.	
4.	SS17.2.a	A feasibility study has been conducted, commissioned and paid for by the applicant, relative to municipal water, sewer and storm water that clearly identifies the improvements likely to be required to support the intensification, and those improvements have been determined to be in substantial compliance with all applicable existing facilities and resource plans for Spanish Springs by the Department of Water Resources. The Department of Water Resources will establish and maintain the standards and methodologies for these feasibility studies.	

5.	SS17.2.b	A traffic analysis has been conducted that clearly identifies the impact to the adopted level of service within the unincorporated Spanish Springs Hydrographic Basin and the improvements likely to be required to maintain/achieve the adopted level of service. This finding may be waived by the Department of Public Works for projects that are determined to have minimal impacts. The Department of Public Works may request any information it deems necessary to make this determination.	
	SS.17.2.c	Not applicable	
6.	SS.17.2.d	For residential land use intensifications the potential increase in residential units will not exceed Washoe County's policy growth level for the Spanish Springs Area Plan, as established in Policy SS 1.2.	
7.	SS.17.2.e	If the proposed intensification will result in a drop below the established policy level of service for transportation (as established by the Regional Transportation Commission and Washoe County) within the Spanish Springs Hydrographic Basin, the necessary improvements required to maintain the established level of service are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification. For impacts to regional roads, this finding may be waived by the Washoe County Planning Commission upon written request from the Regional Transportation Commission.	
8.	SS.17.2.f	If roadways impacted by the proposed intensification are currently operating below adopted levels of service, the intensification will not require infrastructure improvements beyond those articulated in Washoe County and Regional transportation plans AND the necessary improvements are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification.	
9.	SS.17.2.g	Washoe County will work to ensure that the long range plans of facilities providers for transportation, water resources, schools and parks reflect the policy growth level established in Policy SS.1.2	
10.	SS.17.2.h	If the proposed intensification results in existing facilities exceeding design capacity and compromises the Washoe County School District's ability to implement the neighborhood school philosophy for elementary facilities, then there must be a current capital improvement plan or rezoning plan in place that would enable the District to absorb the additional enrollment. This finding may be waived by the Washoe County Planning Commission upon request of the Washoe County Board of Trustees.	
11	SS.17.2.i	Any existing development in the Spanish Springs planning area, the Sun Valley planning area, the Warm Springs	

		planning area, or the City of Sparks, which is subject to the conditions of a special use permit will not experience undue hardship in the ability to continue with the conditions of the special use permit or otherwise to continue operation of its permitted activities.		
Findings required by WCC 110.820.15 (indicate at least three).				
12.	820.15(d)(1)	<u>Consistency with Master Plan.</u> The proposed amendment is not in substantial compliance with the policies and action programs of the Master Plan.		
13.	820.15(d)(2)	<u>Compatible Land Uses.</u> The proposed amendment would result in land uses which are incompatible with (existing or planned) adjacent land uses, and would adversely impact the public health, safety or welfare.		
14.	820.15(d)(3)	<u>Response to Changed Conditions.</u> The proposed amendment does not identify and respond to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment does not represent a more desirable utilization of land.		
15.	820.15(d)(4)	<u>Availability of Facilities.</u> There are not nor are there planned to be adequate transportation, recreation, utility and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.		
16.	820.15(d)(5)	<u>Desired Pattern of Growth.</u> The proposed amendment does not promote the desired pattern for the orderly physical growth of the County. The proposed amendment does not guide 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.		
17.	820.15(d)(6)	<u>Effect on Military Installation.</u> The proposed amendment will affect the location, purpose and mission of any military installation.		



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

ADOPTING AN AMENDMENT TO THE WASHOE COUNTY MASTER PLAN, SPANISH SPRINGS AREA PLAN (MPA12-001), AND RECOMMENDING ITS ADOPTION TO THE BOARD OF COUNTY COMMISSIONERS.

Resolution Number 14-

WHEREAS:

- A. Master Plan Amendment Case Number MPA12-001, came before the Washoe County Planning Commission for a duly noticed public hearing on September 16, 2014; and
- B. The Washoe County Planning Commission heard public comment and input from both staff and applicant representatives regarding the proposed Master Plan amendment; and
- C. The Washoe County Planning Commission has given reasoned consideration to the information it has received regarding the proposed Master Plan amendment; and
- D. Pursuant to Policy SS.17.1 (a), (b) & (c) of the Spanish Springs Area Plan of the Washoe County Master Plan, the Washoe County Planning Commission finds that this proposed Master Plan amendment:
 - a. The amendment will further implement and preserve the Vision and Character Statement,
 - b. The amendment conforms to all applicable policies of the Spanish Springs Area Plan and the Washoe County Master Plan, and
 - c. The amendment will not conflict with the public's health, safety or welfare
- E. Pursuant to Policy SS.17.1 (a), (b) & (c) of the Spanish Springs Area Plan of the Washoe County Master Plan, the Washoe County Planning Commission finds that with respect to the proposed Master Plan amendment:
 - a. A feasibility study has been conducted, commissioned and paid for by the applicant, relative to municipal water, sewer and storm water that clearly identifies the improvements likely to be required to support the intensification, and those improvements have been determined to be in substantial compliance

with all applicable existing facilities and resource plans for Spanish Springs; by the Department of Water Resources. The Department of Water Resources will establish and maintain the standards and methodologies for these feasibility studies.

- b. A traffic analysis has been conducted that clearly identifies the impact to the adopted level of service within the unincorporated Spanish Springs Hydrographic Basin and the improvements likely to be required to maintain/achieve the adopted level of service. This finding may be waived by the Department of Public Works for projects that are determined to have minimal impacts. The Department of Public Works may request any information it deems necessary to make this determination
- c. For residential land use intensifications the potential increase in residential units will not exceed Washoe County's policy growth level for the Spanish Springs Area Plan, as established in Policy SS 1.2.
- d. If the proposed intensification will result in a drop below the established policy level of service for transportation (as established by the Regional Transportation Commission and Washoe County) within the Spanish Springs Hydrographic Basin, the necessary improvements required to maintain the established level of service are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification. For impacts to regional roads, this finding may be waived by the Washoe County Planning Commission upon written request from the Regional Transportation Commission.
- e. If roadways impacted by the proposed intensification are currently operating below adopted levels of service, the intensification will not require infrastructure improvements beyond those articulated in Washoe County and Regional transportation plans AND the necessary improvements are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification.
- f. Washoe County will work to ensure that the long range plans of facilities providers for transportation, water resources, schools and parks reflect the policy growth level established in Policy SS.1.2
- g. If the proposed intensification results in existing facilities exceeding design capacity and compromises the Washoe County School District's ability to

implement the neighborhood school philosophy for elementary facilities, then there must be a current capital improvement plan or rezoning plan in place that would enable the District to absorb the additional enrollment. This finding may be waived by the Washoe County Planning Commission upon request of the Washoe County Board of Trustees.

F. Whereas the Washoe County Planning Commission has made the following findings necessary to support adoption of this proposed Master Plan amendment as set forth in Section 110.812.15 (d):

1. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan;
2. The proposed amendment will provide for land uses land uses which are 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 Master Plan designation;
5. 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, and
6. The proposed amendment will not affect the location, purpose and mission of the military installation

NOW THEREFORE BE IT RESOLVED

1. That the Washoe County Planning Commission does hereby **ADOPTS** the proposed master plan amendment in Master Plan Amendment Case Number MPA12-001, comprised of and including the maps and materials attached hereto as Exhibits A,B,C, and D, as explained in the Staff Report and at the public hearing; and

2. That pursuant to NRS 278.210 (6) the Washoe County Planning Commission hereby **CERTIFIES** the attached master plan amendments and **RECOMMENDS** that the Board of County Commissioners adopt them subject to a satisfactory conformance review by the Regional Planning Commission as required by NRS 278.0282.

3. That if the Washoe County Board of County Commissioners does not adopt the master plan amendments as presented here, or if the Regional Planning Commission does not make the determination required by NRS 278.0282, this Resolution becomes void.

ADOPTED on September 16, 2014.

WASHOE COUNTY PLANNING COMMISSION

ATTEST:

Carl R. Webb, Jr., AICP, Secretary

Roger M. Edwards, Chairman

**Excerpt of Proposed Changes to the Spanish Springs
Area Plan; all changes are in red font.**



**Department of
Community Development**

Master Plan Spanish Springs Area Plan

Draft Revision August 8, 2014

WASHOE COUNTY



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Character Statement

The Spanish Springs community is located in the scenic Spanish Springs Valley, along the northern border of the City of Sparks. Over time, the community has evolved from its roots in ranching, agriculture and mining into an area of mixed land uses. Over the next 20 years, the community will provide a range of employment opportunities and a more limited, but still mixed, range of residential opportunities. Over this period, the distribution of land uses and the provision of public facilities and infrastructure will preserve and facilitate a community character that merges Spanish Springs' scenic, low-density, rural and western heritage with suburban residential, employment and commercial opportunities. Increasing employment opportunities will make it possible for more Spanish Springs residents to choose to work close to home, while an efficient Regional Transportation System will provide substantial and efficient links to the greater region.

The existing and desired land use pattern in the Spanish Springs planning area is discussed in the following text. A distinct suburban core is, and will continue to be, concentrated along Pyramid Highway. This suburban core includes a broad mix of non-residential uses together with residential densities of up to three dwelling units per acre **or up to 9 dwelling units per acre in the Village Residential Community Management Area (VRCMA)**. These suburban land uses are located predominately, but not exclusively, on the west side of Pyramid Highway. Outside the suburban core, a transition to a more rural character occurs. This transition occurs most rapidly in the west as elevation increases along the western slopes of the Spanish Springs Valley. To the north and east, the transition to rural stretches out into the valley and includes lower density, suburban residential opportunities (one- to five-acre parcels). The area outside the suburban core and transition area is predominately of a rural character with rural residential densities (five plus acre parcels) and agricultural land uses. Aggregate mining is a significant component of the local landscape and is found in both the suburban and rural areas. To the south is the heavily suburbanized northern portion of the City of Sparks.

The suburban core, together with the transition zone, will be known as the Suburban Character Management Area (SCMA) **and the Village Residential Character Management Area (VRCMA)**. **This** ~~These~~ areas will contain all commercial land use designations and residential densities greater than one unit per ten acres. The Suburban Character Management Area including the VRCMA will be the designated growth area in the Spanish Springs Valley. Non-residential uses in the SCMA will maintain a link to the scenic, rural, western and agricultural character of the Spanish Springs planning area by developing a built environment that respects this heritage and seeks to preserve it whenever possible. Future commercial land use designations will be aimed at providing services and employment opportunities to the local community and not the greater region.

Within the boundary of the suburban core is the VRCMA. This is an area adjacent to a mix of uses including commercial, industrial and a specific plan, and near the HAWCO Business Park. This area will allow for higher density types of housing that may include single family and multifamily land uses with a maximum density of 9 dwelling units per acre. The intent of the VRCMA is to provide for a diversity of housing types and product to support the mixed use node in the immediate area that includes commercial, industrial, and employment uses in this focused area of the SSAP.

A portion of parcel number 089-160-04, located on the west slope of the Suburban Character Management Area, has operated as a public rural community airport, under private lease from the Bureau of Land Management. This small, public-use, rural community airport has been an important contributor to the formation of the community's character. The continuing operation of the airport at this relatively small scale could continue to make positive contributions to the character of the community provided that the future development and use of the property for airport activities is consistent with basic principles of community safety and compatibility.

The area's western character is partly realized in the equestrian orientation that has evolved in a substantial portion of the area devoted to larger parcels in both the suburban and rural areas.

This equestrian character contributes significantly to a community desire to develop and maintain an integrated trail system that provides access to regional and local open space, as well as to local economic activity. The equestrian character is also closely tied to the scenic character of the Spanish Springs planning area. Open vistas of the surrounding ridges and more distant mountain ranges are an important identifying characteristic of the Spanish Springs planning area.

The tradition of scenic and recreational opportunities contributes to a strong desire for resource conservation in the community. The Spanish Springs community will participate in innovative projects that contribute to local and regional resource conservation efforts or that bring greater efficiency to the utilization of resources.

Land Use

Goal One: The pattern of land use designations in the Spanish Springs Area Plan will implement and preserve the community character described in the Character Statement.

Policies

- SS.1.1 The Spanish Springs Character Management Plan map (CMP) shall identify the Spanish Springs Suburban Character Management Area (SCMA), ~~and~~ the Spanish Springs Rural Character Management Area (RCMA), ~~and the Village Residential Character Management Area (VRCMA).~~
- SS1.2 The Policy Growth Level for the Spanish Springs Suburban Character Management Area ~~combined with~~ ~~and~~ the ~~Village Residential Character Management Area~~ is 1,500 new residential units of land use capacity ~~in total for the two areas~~. Land use intensifications will not add more than 1,500 new units of Land Use Capacity through 2025. The Washoe County Department of Community Development will be responsible for tracking increasing land use potential to ensure this growth level is not exceeded.
- SS.1.3 The following Regulatory Zones are permitted within the Spanish Springs Suburban Character Management Area:
- a. High Density Rural (HDR – One unit per 2.5 acres).
 - b. Low Density Suburban (LDS – One unit per acre).
 - c. Medium Density Suburban (MDS – Three units per acre).
 - d. High Density Suburban (HDS limited to the areas designated HDS prior to August 17, 2004, ~~with exception of the VRCMA which does allow HDS~~)
 - e. Neighborhood Commercial/Office (NC).
 - f. General Commercial (GC) – GC limited to the areas designated GC prior to August 17, 2004.
 - g. Industrial (I).
 - h. Public/Semi-Public Facilities (PSP).
 - i. Parks and Recreation (PR).
 - j. General Rural (GR).
 - k. Open Space (OS).
 - l. Medium Density Rural (MDR – One unit per 5 acres).
- SS.1.5 ~~The following Regulatory Zones are permitted within the Spanish Springs Village Residential Character Management Area~~
- a. ~~General Rural (GR – One unit per 40 acres).~~

- b. Low Density Rural (LDR – One unit per 10 acres).
- c. Public/Semi-Public Facilities (PSP).
- d. Parks and Recreation (PR).
- e. Open Space (OS).
- f. Low Density Suburban (LDS)
- g. Medium Density Suburban (MDS)
- h. High Density Suburban (HDS)

Scenic/Recreational/Cultural Resources

Goal Four: Maintain open vistas of the surrounding ridges and more distant mountain ranges, and minimize the visual impact of hillside development.

Policies

- SS.4.1 With the exception of temporary infrastructure for construction projects, Washoe County will require the underground placement of utility distribution infrastructure within the Suburban Character Management Area **and the Village Residential Character Management Area**. Utility transmission facilities will be subject to a special use permit. In considering whether to grant a special use permit or in consideration of any conditions including underground placement which may be placed upon an approval, the Planning Commission will utilize the best available information including, but not limited to, the most recent Regional Utility Corridor Report and any Environmental Impact Statement or other study undertaken regarding the proposal.

Goal Seven: The Spanish Springs planning area will contain an extensive system of parks and trails that provides the community and the region with a broad range of recreational opportunities; provides connections between major developments, recreational facilities, the Regional Trail System, public lands and schools; and contributes to the preservation and implementation of the community character.

Policies

- SS.7.9 All trails and parks shall be maintained in conformance with the Washoe County Code 60. A vegetation management plan shall be submitted to Truckee Meadows Fire Protection District for review and approval.

Water Resources – Service

Goal Fifteen: Water resources will be provided to residential and non-residential uses in a manner that implements and preserves the community character as described in the Spanish Springs Vision and Character Statement.

Policies

- SS.15.1 Whenever applicable, all development within the Spanish Springs Suburban Character Management Area **and the Village Residential Character Management Area (VRCMA)** will connect to a community water service.

Water Resources – Wastewater

Goal Sixteen: Wastewater treatment and disposal will be provided to residential and non-residential uses in a manner that implements and preserves the community character as described in the Spanish Springs Vision and Character Statement.

Policies

- SS.16.1 Whenever applicable, all development within the Spanish Springs Suburban Character Management Area **and the Village Residential Character Management Area (VRCMA)** will connect to a community sewer service.

Plan Maintenance

Goal Seventeen: Amendments to the Spanish Springs Area Plan will be for the purpose of further implementing the Vision and Character Statement, or to respond to new or changing circumstances. Amendments must conform to the Spanish Springs Vision and Character Statement. Amendments will be reviewed against a set of criteria and thresholds that are measures of the impact on, or progress toward, the Vision and Character Statement.

Policies

- SS.17.5 Except as modified by SS.17.5.1, for any amendment that proposes to expand the Suburban Character Management Area **or the Village Residential Character Management Area** into the Rural Character Management Area and/or to revise the Character Statement, the Department of Community Development has conducted a series of community visioning workshops with the Spanish Springs Citizen Advisory Board (CAB) and the results of that process, including any CAB and staff recommendations, have been included and discussed in the staff analysis of the proposed amendment; and a proposed land use change accompanies the boundary change proposal, and the land use proposal meets all of the applicable policies of the Spanish Springs Area Plan.

- SS.17.5.1 When the Truckee Meadows Regional Planning Governing Board has approved an amendment to the Truckee Meadows Service Area (TMSA) regarding land that is located partially or wholly in the Rural Character Management Area, and which land is contiguous to the boundaries of the Suburban Character Management Area **or the Village Residential Character Management Area**, that Suburban Character Management Area or **Village Residential Character Management Area** may be considered for expansion within the TMSA and without the visioning workshops described in SS.17.5 above so long as any such expansion is based on the following, and publically evaluated:
- a. The effect on services of a possible increase in residential development potential; and
 - b. The effect on services of a possible increase in commercial/industrial development potential.

Appendix C – Allowable Land Uses in the Spanish Springs Area Plan

In some instances, allowable uses within certain land use designations of the Spanish Springs Area Plan vary from those allowed for the same land use in Article 302, Allowed Uses, of the Washoe County Development Code. The following tables delineate land uses allowed for certain designations found in the Spanish Springs Area Plan. For land use designations not listed below, the land uses assigned by Article 302, Allowed Uses, of the Washoe County Development Code will apply. All other uses are prohibited.

Table C-1: Allowed Uses (Residential Use Types)

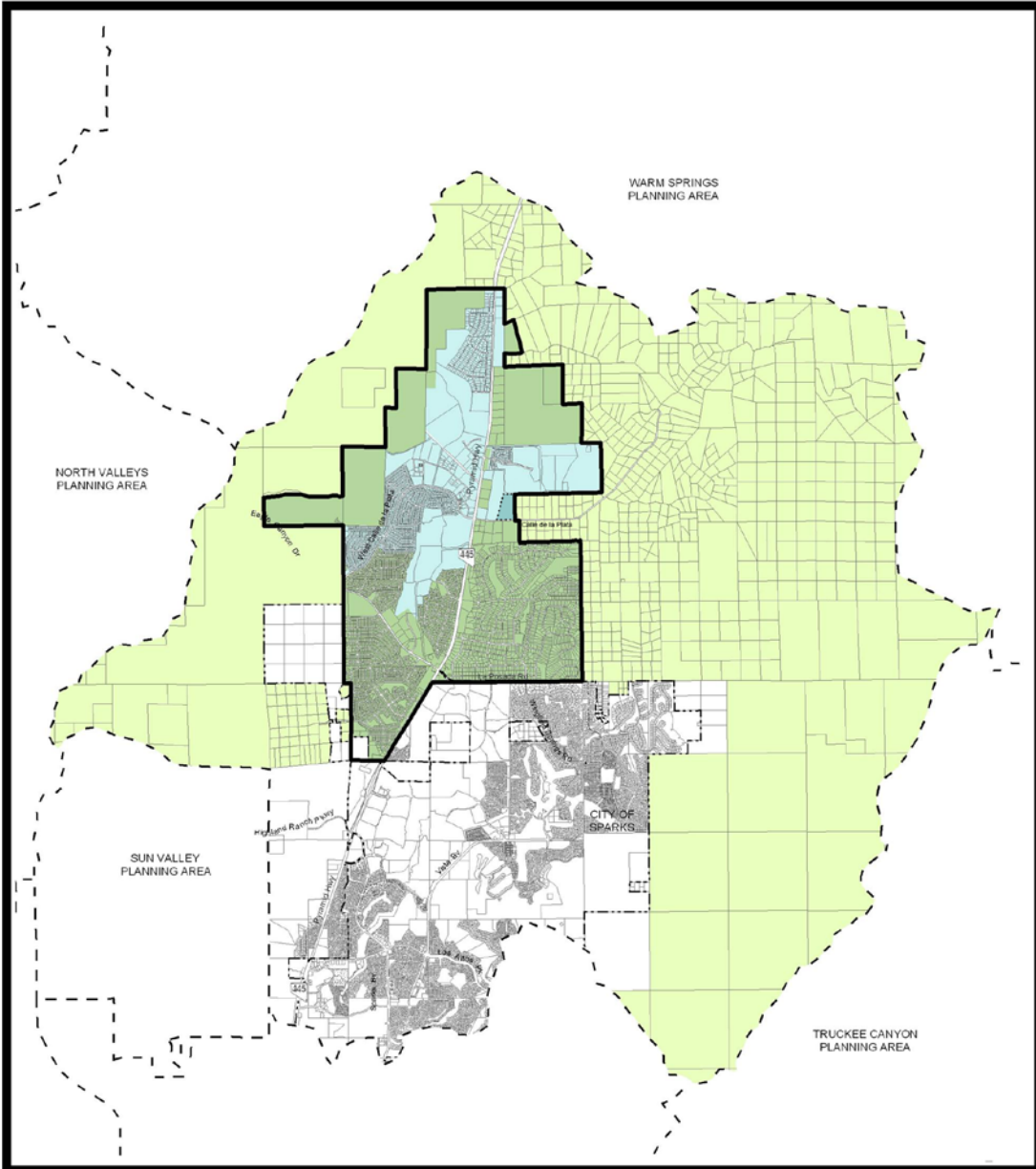
Residential Use Types (Section 110.304.15)	Residential				Non-Residential			
	HDS	MDS	LDS	LDR	NC	I	PSP	OS
Residential								
Single Family, Detached	A	A	A	A	--	--	--	--
Single Family, Attached	A	A	A	--	--	--	--	--
Duplex	A	--	--	--	--	--	--	--
Multi-Family	A	--	--	--	--	--	--	--
Attached Accessory Dwelling	--	A	A	A	--	--	--	--
Detached Accessory Dwelling	--	S1	S1	S1	--	--	--	--
Detached Accessory Structure	A	A	A	A	--	--	--	--
Residential Group Home	A	A	A	A	--	--	--	--
Manufactured Home Parks	--	--	--	--	--	--	--	--

Key: -- = Not allowed; A = Allowed; P = Administrative Permit; PR = Park Commission Approval pursuant to 110.104.40(c); S₁ = Planning Commission Special Use Permit; S₂ = Board of Adjustment Special Use Permit.







Appendix F - Maps

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Streets and Highway System Plan	F-13



SPANISH SPRINGS
CHARACTER MANAGEMENT PLAN

-  SUBURBAN CHARACTER MANAGEMENT AREA
-  VILLAGE RESIDENTIAL CHARACTER MANAGEMENT AREA
-  RURAL CHARACTER MANAGEMENT AREA
-  DESIGN GUIDELINES APPENDIX A (Spanish Springs Area Plan)
-  DESIGN GUIDELINES APPENDIX B (Spanish Springs Area Plan)
-  DESIGN GUIDELINES APPENDIX E (Spanish Springs Area Plan)

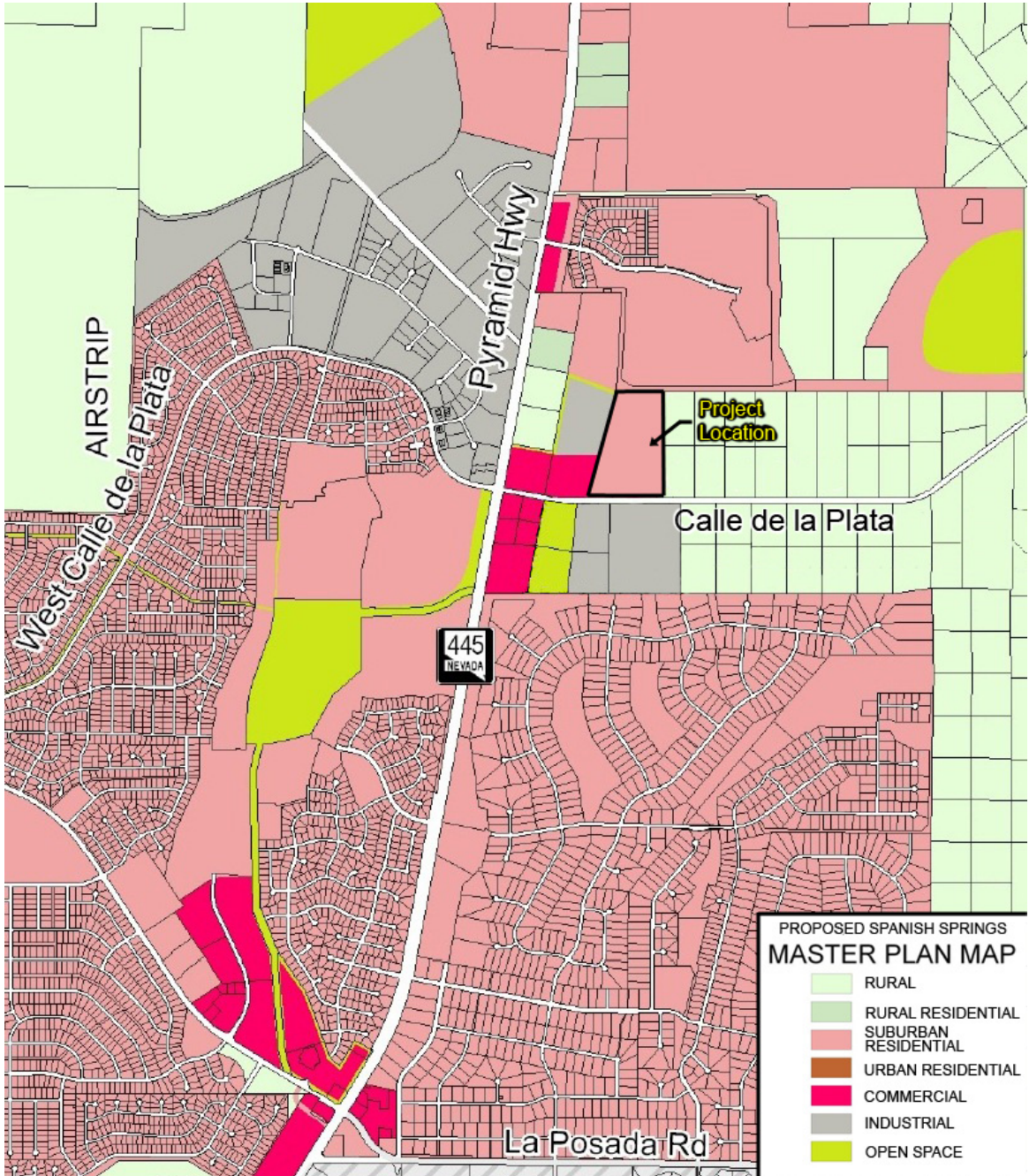
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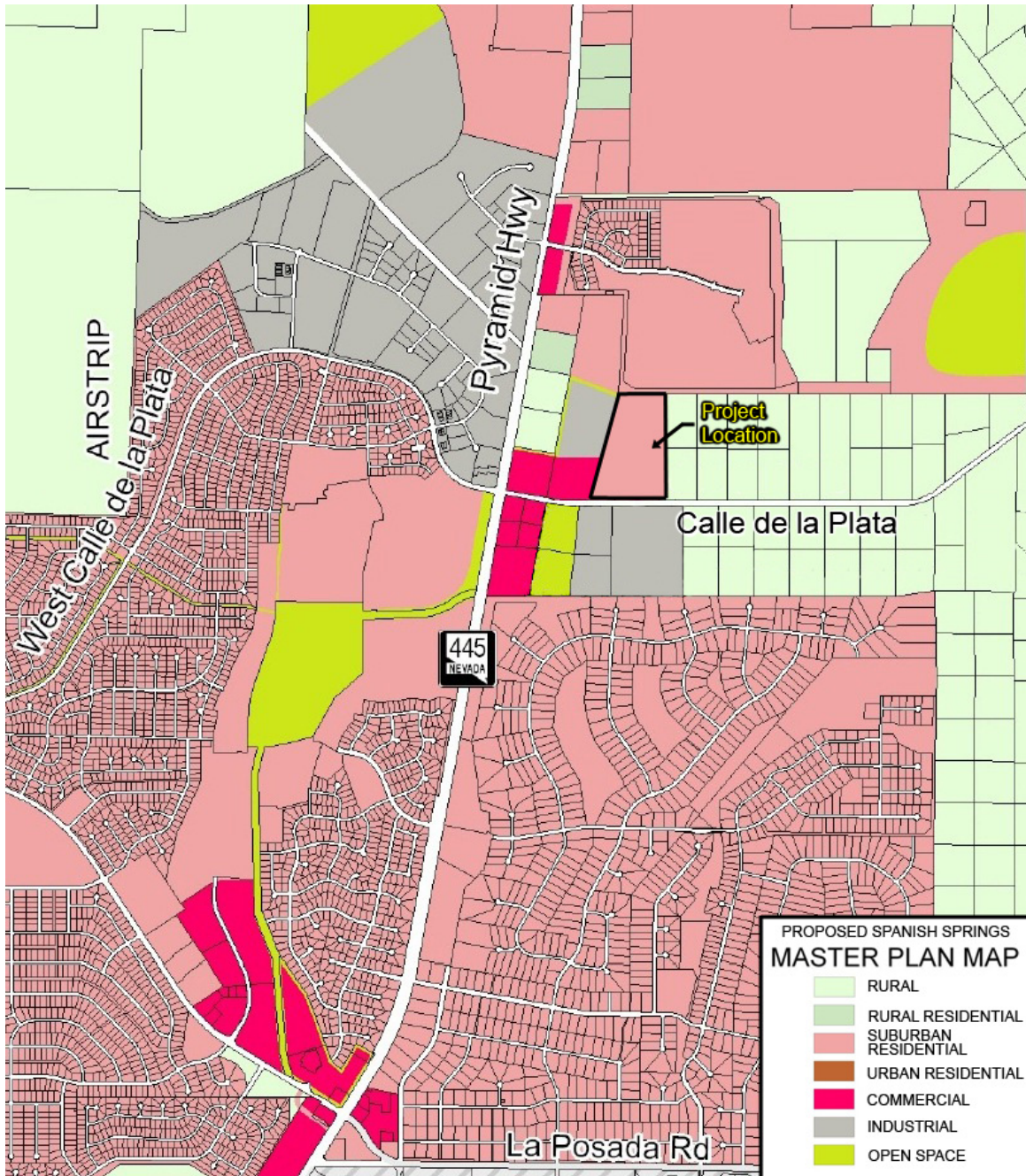
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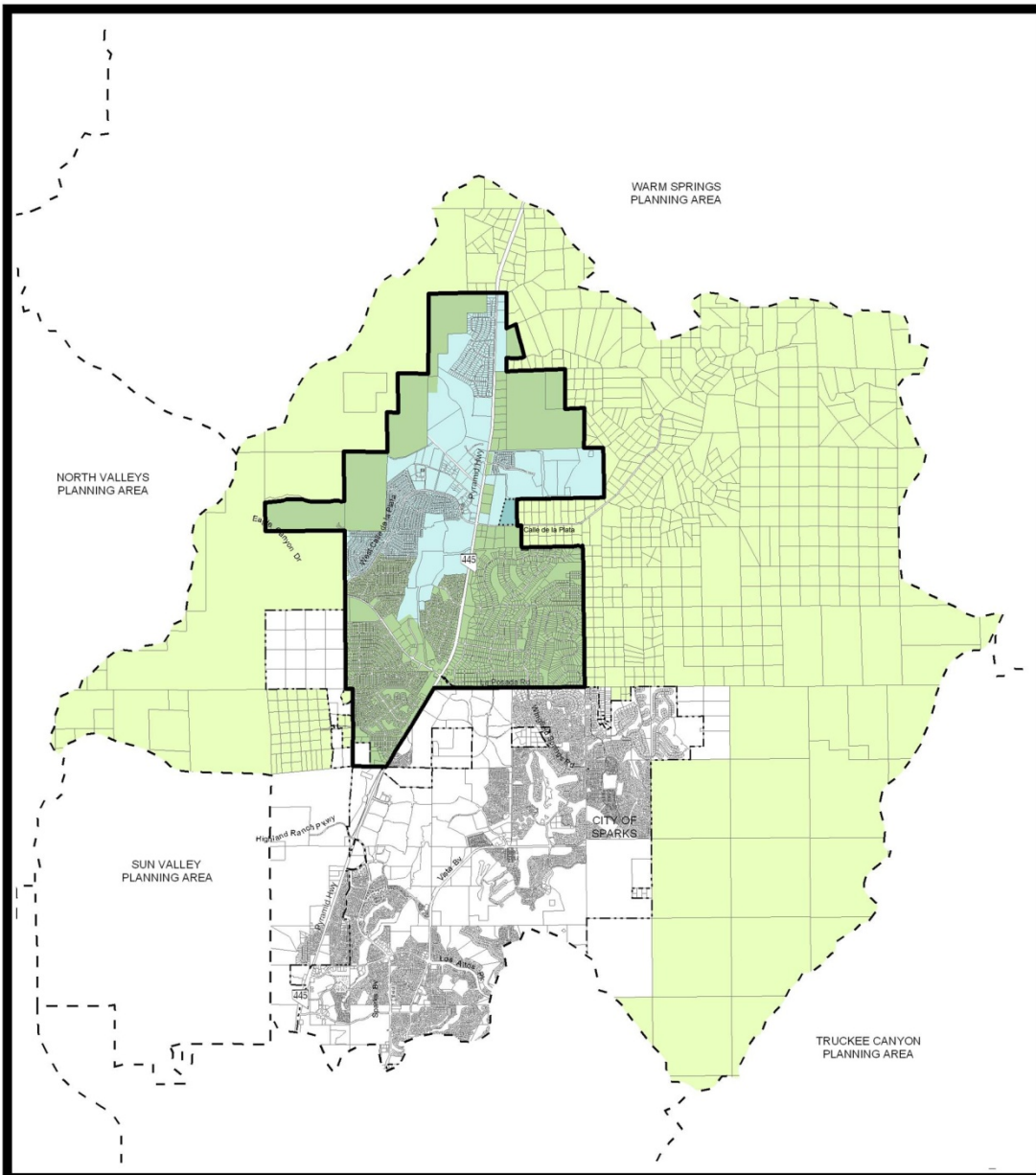


WASHOE COUNTY
NEVADA







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SPANISH SPRINGS
CHARACTER MANAGEMENT PLAN

-  SUBURBAN CHARACTER MANAGEMENT AREA
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Appendix E – Village Residential Design Guidelines

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I. Introduction

Area Location

Village Residential Character Management Area (VRCMA) is located on the north side of Calle de la Plata, east of Pyramid Highway in Spanish Springs. The area consists of 39.83± acres. Figure 1 (below), shows the location.

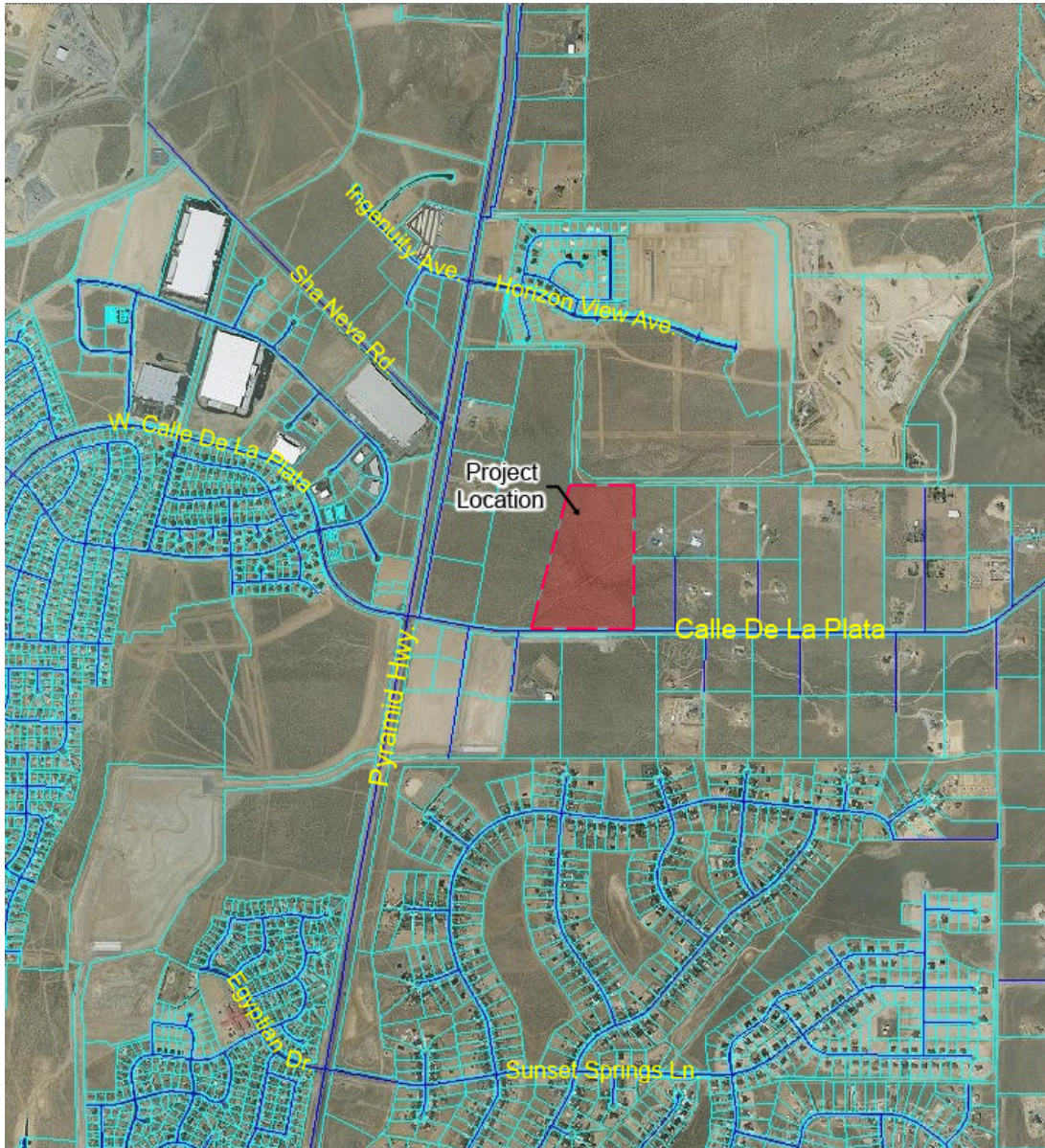


Figure 1 - Location Map

Area Concept/Description

VRCMA is planned for residential uses that may include multi-family, attached/detached single family project, or group home to support the mix of land uses and employment in the Spanish Springs valley.

Statement & Purpose of the Area:

The VRCMA is a planning tool to allow more precise implementation of a zone by requiring detailed planning to protect the natural environment, ensure compatible uses, conserve energy, achieve coherent and diverse development patterns, and ensure that roads and other infrastructure are adequate to serve new development.

VRCMA Goals:

The following specific goals for the VRCMA are implemented with the standards in this Appendix of the Spanish Springs Area Plan.

I. Protect the Natural Environment:

Goal 1: To promote environmental stewardship by using low impact development (LID), and sustainable site development practices.

II. Create diverse development patterns:

Goal 2: To promote community sustainability by providing a mix of residential uses near an area with commercial and industrial uses to serve the diverse population of Spanish Springs and reduce commutes out of the valley.

III. Infrastructure:

Goal 3: The area will improve some public facility plans which could include the construction of a planned signalized intersection at Calle de la Plata and Pyramid Highway subject to applicable laws, regulations, and codes.

II. Development Standards

VRCMA requires specific design standards if the proposed project exceeds 5 dwelling units per acre. The standards offer some flexibility in terms of architectural quality, required landscaping, streetscape treatments, and similar standards. The Development Standards promote design compatibility with adjacent uses, relate to the surrounding environment, provide proportional sizes/arrangements of buildings, and provide project amenities.

Standards Not Addressed

Any development standards not addressed within this Appendix are subject to the requirements set forth in the Master Plan and Washoe County Development Code in effect at the time of building permit application submittals.

Density

The maximum density for any use shall be 5 dwellings per acre for any single family use and a maximum of 9 dwellings per acre for a multi family use not to exceed 360 dwelling units.

VRCMA Land Use

Land use in this area has a master planned land use of Suburban Residential. The allowed uses are subject to the standards and conditions outlined within this appendix.

Site Planning

Setbacks:

The setback standards are sensitive to adjacent uses, and promote a consistent streetscape along Calle de la Plata.

Table 1 (below) provides a summary of the required perimeter building setbacks within the site.

Table 1 - Building Setbacks

Location	Setback Requirement
Adjacent to Calle de la Plata	20 feet
North	50 feet ¹
West	50 feet ¹
East	120 feet ²

¹See Figure 2 on page 14 which shows the buffer along the north and west property lines.

²See Figure 3 on page 15 which shows the buffer along the east property line.

Refer to the Buffer section of this appendix for required landscaping within setback area.

Trash Enclosures

- All trash enclosures shall be visually screened with a solid non-combustible enclosure. A 6' (foot) minimum height shall be required to fully screen trash dumpsters.
- Trash enclosure colors shall match the primary colors of the buildings in which they serve.
- A minimum of one 6' (foot) evergreen tree and 5 shrubs (2-gallon minimum) shall be planted on all sides of the trash enclosure without a gate.
- Trash enclosures do not require landscaping when screened with masonry walls that blend with the building architecture (colors and materials).
- Trash enclosure openings shall include gates that provide a minimum 80% screening of dumpster areas.

Circulation & Sidewalks

Pedestrian circulation standards are to create a safe and efficient system with connections to building entrances, project amenities, and recreation areas.

- A minimum 5' (foot) wide sidewalk is required along the project's Calle de la Plata frontage, providing a connection to the neighborhood commercial properties to the west. The sidewalk may either meander within the 20' (foot) required landscape setback or parallel the right-of-way.
- Sidewalks shall be provided adjacent to primary building entrances and are required to meet applicable ADA standards.
- Ownership and maintenance of internal paths/walks shall be the responsibility of the Master Developer or the subsequent tenant or owners association.

- An extensive pedestrian path is required throughout the project which includes a path in the buffer areas. This includes a connection to the Regional Trail planned near the north property line on the adjacent parcel to the north.

Fences & Walls

- Maximum fence height for any perimeter fencing shall be 6' (feet). Perimeter fencing may consist of wood, vinyl, split-rail, or masonry. Chain link fencing is prohibited along the perimeter of the project. Solid fencing is prohibited for use in the buffer areas. Perimeter refers to the exterior boundaries of the site, not internal lots or spaces.
- Fencing within the front yard or along the Calle de la Plata frontage is prohibited.
- Storage yards may be screened with fencing up to 6' (feet) in height. Chain link fencing must use wood or vinyl slats to provide screening.
- Fences and walls adjacent to buildings shall be architecturally integrated by using consistent color/finish, and materials.

Architecture

The architectural standards below apply to any use and buildings within the project area.

Design Guidelines

- Primary building entries shall be identifiable and accessible. Primary building entries shall be highlighted by features such as overhangs, awnings, trellises, or special plantings/planters.
- Stylized façade treatments that complement the intended architectural character shall be permitted.
- Exterior building colors shall use earth tones, consistent with the architectural styles and renderings illustrated in the Spanish Springs Area Plan. Vibrant colors may be used to accent architectural features, and project entries.
- Exterior elements and accent materials (to include masonry, stucco, rock, and wood) shall be limited in quantity, and must consider compatibility and scale with the buildings. These materials shall not detract from the building's overall appearance.
- Final elevations and architecture will vary but must comply with the Design Standards included with this Appendix.

Building Massing and Form

- All buildings must consider pedestrian scale. Buildings should provide articulation and dimension to add visual interest, windows (real or false) to break-up large building masses.
- Building exterior walls shall include some of the following elements:
 - Design that gives the appearance of multiple structures when functionally possible.
 - Offsetting building planes through wall step backs.
 - Treatment with materials to ensure visual interest.
 - Clustering small-scale elements such as planter walls, pilasters, and columns around the major form.
- Rear and side elevations on all alone structures shall include articulation and wall treatments

related to the primary façade when visible from Calle de la Plata.

- Rear or side facades on all buildings should include the same design elements as the front façade adjacent to shared property lines.
- Measures to address side and rear articulation will include the use of varied colors, and articulation such as pillars, posts, awnings, and trellises.

Mechanical Equipment

- Exterior mechanical equipment shall be designed and maintained in an orderly, compact manner. Equipment colors shall blend with the building architecture or blend with the natural background, as appropriate.
- All roof-mounted equipment shall be screened with use of parapet walls, or screens including color(s) of the primary structure including the rear of stationary solar panels.
- Exterior mounted electrical equipment shall be located where it is screened from public view. It shall not be located on the public street side of any building unless screened with a wall or non-deciduous plantings.

Building Materials

- Building entrances shall include overhangs, awnings, trellises, or similar elements to identify primary access points. Natural stone or wood for accents around entrances, or wainscoting is encouraged.
- Materials shall blend existing buildings within the project to provide some level of overall consistency.
- Drainage pipes may be located on primary facades if incorporated into the overall architectural design of the structure.

Parking Lot Lighting

- Parking lot lighting is required for public safety. This lighting shall be designed and located to minimize direct glare onto adjoining residential property.
- Parking lot lighting shall not exceed 12' (feet) in height measured from the adjacent finished grade of parking lot.
- Parking lot lighting shall incorporate dimming features to reduce the overall brightness between the hours of 10:0pm to 6:00 am, 7 days per week.
- All exterior lighting shall use energy efficient lighting standards such as low pressure sodium lamps, high pressure sodium lamps, or metal halide lamps. Mercury vapor lighting shall be prohibited.

Landscaping

General Requirements

Landscaping shall comply with the provisions of Article 412 in the Washoe County Development Code and the standards in the Spanish Springs Area Plan for any standard not addressed in this appendix.

- A minimum of 20% of the project area. Decorative hardscape including stamped/colored concrete, pavers or similar product shall count towards total landscape area (up to ¼) of the 20% requirement.
- All non-turf ground surfaces within landscape areas shall include rock mulch, bark mulch, pine needles or acceptable mulching options, placed over a pre-emergent herbicide application and/or weed barrier film.
- Plantings shall include those approved within the planting palette included in the Spanish Springs Area Plan, with additions noted in the planting palette section.
- The use of turf is discouraged to promote an environmentally sustainable project design.
- Effluent water used for landscape irrigation and recharge is highly encouraged. The Master Developer may be required to provide “dry lines” to bring effluent lines to the site. The timing of constructing these lines is addressed in the Sustainability section if applicable.

Calle De La Plata Streetscape

- A 20' (foot) minimum landscape strip shall be provided along Calle de la Plata. No buildings or parking areas shall encroach into this area.
- A 5' (foot) wide concrete sidewalk shall be constructed within the 20' (foot) landscape area. The sidewalk may either parallel the right-of-way at the curb line, or meander through the landscape area in private property. If located in private property, it shall require granting of a public access easement to Washoe County.
- Trees within the streetscape shall be planted a minimum of one tree per 25' lineal feet of Calle de la Plata frontage. Plantings shall include a mix of evergreen and deciduous trees at the discretion of the landscape architect to create visual interest and accent architecture.
- Deciduous trees shall be a minimum 1.5" (inch) caliper at time of planting, with evergreen trees at a minimum of 8' (feet) height at time of planting. A minimum of 5 shrubs (2 gallon minimum) shall be planted for every tree within the Calle de la Plata streetscape.
- Use of lawn, berming, and landscape boulders may be included into the Calle de la Plata streetscape design at the discretion of the landscape architect.

Planting Palette

An amended list of plant material in addition to those noted in the SSAP may be used in the project at the sole discretion of the landscape architect. Selections must consider the intended desert landscape theme as related to the sustainability features of the project with a preference to using plant material native to northern Nevada.

Buffering

Landscape buffers are included in the building setbacks areas that are required on the north, east and west property lines of the site (see Figures 2 and 3). Compatibility measures must address noise, parking, lighting, and visual intensity created by building scale and massing. These buffers use the following design criteria to ensure compatible development with the existing land uses:

- East Property Line Buffer – Buildings shall be set back 70' from the buffer for a total width of 120' as shown in Figure 2 . The 50' buffer area shall include 90 evergreen trees (size of trees per WC code at time of planting) adjacent to APN's 534-562-05 and 06.
- East property line berming – A berm is required along the east property line that will be range in height from 4' to 6' and will be 15' to 20' wide within the 50' buffer area.

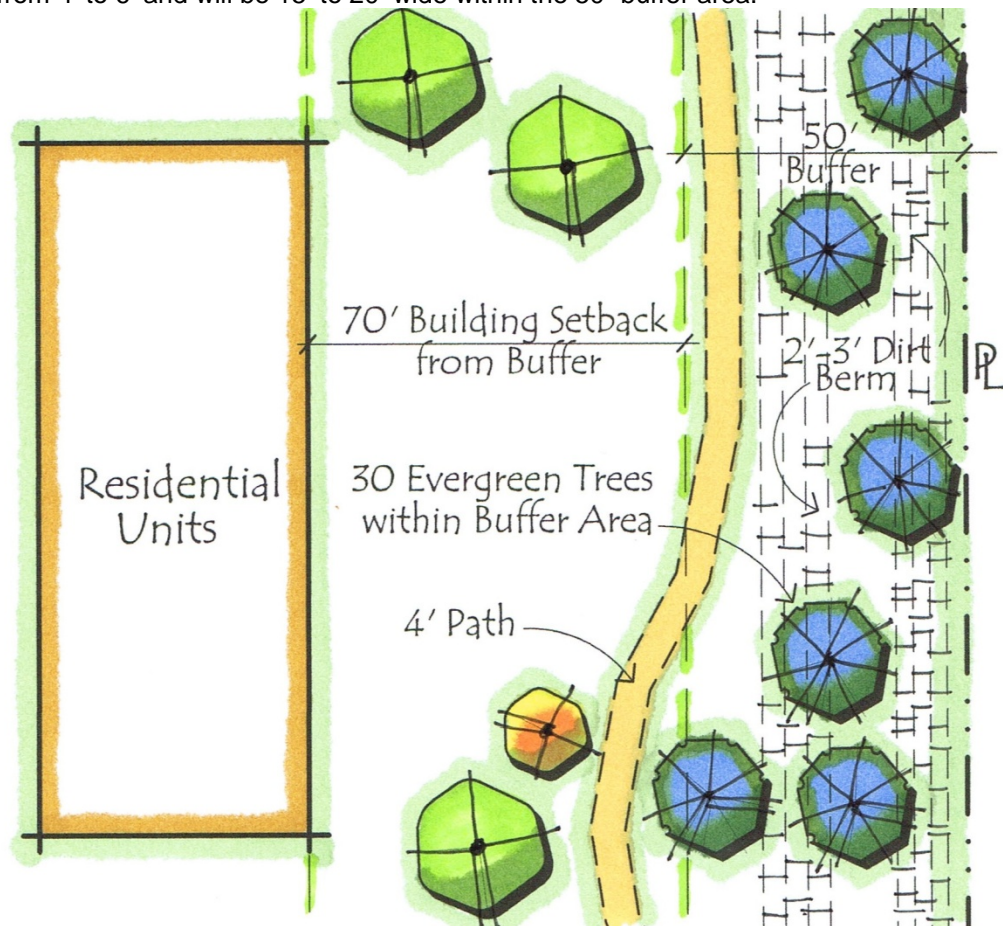


Figure 2 – East Property Line Buffer

- Access and Parking (all buffers) - There is no parking or access allowed unless required for emergency vehicle circulation or fire doors for buildings. There may be a trail or pedestrian path within the setback areas for all or any sides of the site.
- Landscape Screening (all buffers) - Landscaping shall be provided at a rate of 50% evergreen trees and 50% deciduous trees with a planting density that is required by the development code for the buffer area. This planting mix is to provide a reasonable screening of all buildings along these property lines. It shall be the professional discretion of the landscape architect to determine the location of plant material, and selection of plant material with emphasis providing proper and responsible mitigation. This is in addition to the required evergreen trees for screening along the east property line buffer.
- Lighting – Lighting on the exterior of buildings is restricted to security lighting.

- West and North property line buffers – All buildings adjacent to the north and west property lines shall maintain at least a 50' (foot) building setback from the property line as shown in Figure 3 below.



Figure 3 – West and North property line Buffer

Recreational Amenities

The developer shall provide project amenities as shown in the site plan. The extent and quantity of amenities shall be determined with a specific development plan at time of building permit, and may include several of the following options:

- a) A clubhouse
- b) A swimming pool & Recreation Center
- c) An Open Space and Trail Plan
- d) Dog run areas
- e) Picnic and group BBQ areas

Turf Areas:

A "water catchment area" or a planting bed shall separate lawn areas from hard

surfaces such as streets and sidewalks in order to catch runoff (see Figure 4 below).

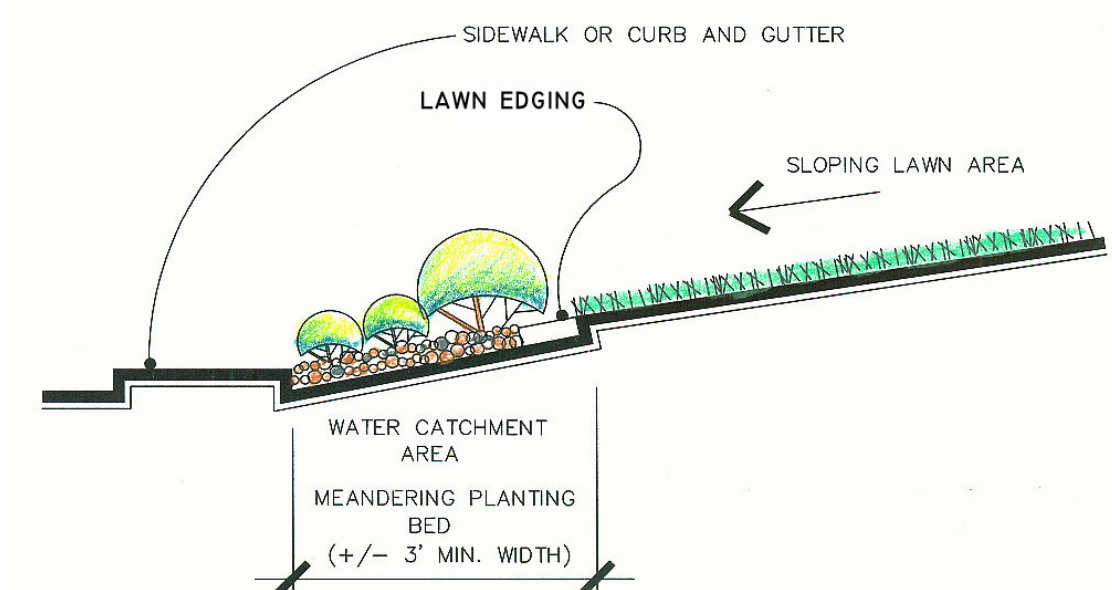


Figure 4 – Turf Areas

Sustainability/Low Impact Development (LID) Standards

LID standards and techniques shall be used in the development of the site. These techniques will reduce storm water runoff and reduce impacts linked to land development, and hydrologic functions of the site. LID attempts to parallel natural hydrology by using processes to infiltrate and evaporate storm water.

LID standards shall include a mix of some of the following design solutions and criteria:

- Design infiltration basins where possible. These are shallow depressions in the landscape with specific soils and vegetation to assist in infiltrating. The water catchment areas noted in Figure 7 for turf are a positive LID feature to infiltrate irrigation and stormwater runoff.
- Use grass drainage swales where possible as an alternative to curbs, gutters, and pipes. Water moving in swales is slowed and percolates into the ground.
- Reduce the extent and size of storm detention ponds with use of infiltration ponds and drainage swales in landscape areas
- Use efficient irrigation technology for landscape areas to avoid generating offsite runoff.
- Minimize the use of impervious surfaces by meeting precise parking demands that may reduce the amount of parking spaces provided and reduce the amount of impervious surface. This is further accomplished by providing alternative modes of transportation to the site.
- Disconnect hydrologic elements (roofs, downspouts, parking areas) in design.
- All structures shall include elements of the Sierra Green building program.
- The Landlord shall have recycling programs including recycling bins for domestic recycling (i.e. cans, bottles, paper).

- The landlord shall provide a bicycle or motorcycle racks to encourage several modes of transportation. The number of racks will be based on total parking demand.
- Effluent water shall be required for landscape irrigation when made available by Washoe County to the Spanish Springs Valley and this site. Timing of the connection or transition to effluent irrigation shall be linked to a future development phase that is pending approval if the effluent lines are made available to the site. Effluent irrigation is not required retroactively to site improvements completed prior to the effluent lines being available to the site.
- Bike and pedestrian paths are important for circulation to encourage these modes of transportation to the project for employees and tenants.

III. Administration

Project Phasing

VRCMA is planned to be a single phase project. However, 2 phases may be allowed without a plan amendment. The following 3 conditions shall be satisfied with specific phasing requirements:

1. The perimeter landscaping and the buffer adjacent to a respective building phase along the west and east property lines shall be installed prior to the issuance of the certificate of occupancy for the building in each phase.
2. The 5' wide sidewalk along Calle de la Plata shall be installed prior to the issuance of the first certificate of occupancy for any structure in the 1st phase.
3. Signalization and Intersection improvements to the Calle de la Plata/Pyramid Highway intersection, as detailed in the Fehr & Peers Analysis dated May 2012 must be constructed prior to any occupancy permit for the first phase of development.

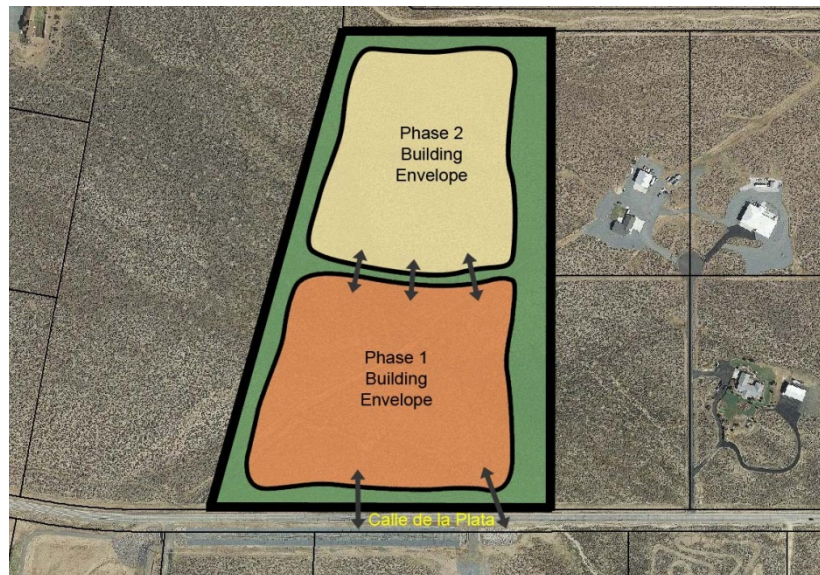


Figure 5 - Phasing Plan

Transportation Improvements

The Master Developer shall make provisions to dedicate a bus pad easement for future service by the RTC's Citifare system, or any future public transit service within the project area or on Calle De La Plata. Timing will be determined by the RTC.

The Master Developer intends to construct improvements at the Pyramid Highway/Calle De La Plata intersection at his discretion based on warrants being met. The warrants and timing may vary based on the density of the project being proposed, ie single family versus multi family. These improvements may be necessary prior to completing a building phase to accelerate overall construction progress. The timing of this improvement will require approval by Washoe County and RTC. The Master Developer will pay the full improvement costs of the signal and be reimbursed by other contributing/benefitting projects or pay a pro rata share contribution toward the signalization depending on the timing of the improvements. Pro rata shares will be collected and administered by the appropriate governing body.

Subsequent Review Requirements

Per the Allowed Uses section, any use within the project area will require subsequent review by Washoe County in the form of either a building permit or Administrative Permit.

Discretionary Permits shall use the Washoe County Department of Community Development application forms and include the applicable filing fee, complying with all submittal requirements as outlined on the County application form(s). Processing of these requests shall follow the guidelines/timeframes established by Washoe County.

Design Flexibility

The final development plan, standards, and regulations contained in this appendix are intended to depict the nature and intensity of the development proposed within Village at the Peak. Sufficient flexibility provided by Washoe County shall be allowed for the Master Developer to permit detailed planning and design at time of actual development. The configuration and acreage of development parcels and phases may be altered at Master developer's discretion based on detailed site conditions.

Omissions

In cases where the regulations in this appendix do not specifically address a standard/subject, the provisions of the Washoe County Development Code, Washoe County Comprehensive Plan, Spanish Springs Area Plan, and/or Nevada Revised Statutes in effect at that time shall prevail.

Definitions

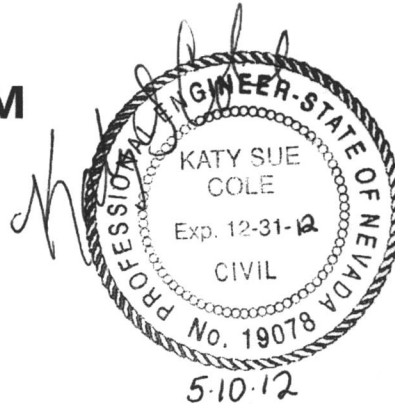
There are a variety of words and phrases that are used commonly throughout this appendix. The following is a brief list defining the terms that are used throughout this document:

1. **Administrator:** "Administrator" shall mean the Washoe County Community Development Director or their lawfully designated representatives.
2. **Architect:** "Architect" shall mean design individual or firm contracted by the Master Developer to design the buildings to be constructed and who is registered to practice architecture in the State of Nevada.
3. **County:** "County" shall mean Washoe County, Nevada.
4. **Code:** "Code" shall refer to the Washoe County Development Code and its adopted Articles.
5. **Design Standards:** "Design Standards" shall refer to the contents of this appendix and any subsequent revisions approved by Washoe County.

6. **Master Developer:** "Master Developer" shall mean Sugarloaf Peak, LLC its successors or assigns, of all or part of this project.
7. **Project:** The provisions for development of a multi family, attached single family, group home, or single family residential project referred to as: Village at the Peak.

FEHR & PEERS

MEMORANDUM



Date: May 10, 2012
To: Mr. Jim House, Sugarload Peak LLC
Ms. Sandra Waltman, Sugarloaf Peak LLC
cc: Mr. John Krmpotic, KLS Planning and Design Group
From: Katy Cole, P.E., Fehr & Peers
Marissa Harned, P.E., Fehr & Peers
Subject: **Village at the Peak Traffic Impact Study – Sugarloaf Peak Property**

NV12-0499

This technical memorandum provides a summary of the data collection and traffic analysis performed for the Sugarloaf Peak property north of Calle de la Plata and east of Pyramid Highway (shown on attached **Figure 1**).

SUMMARY OF CONCLUSIONS

The following provides a summary of findings based on the analysis presented in this report:

- The proposed zoning (Specific Plan, conforming to High Density Suburban standards for up to 360 multi-family units) would generate significantly less traffic (more than 5,000 less daily trips) than the property built-out under the existing zoning.
- The Pyramid Highway/Calle de la Plata intersection currently operates at an unacceptable level of service F during the AM and PM peak hours. Based on existing traffic volumes, the intersection meets Peak Hour and Four-Hour Vehicle Volume traffic signal warrant criteria. The Spanish Springs Area Plan recognizes that a traffic signal is needed at the intersection to address the current situation.
- Build out of multi-family residential on the project site will increase delay at the Pyramid Highway/Calle de la Plata intersection. If a traffic signal is not installed at the Pyramid Highway/Calle de la Plata intersection prior to construction of the project, the project



Note that since the traffic signal is necessary to accommodate existing traffic volumes, the project should not be fully financially responsible for the improvements, and should only be responsible for a fair share based on the traffic volumes generated at the intersection by the project site.

- The Regional Transportation Commission's (RTC) *Regional Transportation Plan* (RTP) includes future regional roadway improvements to increase capacity on Pyramid Highway in the project vicinity. The *RTP* specifically indicates the following improvements:
 - Pyramid Highway – Widen from two lanes to four lanes, from Egyptian Drive to Calle de la Plata by 2018
 - Pyramid Highway – Widen from two lanes to four lanes, from Calle de la Plata to Winnemucca Ranch Road by 2030
 - Pyramid Highway – Widen from four lanes to six lanes, from Egyptian Drive to Calle de la Plata by 2030
- The 2030 analysis demonstrates adequate regional roadway improvements are planned to accommodate regional growth, approved but not yet constructed projects near the Pyramid Highway/Calle de la Plata intersection, and the proposed project

INTRODUCTION

PROJECT DESCRIPTION

The Sugarloaf Peak property is 39.8 acres and has the following zoning: 17.7 acres Neighborhood Commercial, 20 acres Industrial, and 2 acres Open Space. The proposed project would change the current zoning to Specific Plan, which would conform to High Density Suburban zoning standards. High Density Suburban would allow up to 9 multi-family units per acre for a total of 360 multi-family residential units.



STUDY INTERSECTIONS AND ROADWAY SEGMENTS

The following intersections were analyzed during the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hours:

- Pyramid Highway/Calle de la Plata
- Calle de la Plata/Project Driveway 1
- Calle de la Plata/Project Driveway 2

Daily traffic volume data was analyzed for the following roadway segments:

- Pyramid Highway north of Calle de la Plata
- Pyramid Highway south of Calle de la Plata
- Calle de la Plata west of Pyramid Highway
- Calle de la Plata east of Pyramid Highway

ANALYSIS SCENARIOS

The following scenarios were analyzed with corresponding traffic volumes and roadway network configurations:

- Existing Conditions – Peak hour intersection and daily roadway segment level of service analysis was performed based on intersection turning movement volumes and roadway segment volumes collected in April 2012, and Nevada Department of Transportation (NDOT) traffic volume data collected in 2010.
- Existing Plus Project Conditions – Project generated traffic volumes (based on 360 multi-family units) were added to existing traffic volumes, and peak hour intersection and daily roadway segment level of service analysis was performed.
- 2030 Background Conditions - 2030 background conditions traffic volumes were developed based on the Regional Transportation Commission's (RTC) regional travel demand model and trip generation volumes from planned/approved projects in the area. Peak hour intersection and daily roadway segment level of service analysis was performed.



- 2030 Background Plus Project Conditions – Project generated traffic volumes were added to 2030 background traffic volumes, and peak hour intersection and daily roadway segment level of service analysis was performed.

ANALYSIS METHODOLOGY

Transportation engineers and planners commonly use the term level of service (LOS) to measure and describe the operational status of the local roadway network. An intersection or roadway segment's level of service can range from LOS A (indicating free-flow traffic conditions with little or no delay), to LOS F (representing oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays).

The analysis methods presented in the Transportation Research Board's *Highway Capacity Manual 2000 (HCM 2000)* were used to calculate level of service for signalized and unsignalized intersections.

Signalized Intersections

Signalized intersections were analyzed using the methodology contained in Chapter 16 of the *HCM 2000*. This methodology determines the level of service by comparing the average control delay for all vehicles approaching the intersection to the delay thresholds shown in **Table 1**.

Unsignalized Intersections

Unsignalized (side street stop controlled) intersection level of service calculations were conducted using the methods contained in Chapter 17 of the *HCM 2000*. The level of service rating is based on the average control delay expressed in seconds per vehicle. At side street stop controlled intersections, the control delay (and LOS) is calculated for each controlled movement, the left-turn movement from the major street, and for the entire intersection. For controlled approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. **Table 1** presents the thresholds for unsignalized intersections.



TABLE 1 INTERSECTION LEVEL OF SERVICE DEFINITIONS			
Level of Service	Description	Signalized Intersections (Average Control Delay) ¹	Unsignalized Intersections (Average Control Delay) ²
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.	≤ 10	≤10
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.	> 10 to 20	> 10 to 15
C	Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	> 20 to 35	> 15 to 25
D	Represents high-density, but stable flow.	> 35 to 55	> 25 to 35
E	Represents operating conditions at or near the capacity level.	> 55 to 80	> 35 to 50
F	Represents forced or breakdown flow.	> 80	> 50

Sources:
¹ HCM 2000, Chapter 16, Signalized Intersections. Values shown are in seconds/vehicle.
² HCM 2000, Chapter 17, Unsignalized Intersections. Values shown are in seconds/vehicle.

Roadway Segments

Table 2 provides roadway segment level of service standards as presented in the Regional Transportation Commission's (RTC) *Regional Transportation Plan (RTP)*. Roadway segment level of service is determined by comparing average daily traffic (ADT) volumes to the thresholds presented in the table.



TABLE 2 AVERAGE DAILY TRAFFIC LEVEL OF SERVICE THRESHOLDS BY FACILITY					
Facility Type	Maximum Daily Service Flow Rate (For Given LOS)				
Number of Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
Arterial - High Access Control (HAC)					
2	n/a	9,400	17,300	19,200	20,300
4	n/a	20,400	36,100	38,400	40,600
6	n/a	31,600	54,700	57,600	60,900
8	n/a	42,500	73,200	76,800	81,300
Arterial - Moderate Access Control (MAC)					
2	n/a	5,500	14,800	17,500	18,600
4	n/a	12,000	32,200	35,200	36,900
6	n/a	18,800	49,600	52,900	55,400
8	n/a	25,600	66,800	70,600	73,900
Arterial/Collector - Low Access Control (LAC)					
2	n/a	n/a	6,900	13,400	15,100
4	n/a	n/a	15,700	28,400	30,200
6	n/a	n/a	24,800	43,100	45,400
8	n/a	n/a	34,000	57,600	60,600

Source: Table 3-4 Average Daily Traffic Level of Service Thresholds By Facility Type for Roadway Planning, Washoe County Regional Transportation Plan, 2008

Level of Service Standards

The RTC has established level of service criteria for regionally significant roadways and intersections in the RTP. The RTP level of service standards for regional roadways and intersections are as follows:

- LOS D or better – All regional roadway facilities projected to carry less than 27,000 ADT at the latest RTP horizon
- LOS E or better – All regional roadway facilities projected to carry 27,000 or more ADT at the latest RTP horizon
- LOS F – Plumas Street from Plumb Lane to California Avenue
 Rock Boulevard from Glendale Avenue to Victorian Avenue
 South Virginia Street from Kietzke Lane to South McCarran Boulevard
 Sun Valley Boulevard from 2nd Avenue to 5th Avenue
 I-80 Ramps/North Virginia Street Intersection



All intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridors.

NDOT maintains a policy of LOS D or better on their facilities.

Since Pyramid Highway is an NDOT facility and is expected to carry less than 27,000 ADT, LOS D or better was used as the standard for this analysis (i.e. LOS A, B, C, or D are considered acceptable operations and LOS E or F are considered unacceptable operations).

EXISTING CONDITIONS

ROADWAY SYSTEM

Pyramid Highway is a north-south NDOT facility that runs from Interstate 80 (I-80) in the south to Pyramid Lake in the north. Pyramid Highway is a two-lane roadway with posted speed limits of 55-65 mph in the vicinity of the project. The *RTP* classifies Pyramid Highway as a High Access Control (HAC) Arterial south of Calle de la Plata and a Moderate Access Control (MAC) Arterial north of Calle de la Plata.

Calle de la Plata is a four-lane roadway west of Pyramid Highway and a two-lane roadway east of Pyramid Highway. The *RTP* classifies Calle de la Plata as a Low Access Control (LAC) Collector west of Pyramid Highway.

EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE

Intersections

Intersection turning movement counts were collected at the Pyramid Highway/Calle de la Plata intersection during the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods in April 2012. The existing volumes are shown on **Figure 2** and the raw data is provided in **Attachment 1**. Synchro computer software, which utilizes *HCM 2000* methodology was used to analyze the level of service at the study intersection. **Table 3** shows the level of service results, and the detailed calculation worksheets are provided in the **Attachment 2**.



TABLE 3 EXISTING CONDITIONS INTERSECTION LEVEL OF SERVICE RESULTS					
Intersection	Control Type ¹	AM Peak Hour		PM Peak Hour	
		Delay ²	LOS	Delay ²	LOS
Pyramid Highway/Calle de la Plata	SSSC	17 (>50)	C (F)	7 (>50)	A (F)
Notes: ¹ SSSC = Side Street Stop Control ² Delay is reported in seconds per vehicle for the overall intersection (worst movement) for unsignalized intersections. Bold indicates unacceptable operations. Source: Fehr & Peers, 2012					

As shown in Table 3, the side street approach of the Pyramid Highway/Calle de la Plata intersection (westbound Calle de la Plata) operates at LOS F during the AM and PM peak hours. The overall intersection operates at LOS C during the AM peak hour and LOS A during the PM peak hour.

Roadway Segments

Daily roadway segment traffic volumes were collected on Calle de la Plata in April 2012 using machine counting equipment. Traffic volume data on Pyramid Highway was obtained from the NDOT *Annual Traffic Report* (2010). Daily traffic volumes were compared to the RTC's Average Daily Traffic Roadway Level of Service Thresholds (shown in Table 2 of this report) to determine existing roadway segment level of service. The results are shown in **Table 4**.

TABLE 4 EXISTING CONDITIONS ROADWAY SEGMENT CAPACITY RESULTS					
Roadway	Location	Functional Classification ¹	Lanes	Daily Two-Way Traffic Volume	LOS
Pyramid Highway	South of Calle de la Plata	HAC Arterial	2	10,000	C
Pyramid Highway	North of Calle de la Plata	MAC Arterial	2	4,400	B
Calle de la Plata	West of Pyramid Highway	LAC Collector	4	5,480	C
Calle de la Plata	East of Pyramid Highway	LAC Collector	2	1,340	C
Notes: ¹ LAC = Low Access Control, MAC = Moderate Access Control, HAC = High Access Control Source: Fehr & Peers, 2012					



As shown in Table 4, Pyramid Highway and Calle de la Plata currently operate at LOS C or better, which is considered acceptable operations based on Washoe County and NDOT standards.

HISTORICAL TRAFFIC VOLUMES

NDOT's Annual Traffic Report provides Annual Average Daily Traffic (AADT) volumes on Pyramid Highway north of Calle de la Plata from 2002 to 2010. This data was used to determine historical traffic volume growth in the project vicinity. Traffic volume data on Pyramid Highway south of Calle de la Plata has only been collected since 2008 and does not provide significant historical data. Table 5 shows the historical traffic volumes and associated annual growth rate on Pyramid Highway near the project site.

Roadway	Location	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Annual Growth Rate ¹
Pyramid Highway	North of Calle de la Plata	-	3,500	3,795	4,420	4,650	5,050	4,900	4,500	4,400	4,400	2.9%

Notes: ¹ Exponential Annual Growth Rate shown.
 Source: Fehr & Peers, 2012

Table 5 shows that traffic volumes on Pyramid Highway north of Calle de la Plata have fluctuated over the last eight years, peaking in 2006 and decreasing each year since. The overall annual growth rate from 2002 to 2010 is 2.9% per year.

TRAFFIC SIGNAL WARRANT ANALYSIS

The *Manual on Uniform Traffic Control Devices (MUTCD)* provides analysis criteria for determining if a traffic signal is warranted at an intersection. The Peak Hour Vehicle Volume and Four-Hour Vehicle Volume signal warrants were analyzed for the Pyramid Highway/Calle de la Plata intersection to determine if a traffic signal is warranted based on existing traffic volumes. **Exhibits 1A and 1B** show the Peak Hour Vehicle Volume signal warrant results.



Exhibit 1A: Peak Hour Vehicle Volume Signal Warrant

AM Peak Hour

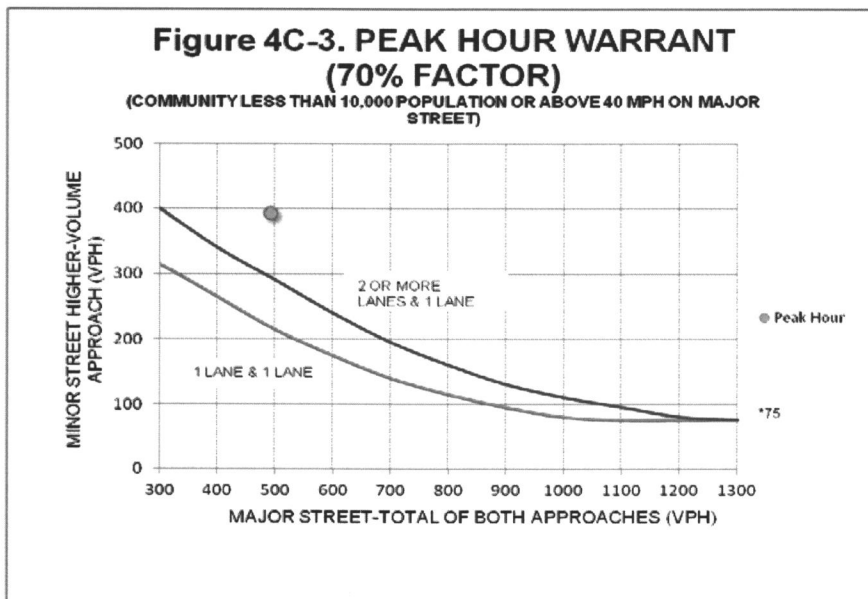
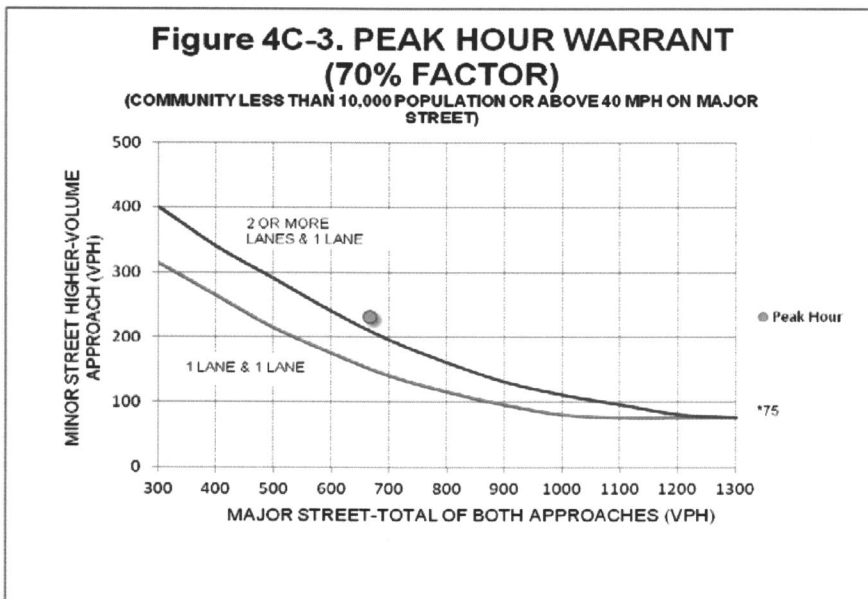


Exhibit 1B: Peak Hour Vehicle Volume Signal Warrant

PM Peak Hour

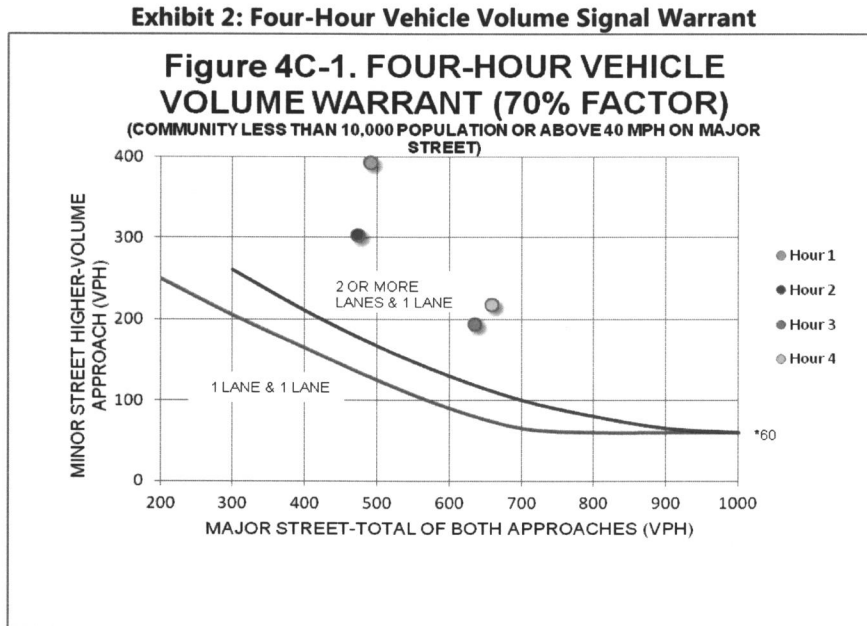


Source: MUTCD, Federal Highway Administration, 2009; Fehr & Peer, 2012



Based on the AM and PM peak hour traffic volumes at the Pyramid Highway/Calle de la Plata intersection, a traffic signal is warranted.

Exhibit 2 shows the Four-Hour Vehicle Volume signal warrant results.



Source: MUTCD, Federal Highway Administration, 2009; Fehr & Peir, 2012

Based on the traffic volumes during four hours of an average day at the Pyramid Highway/Calle de la Plata intersection, a traffic signal is warranted.

PROJECT CONDITIONS

PROJECT DESCRIPTION

The proposed project would change the current Neighborhood Commercial, Industrial, and Open Space zoning to High Density Suburban zoning. High Density Suburban zoning allows up to 9 units per acre for a total 360 multi-family dwelling units. The project will have two access driveways on Calle de la Plata.



TRIP GENERATION

Trips were generated for the proposed project based on average trip generation rates in the Institute of Transportation Engineers' (ITE) *Trip Generation, 8th Edition*. The trip generation rates for ITE Code 220 – Apartment, were used to estimate the trip generation for site because they are the highest multi-family residential rates. Using the highest rates provides flexibility as the project moves forward. For example, a for-sale condo or townhouse would generate less traffic than an apartment; therefore, 360 condos or townhouses would have a lesser effect on transportation conditions than the apartments analyzed in this report. The estimated trip generation is summarized in **Table 6**. A detailed trip generation spreadsheet is provided in **Attachment 3**.

TABLE 6 TRIP GENERATION ESTIMATE									
Land Use	ITE Code	Size ¹	Daily	AM Peak Hour			PM Peak Hour		
			Trips	In	Out	Total	In	Out	Total
Multi-Family Residential (Apartment)	220	360 du	2,394	37	147	184	145	78	223
Total Trips			2,394	37	147	184	145	78	223
Notes: ¹ du = dwelling units Source: Fehr and Peers 2012									

The project will generate approximately 2,400 daily trips, 185 AM peak hour trips, and 225 PM peak hour trips.

Existing Zoning

The Sugarloaf Peak property is currently zoned as approximately 20 acres of Industrial, 17 acres of Neighborhood Commercial, and 2 acres of Open Space. Trip generation estimates were calculated for these zoning designations assuming floor area ratios of approximately 20% and 30% for comparative purposes. This equates to approximately 175,000 – 260,000 square feet of Industrial and approximately 150,000 – 230,000 square feet of Neighborhood Commercial space. **Table 7** shows the trip generation estimates for the existing zoning, and compares it to the trip generation of the proposed project.



TABLE 7 EXISTING ZONING TRIP GENERATION ESTIMATE									
Land Use	ITE Code	Size ¹	Daily	AM Peak Hour			PM Peak Hour		
			Trips	In	Out	Total	In	Out	Total
20% Floor Area Ratio									
NC (Shopping Center)	820	150 ksf	6,441	91	59	150	275	285	560
I (General Light Industrial)	110	175 ksf	1,220	142	19	161	20	150	170
Total Trips			7,661	233	78	311	295	435	730
Proposed Project Trips			2,394	37	147	184	145	78	223
Trip Difference			5,267	196	(-69)	127	150	357	507
30% Floor Area Ratio									
NC (Shopping Center)	820	230 ksf	9,876	140	90	230	420	438	858
I (General Light Industrial)	110	260 ksf	1,812	210	29	239	30	222	252
Total Trips			11,688	350	119	469	450	660	1,110
Proposed Project Trips			2,394	37	147	184	145	78	223
Trip Difference			9,294	313	(-28)	285	305	582	887
Notes: ¹ ksf = 1,000 square feet Source: Fehr and Peers 2012									

As shown in Table 7, the proposed project (multi-family residential) will generate less traffic than the existing zoning land uses (Industrial and Neighborhood Commercial). If the existing zoning were constructed with a 20% floor area ratio, the property would generate approximately 5,300 more daily trips, 125 more AM peak hour trips, and 500 more PM peak hour trips than the proposed project.

TRIP DISTRIBUTION AND ASSIGNMENT

Existing Plus Project Trip Distribution

Project generated trips were distributed to the surrounding roadway network and study intersections based on existing travel patterns and the location of the project site relative to existing, complimentary land uses. The following trip distribution percentages were used in the existing plus project conditions analysis:

- 10% to/from the north on Pyramid Highway
- 80% to/from the south on Pyramid Highway



- 5% to/from the west on Calle de la Plata
- 5% to/from the east on Calle de la Plata

The project trip distribution and assignment for the existing plus project conditions analysis is shown on **Figure 3**.

2030 Plus Project Trip Distribution

There are a number of planned development projects in the study area that will include land uses that attract residential-based trips (i.e. commercial, industrial). These projects are expected to be constructed by 2030 and will therefore change the directional distribution of the project generated trips. The following trip distribution percentages were used in the 2030 plus project conditions analysis:

- 20% to/from the north on Pyramid Highway
- 60% to/from the south on Pyramid Highway
- 15% to/from the west on Calle de la Plata
- 5% to/from the east on Calle de la Plata

The project trip distribution and assignment for the existing plus project conditions analysis is shown on **Figure 6**.

EXISTING PLUS PROJECT CONDITIONS

EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LEVEL OF SERVICE

Vehicle trips generated by the proposed project were distributed to the surrounding roadway network and added to the existing traffic volumes for existing plus project conditions analysis.

Intersections

Table 8 presents the existing plus project conditions intersection level of service results. The intersection level of service Synchro printouts are provided in **Attachment 2**. **Figure 4** shows the existing plus project traffic volumes and lane configurations at the study intersections.



**TABLE 8
 EXISTING PLUS PROJECT CONDITIONS INTERSECTION LEVEL OF SERVICE RESULTS**

Intersection	Control Type ¹	Existing				Existing Plus Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay ²	LOS	Delay ²	LOS	Delay ²	LOS	Delay ²	LOS
Pyramid Highway/ Calle de la Plata	SSSC	17 (>50)	C (F)	7 (>50)	A (F)	>50 (>50)	F (F)	30 (>50)	D (F)
Calle de la Plata/ Driveway A	SSSC	NA	NA	NA	NA	4 (10)	A (A)	4 (9)	A (A)
Calle de la Plata/ Driveway B	SSSC	NA	NA	NA	NA	3 (9)	A (A)	3 (9)	A (A)

Notes: ¹ SSSC = Side Street Stop Control
² Delay is reported in seconds per vehicle for the overall intersection (worst movement) for unsignalized intersections.
Bold indicates unacceptable operations.
 NA = Not Applicable
 Source: Fehr & Peers, 2012

As shown in Table 6, the overall Pyramid Highway/Calle de la Plata intersection will degrade from LOS C to LOS F during AM peak hour with the project. During the PM peak hour, the side street approach (westbound Calle de la Plata) will operate at LOS F and the overall intersection will operate at LOS D. The project driveway intersections are expected to operate at LOS A during the AM and PM peak hours.

If a traffic signal is installed, the Pyramid Highway/Calle de la Plata intersection will operate at LOS C during the AM and PM peak hours.

Roadway Segments

Table 9 presents the existing plus project conditions daily roadway segment level of service results. **Figure 4** shows the existing plus project daily traffic volumes on the study roadway segments.



TABLE 9 EXISTING PLUS PROJECT CONDITIONS ROADWAY SEGMENT CAPACITY RESULTS							
Roadway	Location	Functional Classification ¹	Lanes	Existing		Existing Plus Project	
				Daily Two-Way Traffic Volume	LOS	Daily Two-Way Traffic Volume	LOS
Pyramid Highway	South of Calle de la Plata	HAC Arterial	2	10,000	C	11,920	C
Pyramid Highway	North of Calle de la Plata	MAC Arterial	2	4,400	B	4,640	B
Calle de la Plata	West of Pyramid Highway	LAC Collector	4	5,480	C	5,600	C
Calle de la Plata	East of Pyramid Highway	LAC Collector	2	1,340	C	3,620	C

Notes: ¹ LAC = Low Access Control, MAC = Moderate Access Control, HAC = High Access Control
 Source: Fehr & Peers, 2012

As shown in Table 9, the study roadway segments will continue to operate at LOS C or better with the addition of project generated traffic.

TRAFFIC SIGNAL WARRANT ANALYSIS

Exhibits 1A, 1B, and 2 show the existing conditions Peak Hour Vehicle Volume and Four-Hour Vehicle Volume signal warrant analysis results for the Pyramid Highway/Calle de la Plata intersection. Both warrants are met based on existing traffic volumes; therefore, existing plus project conditions signal warrant analyses were not performed as the project will add more traffic to the intersection, and increase the need for a traffic signal at the intersection.

2030 BACKGROUND CONDITIONS

2030 background conditions analysis includes roadway network and intersection improvements listed in the *RTP*, as well as traffic volume increases from regional growth and planned/approved projects in the area.



2030 BACKGROUND TRAFFIC VOLUMES

Regional Travel Demand Model

The 2030 background traffic volumes were developed based on RTC's regional travel demand model. The model includes regional growth based on planned/approved project in the area.

Based on direction from Washoe County staff, the RTC's regional travel demand model was used to prepare 2030 traffic forecasts for Pyramid Highway and Calle de la Plata. The model includes regional growth based on planned/approved projects in the area. The available model years are the 2008 base year and the 2030 forecast year. The difference method was used to correct inconsistencies in the base year model outputs when compared to existing traffic volumes. This correction uses the existing count data as the basis for the forecast volumes by adding the incremental difference in the model volumes between the 2008 base year and 2030 forecast year to determine the adjusted 2030 background volumes.

It should be noted that the traffic volumes at the Pyramid Highway/Calle de la Plata intersection increase by approximately five percent per year based on the travel demand model. This is considered an aggressive growth rate; therefore, the 2030 analysis should be considered conservative. In addition, the RTC is currently in the process of updating the regional travel demand model. The general consensus on the current travel demand model is that it predicts very aggressive and potentially unachievable growth rates region wide. The updated model will take a new view at future growth and provide a more realistic picture of future traffic conditions.

The regional travel demand model output and difference method calculations are provided in **Attachment 4**.

Planned/Approved Projects

There are three planned/approved development projects in the study area that were not fully accounted for in the 2030 model volumes. Trip generation and traffic volume information from their corresponding traffic studies were used to develop the final 2030 background traffic volumes. These projects include:

- *Fear Comprehensive Plan Amendment Traffic Analysis (also known as Village Green Commercial Center)* (Solaegui Engineers, 2008)



- Located at two sites south of Calle de la Plata and east of Pyramid Highway, this project includes commercial space, gas station with convenience market, drive-thru pharmacy, restaurant, car wash, and industrial space.
- Net New Trip Generation: Daily – 15,889, AM Peak – 1,116, PM Peak - 1,502
- *Campo Rico Business Center Traffic Analysis* (Solaegui Engineers, 2008)
 - Located north of Calle de la Plata along Pyramid Highway, this project includes an industrial park, residential dwelling units, and commercial space.
 - Net New Trip Generation: Daily - 13,608, AM Peak - 1,088, PM Peak - 1,423
- *Calle de la Plata/Pyramid Highway Retail Project Traffic Impact Study* (Fehr & Peers, 2007)
 - Located on the northeast corner of the Pyramid Highway/Calle de la Plata intersection, this project includes a fitness center, restaurants, commercial space, and a gas station with convenience market and car wash.
 - Net New Trip Generation: Daily – 2,941, AM Peak - 150, PM Peak - 291

ROADWAY NETWORK AND INTERSECTION IMPROVEMENTS BY OTHERS

The *RTP* lists regional roadway improvements to be completed by 2018 and 2030 including:

- Widen Pyramid Highway from Egyptian Drive to Calle de la Plata from two lanes to four lanes by 2018
- Widen Pyramid Highway from Calle de la Plata to Winnemucca Ranch Road from two lanes to four lanes by 2030
- Widen Pyramid Highway from Egyptian Drive to Calle de la Plata from four lanes to six lanes by 2030

These improvements were included in the 2030 background conditions analysis.

The Pyramid Highway/Calle de la Plata intersection meets the Peak Hour and Four-Hour Vehicle Volumes signal warrants (MUTCD) based on existing traffic volumes. In addition, the traffic analyses for the three planned/approved projects listed above all discuss the need for a traffic signal at the Pyramid Highway/Calle de la Plata intersection, as well as the Spanish Springs Area Plan. Therefore, under 2030 conditions, the study intersection was analyzed with a traffic signal.

The necessary intersection lane configurations, including left and right-turn pockets, were determined based on the 2030 background conditions AM and PM peak hour analysis. It is



reasonable to assume that these improvements would be constructed with the RTP planned widening of Pyramid Highway and Calle de la Plata.

Figure 5 shows the 2030 background traffic volumes and the assumed intersection lane configurations.

2030 LEVEL OF SERVICE

Intersections

Table 10 shows the 2030 background conditions intersection level of service results, and the detailed calculation worksheets are provided in **Attachment 2**.

TABLE 10 EXISTING CONDITIONS INTERSECTION LEVEL OF SERVICE RESULTS					
Intersection	Control Type ¹	AM Peak Hour		PM Peak Hour	
		Delay ²	LOS	Delay ²	LOS
Pyramid Highway/Calle de la Plata	Signal	26	C	43	D
Notes: ¹ SSSC = Side Street Stop Control ² Delay is reported in seconds per vehicle for the overall intersection (worst movement) for unsignalized intersections. Bold indicates unacceptable operations. Source: Fehr & Peers, 2012					

As shown in Table 10, the Pyramid Highway/Calle de la Plata will operate at LOS D or better during the AM and PM peak hours with the 2030 background traffic volumes and proposed intersection lane configurations.

Roadway Segments

The 2030 daily roadway segment level of service results are shown in **Table 11**.



TABLE 11 2030 BACKGROUND CONDITIONS ROADWAY SEGMENT CAPACITY RESULTS					
Roadway	Location	Functional Classification¹	Lanes	Daily Two-Way Traffic Volume	LOS
Pyramid Highway	South of Calle de la Plata	HAC Arterial	6	47,190	C
Pyramid Highway	North of Calle de la Plata	MAC Arterial	4	26,010	C
Calle de la Plata	West of Pyramid Highway	LAC Collector	4	10,730	C
Calle de la Plata	East of Pyramid Highway	LAC Collector	2	3,930	C

Notes: ¹ LAC = Low Access Control, MAC = Moderate Access Control, HAC = High Access Control
 Source: Fehr & Peers, 2012

As shown in Table 11, Pyramid Highway and Calle de la Plata currently will operate at LOS C with 2030 traffic volumes and proposed roadway improvements.

2030 PLUS PROJECT CONDITIONS

2030 PLUS PROJECT TRAFFIC VOLUMES AND LEVEL OF SERVICE

Vehicle trips generated by the proposed project were distributed to the surrounding roadway network and added to the 2030 background traffic volumes for 2030 plus project conditions analysis.

Intersections

Table 12 presents the 2030 plus project conditions intersection level of service results, and the detailed calculation worksheets are provided in **Attachment 2**. **Figure 7** shows the 2030 plus project traffic volumes and lane configurations at the study intersections.



TABLE 12 2030 PLUS PROJECT CONDITIONS INTERSECTION LEVEL OF SERVICE RESULTS									
Intersection	Control Type¹	2030 Background				2030 Plus Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay²	LOS	Delay²	LOS	Delay²	LOS	Delay²	LOS
Pyramid Highway/ Calle de la Plata	Signal	26	C	43	D	27	C	48	D
Calle de la Plata/ Driveway 1	SSSC	NA	NA	NA	NA	2 (11)	A (B)	2 (13)	A (B)
Calle de la Plata/ Driveway 2	SSSC	NA	NA	NA	NA	1 (10)	A (B)	1 (12)	A (B)

Notes: ¹ SSSC = Side Street Stop Control
² Delay is reported in seconds per vehicle for the overall intersection (worst movement) for unsignalized intersections.
Bold indicates unacceptable operations.
 NA = Not Applicable
 Source: Fehr & Peers, 2012

As shown in Table 12, the Pyramid Highway/Calle de la Plata will operate at LOS D during the AM and PM peak hours with the 2030 plus project traffic volumes and proposed intersection lane configurations. The project driveway intersections are expected to operate at acceptable levels of service during the AM and PM peak hours.

Roadway Segments

Table 13 presents the 2030 plus project conditions daily roadway segment level of service results. **Figure 7** shows the 2030 plus project daily traffic volumes on the study roadway segments.



TABLE 13 2030 PLUS PROJECT CONDITIONS ROADWAY SEGMENT CAPACITY RESULTS							
Roadway	Location	Functional Classification ¹	Lanes	2030 Background		2030 Plus Project	
				Daily Two-Way Traffic Volume	LOS	Daily Two-Way Traffic Volume	LOS
Pyramid Highway	South of Calle de la Plata	HAC Arterial	6	47,190	C	48,630	C
Pyramid Highway	North of Calle de la Plata	MAC Arterial	4	26,010	C	26,490	C
Calle de la Plata	West of Pyramid Highway	LAC Collector	4	10,730	C	11,090	C
Calle de la Plata	East of Pyramid Highway	LAC Collector	2	3,930	C	6,200	C

Notes: ¹ LAC = Low Access Control, MAC = Moderate Access Control, HAC = High Access Control
 Source: Fehr & Peers, 2012

As shown in Table 13, the study roadway segments will operate at LOS C with and without the addition of project generated traffic.

CONCLUSIONS AND RECOMMENDATIONS

The Pyramid Highway/Calle de la Plata intersection currently operates at LOS F during the AM and PM peak hours. Based on existing traffic volumes, the intersection meets Peak Hour and Four-Hour Vehicle Volume signal warrant criteria. The Spanish Springs Area Plan recognizes that a traffic signal is needed at the intersection to address the current situation.

The proposed project will increase delay at the Pyramid Highway/Calle de la Plata intersection, and degrade the overall intersection level of service from LOS C to LOS F during the AM peak hour. If a traffic signal is not installed at the Pyramid Highway/Calle de la Plata intersection prior to construction of the project, the project should construct the traffic signal to accommodate project generated traffic volumes. Note that since the traffic signal is necessary to accommodate existing traffic volumes, the project should not be fully financially responsible for the improvements, and should only be responsible for a fair share based on the traffic volumes generated at the intersection by the project site.



The *RTP* includes future regional roadway improvements to increase capacity on Pyramid Highway in the project vicinity. The *RTP* specifically indicates the following improvements:

- Pyramid Highway – Widen from two lanes to four lanes, from Egyptian Drive to Calle de la Plata by 2018
- Pyramid Highway – Widen from two lanes to four lanes, from Calle de la Plata to Winnemucca Ranch Road by 2030
- Pyramid Highway – Widen from four lanes to six lanes, from Egyptian Drive to Calle de la Plata by 2030

The *RTP* does not include recommendations for specific intersection improvements, recognizing that the specific intersection configurations should be determined at the time when the corridor is improved and actual turning movements are known. The *RTP* projects listed above assume that intersection upgrades will be accomplished with the widenings.

It is important to note that this analysis is conservative and comprehensive with regard to 2030 future traffic volumes because it assumes that, in addition to high background traffic growth (up to 5% per year at the Pyramid Highway/Calle de la Plata intersection), the following projects will be built out:

- Village Green Commercial Center (southeast corner of Pyramid Highway/Calle de la Plata intersection)
- Campo Rico Business Center (north of Calle de la Plata along Pyramid Highway)
- Calle de la Plata Retail Project (northwest corner of Pyramid Highway/Calle de la Plata intersection)

In addition, the proposed project would generate significantly less traffic than the property built-out under the existing zoning.

The 2030 analysis demonstrates adequate regional roadway improvements are planned to accommodate regional growth, approved but not yet constructed projects near the Pyramid Highway/Calle de la Plata intersection, and the proposed project.