



Planning Commission Staff Report

Meeting Date: December 1, 2015

Subject: Master Plan Amendment Case Number MPA15-004 and Regulatory Zone Amendment Case Number RZA15-006

Applicant: Lewis Roca Rothgerber, LLP

Agenda Item Number: **8C**

Summary: (1) to change the Master Plan Designation on one parcel of ±39.84 acres from a mix of Industrial (I), Commercial (C) and Open Space (OS) to Suburban Residential (SR); and (2) to amend the regulatory zone on the same parcel of ±39.84 acres from a mix of Open Space (OS), Industrial (I) and Neighborhood Commercial (NC) to Medium Density Suburban (MDS).

Recommendation: **Approve, recommend adoption and authorize Chair to sign the attached resolutions**

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Description

Master Plan Amendment Case Number MPA15-004 and Regulatory Zone Amendment Case Number RZA15-006 (Sugarloaf Ranch Estates) – Hearing, discussion and possible action:

- (1) To adopt an amendment to the Washoe County Master Plan, Spanish Springs Area Plan to change the Master Plan Category on one parcel of ± 39.84 acres from a mix of Industrial (I) Commercial (C) and Open Space (OS) to Suburban Residential (SR). and
- (2) Subject to final approval of the associated Master Plan change, to recommend adoption of an amendment to the regulatory zone on one parcel of ±39.84 acres from a mix of Open Space (OS), Industrial (I) and Neighborhood Commercial (NC) to Medium Density Suburban (MDS).

- **Applicant:** Lewis Roca Rothgerber, LLP, 50 West Liberty Street, Suite 410, Reno, NV 89501
- **Property Owner:** Sugarloaf Peak, LLC, 2777 Northtowne Lane, Reno, NV 89512
- **Location:** On the north side of Calle De La Plata, approximately 2/10 of a mile east of its intersection with Pyramid Highway.

- Parcel Size: ± 39.84 acres
- Assessor's Parcel No: 534-562-07
- Existing Master Plan: Industrial (I), Commercial (C) and Open Space (OS)
- Proposed Master Plan: Suburban Residential (SR)
- Existing Regulatory Zone: Open Space (OS), Industrial (I) and Neighborhood Commercial (NC)

- Proposed Regulatory Zone: Medium Density Suburban (MDS)
- Area Plan: Spanish Springs
- Citizen Advisory Board: Spanish Springs
- Development Code: Article 820, *Amendment of Master Plan*
Article 821, *Amendment of Regulatory Zone*

- Commission District: 4 - Commissioner Hartung
- Section/Township/Range: Section 23, Township 21N, Range 20E, MDM, Washoe County, NV

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Explanation and Processing of a 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 www.washoecounty.us/comdev - select Master Plan & Maps - or it may be obtained at the front desk of the Washoe County Planning and Development Division.

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 Board of County Commissioners. 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 six 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 Chapter 110 (Development Code), Article 820, Amendment of Master Plan.

When adopting a Master Plan amendment, the Planning Commission must make at least three of the findings as set forth in Washoe County Code (WCC) Section 110.820.15(d). If a military installation is required to be noticed, then an additional finding of fact pursuant to WCC Section 110.820.15(d)(6) is required. If there are findings relating to Master Plan amendments contained in the Area Plan in which the subject property is located, then the Planning Commission must also make all of those findings. The adoption of a Master Plan amendment requires a 2/3 vote of the Planning Commission's membership.

Explanation and Processing of a Regulatory Zone Amendment

The following explains a Regulatory Zone Amendment, including its purpose and the review and evaluation process involved for an application with such a request. The analysis of the subject proposal can be found beginning on page 12 of this report.

The purpose of a Regulatory Zone Amendment (RZA) is to provide a method for amending the Regulatory Zone Maps of Washoe County. The Regulatory Zone Maps depict the Regulatory Zones (i.e. zoning) adopted for each property within the unincorporated area of Washoe County. The Regulatory Zones establish the uses and development standards applied to each property.

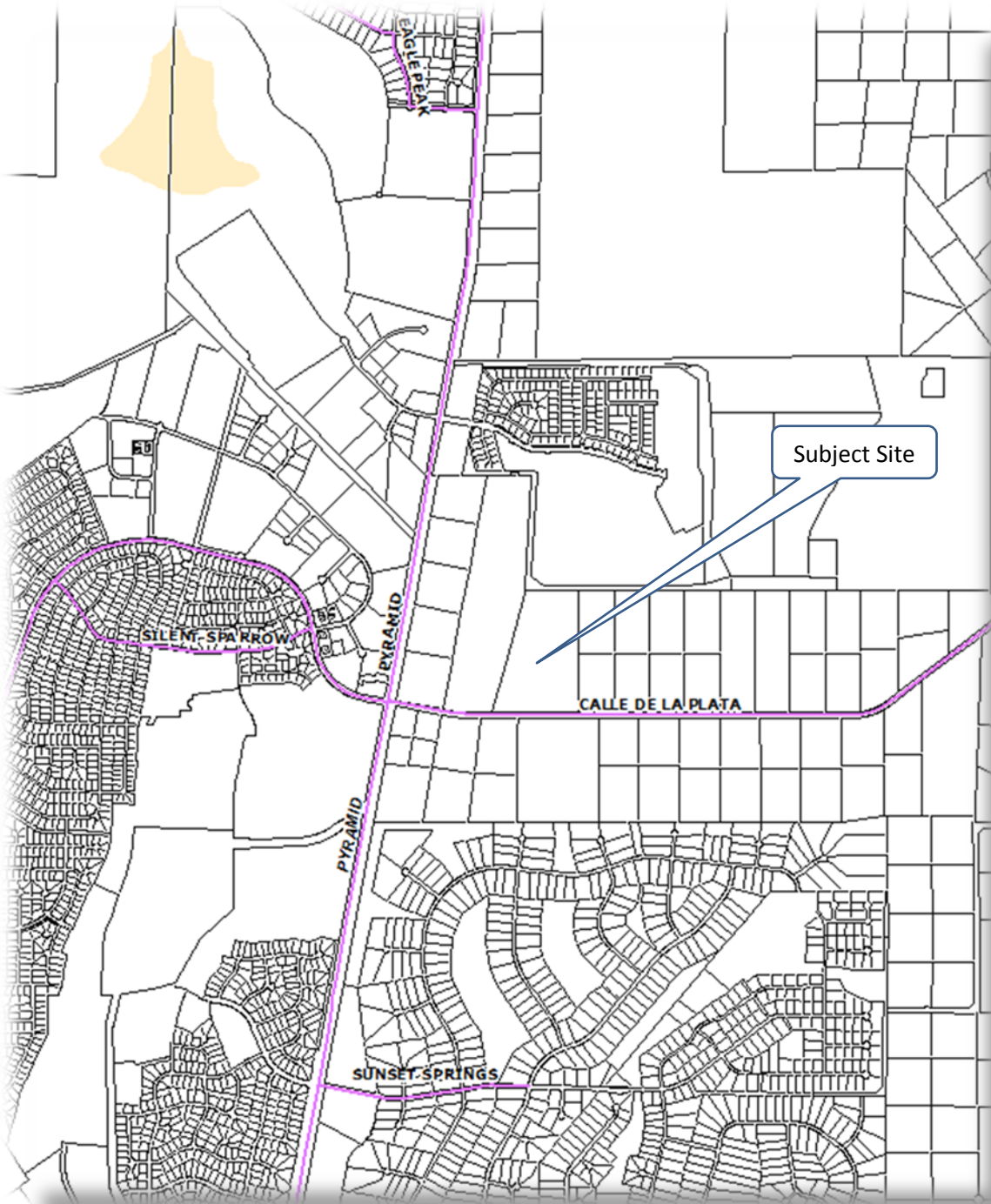
Regulatory zones are designed to implement and be consistent with the Master Plan by ensuring that the stability and character of the community will be preserved for those who live and work in the unincorporated areas of the County. A regulatory zone cannot be changed if it conflicts with the objectives or policies of the Master Plan, including area plans that further define policies for specific communities. The Master Plan is the blueprint for development within the unincorporated County. Pursuant to NRS 278, any action of the County relating to zoning must conform to the Washoe County Master Plan.

Evaluation of the proposed Regulatory Zone Amendment involves review for compliance with countywide policies found in Volume One of the Washoe County Master Plan and applicable area plan policies found in Volume Two of the Washoe County Master Plan. If the subject parcel(s) is within a Specific Plan, Joint Plan or Community Plan found in Volume Three of the Master Plan, then supplemental review shall be required to ensure compliance with the applicable plan. Additionally, the analysis includes review of the proposed amendment against the findings found in Article 821 of the Washoe County Development Code and any findings as set forth in the appropriate Area Plan.

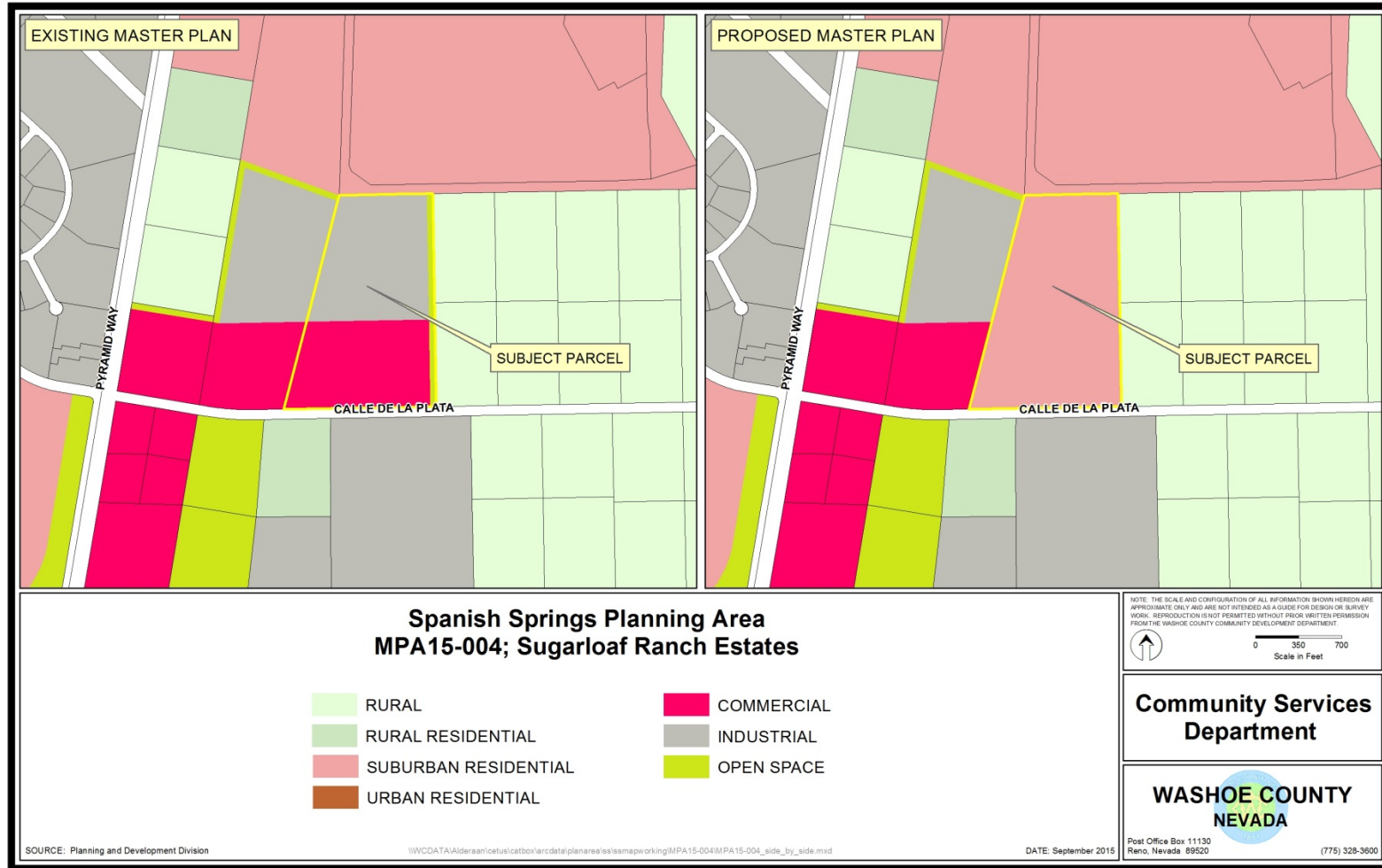
Requests to change a regulatory zone affecting a parcel of land or a portion of a parcel are processed under Article 821, Amendment of Regulatory Zone, of the Washoe County Development Code. Rezoning or reclassification of a lot or parcel from one Regulatory Zone to

another requires action by both the Planning Commission and the Board of County Commissioners.

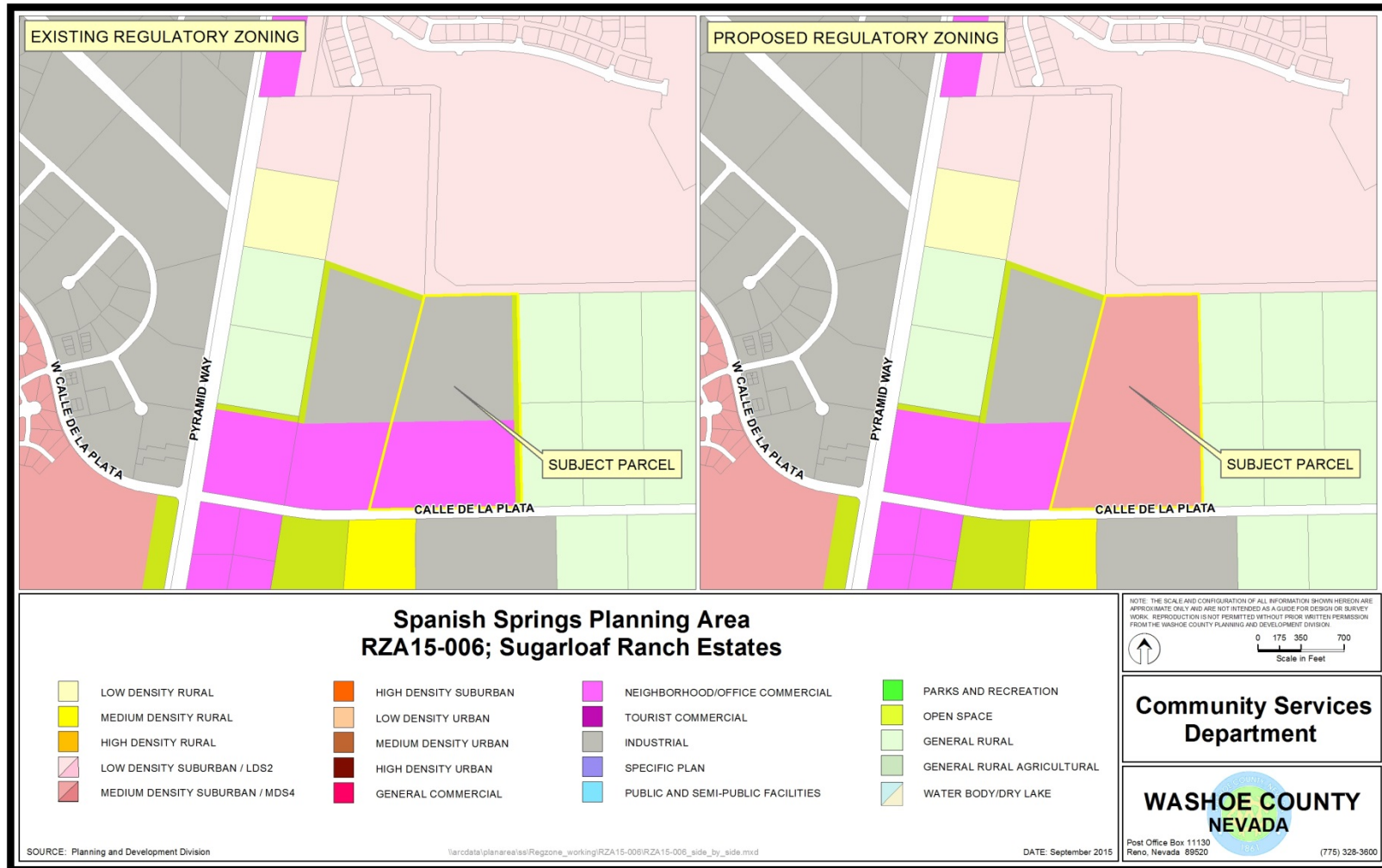
The Planning Commission may deny a Regulatory Zone Amendment or it may recommend approval or modification of an amendment to the Board of County Commissioners. Upon an affirmative recommendation by the Planning Commission, the Board of County Commissioners is required to hold a public hearing which must be noticed pursuant to Section 110.821.20 of the Washoe County Development Code. Final action is taken by the Board of County Commissioners who may adopt, adopt with modifications, or deny the proposed amendment.



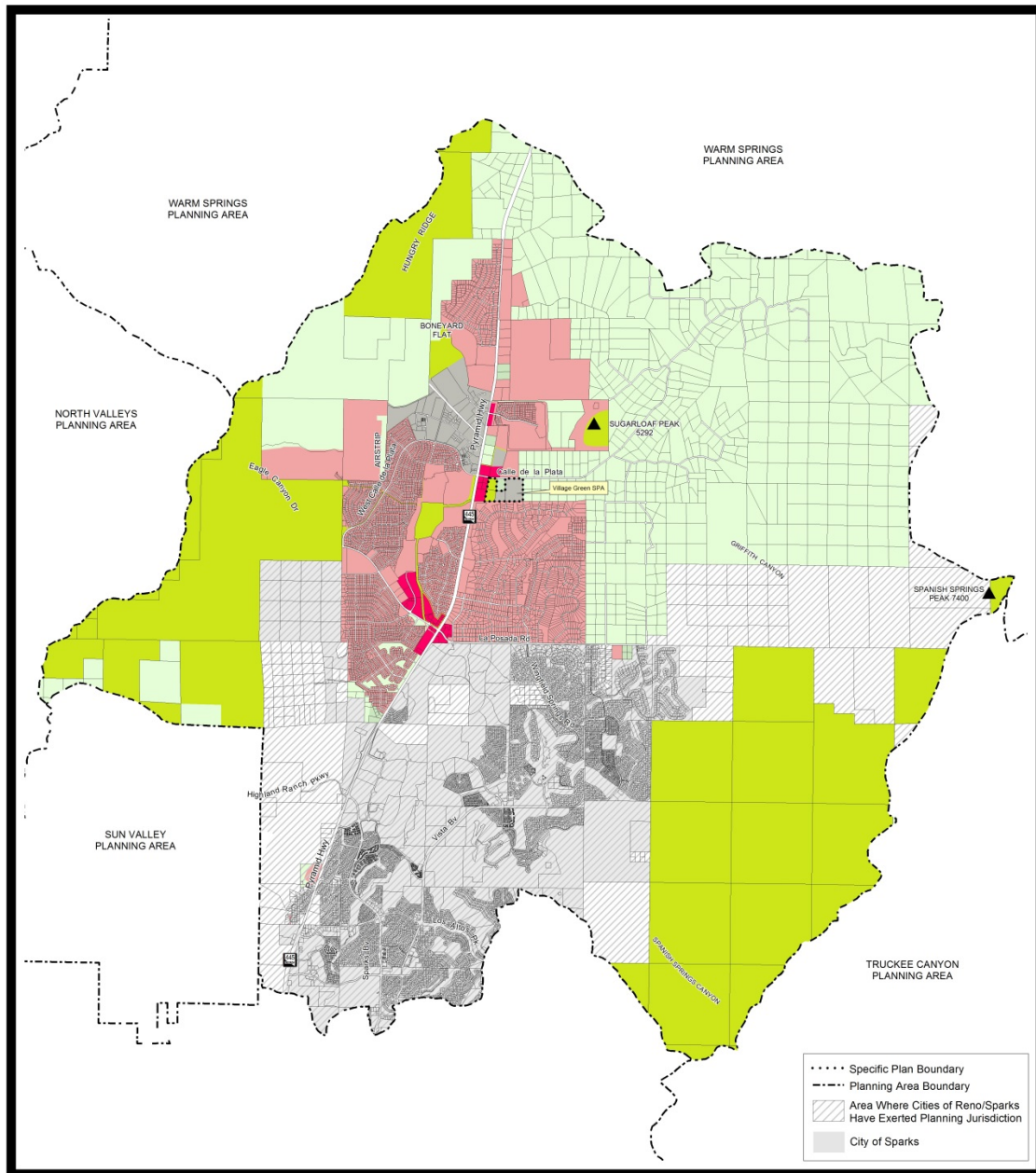
Vicinity Map



Existing and Proposed Master Plan Categories

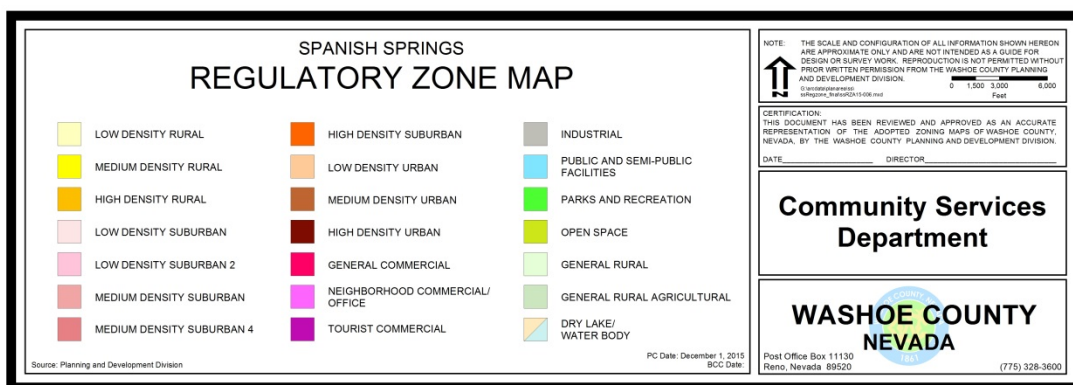
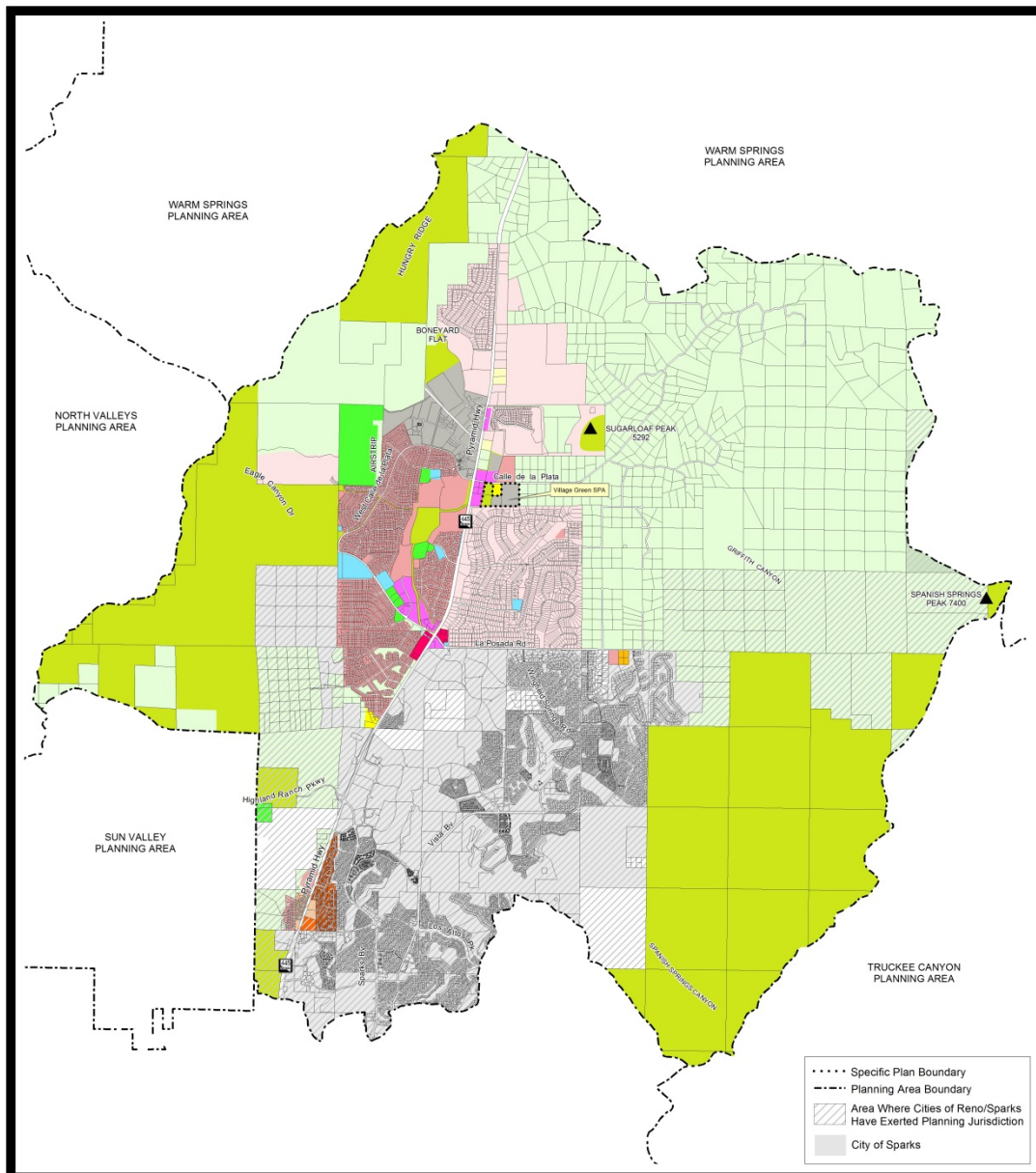


Existing and Proposed Regulatory Zones



<p style="text-align: center;">SPANISH SPRINGS MASTER PLAN MAP</p> <ul style="list-style-type: none"> RURAL RURAL RESIDENTIAL SUBURBAN RESIDENTIAL URBAN RESIDENTIAL COMMERCIAL INDUSTRIAL OPEN SPACE <p style="font-size: small;">SOURCE : Planning and Development Division</p>	<p style="font-size: x-small;">NOTE: THE SCALE AND CONFIGURATION OF ALL INFORMATION SHOWN HEREON ARE APPROXIMATE ONLY AND ARE NOT INTENDED AS A GUIDE FOR DESIGN OR SURVEY WORK. REPRODUCTION IS NOT PERMITTED WITHOUT PRIOR WRITTEN PERMISSION FROM THE WASHOE COUNTY COMMUNITY SERVICES DEPARTMENT.</p> <p style="font-size: x-small;">CERTIFICATION: THIS DOCUMENT HAS BEEN REVIEWED AND APPROVED AS AN ACCURATE REPRESENTATION OF THE ADOPTED MASTER PLAN MAPS OF WASHOE COUNTY NEVADA, BY THE WASHOE COUNTY COMMUNITY SERVICES DEPARTMENT</p> <p style="font-size: x-small;">DATE: _____ DIRECTOR: _____</p> <p style="text-align: center;">Community Services Department</p> <p style="text-align: center;">WASHOE COUNTY NEVADA</p> <p style="font-size: x-small;">Post Office Box 11130 Reno, Nevada 89520 (775) 328-3600</p>
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Proposed Spanish Springs Master Plan Map



Proposed Spanish Springs Regulatory Zone Map

ANALYSIS

Background and Current Conditions

The subject property is ± 39.84-acres and is located within the Spanish Springs Area Plan and Spanish Springs Suburban Character Management Area, which provides specific goals for development within that area. This request seeks to amend the subject property's Master Plan category from a mix of Industrial, Commercial and Open Space to Suburban Residential. The request also seeks to change the property's regulatory zone from a mix of Industrial (I), Neighborhood Commercial (NC) and Open Space (OS) to Medium Density Suburban (MDS). Approval of both requests would allow for residential development of up to three dwelling units per acre on a ± 39.84-acre parcel, for a potential total of up to 119 dwelling units. At this time the property cannot be developed with residences, but rather with commercial and industrial uses only.

Compatibility

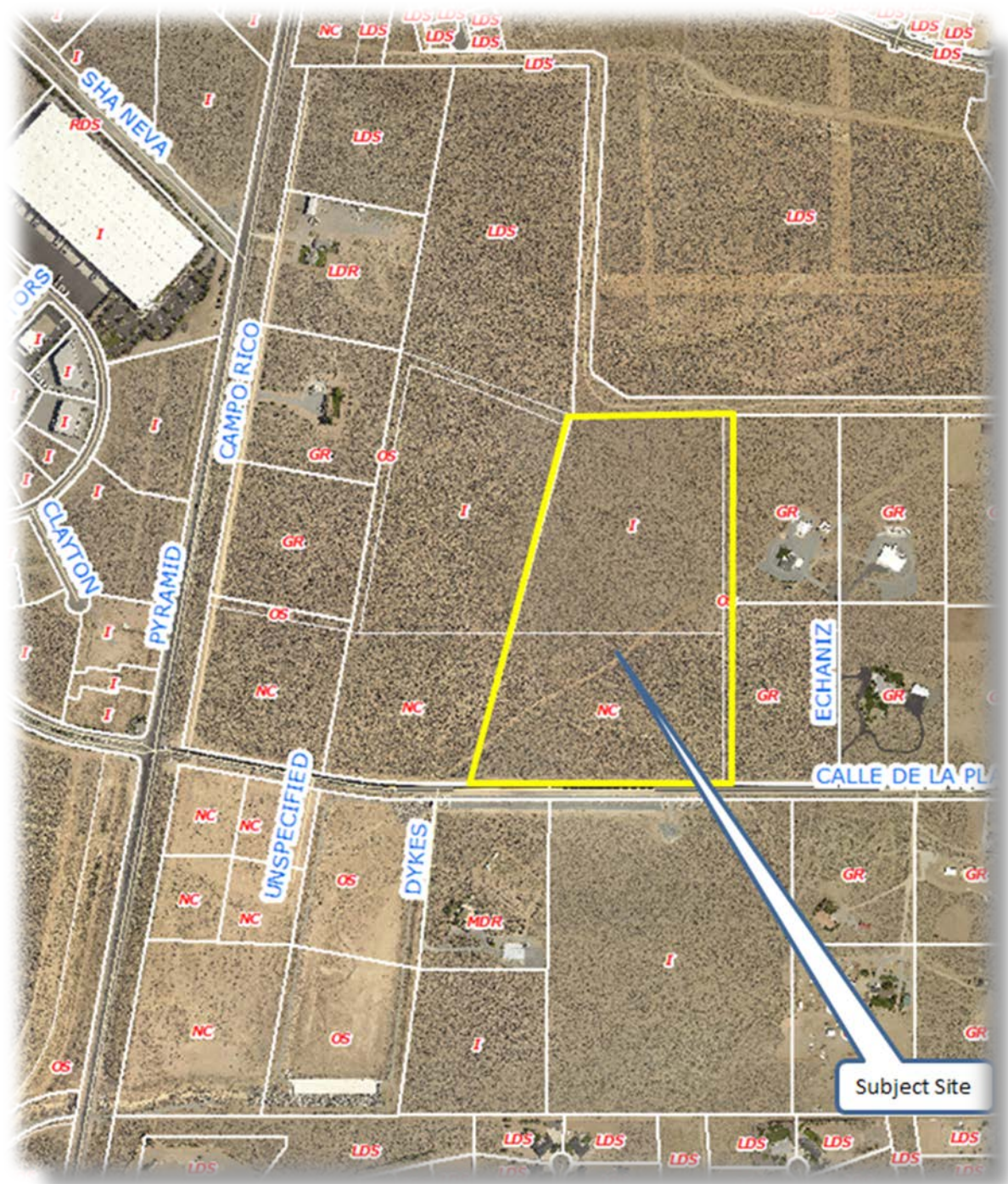
The neighborhood has a wide variety of regulatory zones nearby, including Industrial, Neighborhood Commercial, Medium Density Suburban, Low Density Suburban, Medium Density Rural, Low Density Rural, General Rural and Open Space all located within 1000 feet of the subject parcel.

The subject parcel is currently undeveloped. Residential development is currently occurring to the north of the subject parcel in the Donovan Ranch Subdivision, at an overall density of one dwelling unit per acre. As a common open space subdivision, lots in that development have been reduced in size and clustered. Donovan Ranch lot sizes are generally in the vicinity of one-third acre, which is comparable to the Medium Density Suburban regulatory zone lot sizes.

Standard setbacks for the Medium Density Suburban (MDS) regulatory zone are 20 feet to the front and rear of the property, and 8 feet on the sides. In comparison, the Donovan Ranch subdivision to the north has setbacks that are similar to the MDS regulatory zone: 20 feet for the front and rear, with a choice of either 8-foot side setbacks, or 5-foot and 11-foot side setbacks.

There is one single-family dwelling adjacent to the east, located on a parcel of approximately 10 acres.

As visible in the following aerial photograph, the parcel to the west of the subject property is undeveloped, although a Master Plan Amendment and Regulatory Zone Amendment similar to this request, has also been submitted for that property. To the south is Calle de la Plata. For the purposes of evaluation of compatibility with the surrounding area, staff has assumed that no changes to the parcel to the west have yet taken place, although it should be noted that changes may occur.



In determining compatibility with surrounding land uses, staff reviewed the Land Use Compatibility Matrix with the proposed Regulatory Zone. The compatibility matrix is found in the Land Use and Transportation Element in Volume One of the Washoe County Master Plan. The compatibility between the proposed and existing adjacent regulatory zones is captured in the table below.

Compatibility Rating of Existing Regulatory Zones with Existing Regulatory Zones on Adjacent Parcels

Existing Regulatory Zone	Existing Adjacent Regulatory Zone	Compatibility Rating
Industrial (I) and Neighborhood Commercial (NC)	Low Density Suburban (LDS) (located to the north)	Low
	Industrial (I) and Neighborhood Commercial (NC) (located to the west)	High
	Medium Density Rural (MDR) and Industrial (I) (located to the south)	Medium and Low
	General Rural (GR) (located to the east)	Low

*High Compatibility: Little or no screening or buffering necessary.
 Medium Compatibility: Some screening and buffering necessary.
 Low Compatibility: Significant screening and buffering necessary.*

Compatibility Rating of Proposed Regulatory Zone with Existing Regulatory Zones on Adjacent Parcels

Proposed Regulatory Zone	Existing Adjacent Regulatory Zone	Compatibility Rating
Medium Density Suburban (MDS)	Low Density Suburban (LDS) (located to the north)	High
	Industrial (I) and Neighborhood Commercial (NC) (located to the west)	Low
	Medium Density Rural (MDR) and Industrial (I) (located to the south)	Medium and Low
	General Rural (GR) (located to the east)	Medium

*High Compatibility: Little or no screening or buffering necessary.
 Medium Compatibility: Some screening and buffering necessary.
 Low Compatibility: Significant screening and buffering necessary.*

There is a thin strip of Open Space on the eastern side of the subject parcel that was clearly intended as a buffer between the more intense Industrial and Commercial regulatory zones and the less intense Rural regulatory zones. Both before and after the requested amendments the subject site would have relatively good compatibility with the properties on two sides and relatively poor compatibility with the properties on the other two sides. This provides no clear basis for a recommendation of either approval or denial. This analysis does, however, support the supposition that the proposed change would not adversely impact the public health, safety or welfare, when compared to the existing situation. If the Master Plan Amendment and Regulatory Zone Amendment, currently under consideration for the parcel directly to the west are approved, the compatibility on that side would be improved.

Change of Conditions

Adjacent to the northern end of the property is the Donovan Ranch Subdivision. Although that property is zoned Low Density Suburban (1 dwelling unit/acre), it is being developed as a common open space subdivision with most lots approximately 1/3-acre in size – comparable to what is generally found in Medium Density Suburban regulatory zones.

In addition, with the local economy improving, the demand for single-family dwellings in our region has been increasing. It is anticipated that growth will occur in areas like the Spanish Springs Suburban Character Management Area, which is the designated growth area for the Spanish Springs Valley.

Desired Pattern of Growth

This property is situated just off of Pyramid Highway and within the Spanish Springs Suburban Character Management Area (SCMA), which is the designated growth area for the Spanish Springs Valley. The Spanish Springs Area Plan states that “a distinct suburban core is, and will continue to be, concentrated along Pyramid Highway,” with that suburban core including “a broad mix of non-residential uses together with residential densities of up to three dwelling units per acre.”

Services and Facilities

Water and Sewer: The subject parcel is located within the Truckee Meadows Service Area (TMSA). The TMSA is the area designated by the Truckee Meadows Regional Plan as being served by municipal-type services such as community water and sewer. The Truckee Meadows Water Authority (TMWA) is designated as the potable water service provider but it would require annexation to TMWA’s water service territory prior to service. Sanitary sewer service within the unincorporated Washoe County areas of Spanish Springs is provided by Washoe County. Community sewer service would be provided by Washoe County Community Services Department. Under a 2005 agreement with the City of Sparks, conveyance and ultimately treatment of waste water is performed at the Truckee Meadows Water Reclamation Facility (TMWRF). At present approximately 42% total available allocation of sewer connections have been utilized so there is currently adequate sewer capacity available for the maximum allowed density on the property if the request is approved.

A number of goals and policies within the Spanish Springs Area Plan govern water supply (SS.12.1 and SS.12.2), water service (SS.15.1, SS.15.2 and SS.15.3), and wastewater (SS.16.1). Compliance with these policies will be required at the time a specific development proposal is brought forward, if approval of this amendment is granted.

Community Services: The Truckee Meadows Fire Protection District has a station near La Posada and Pyramid Highway. Northern Nevada Medical Center and Renown Urgent Care are the nearest health care facilities.

The subject parcel is currently zoned for Alyce Taylor Elementary, Shaw Middle, and Spanish Springs High schools. The Washoe County School District (WCSD) has indicated that Alyce Taylor Elementary is currently at 95% capacity, Shaw Middle is at 94% capacity, and Spanish Springs High is at 107% capacity. The School District has stated that future residential development in the area may require some students to be assigned to the nearest WCSD school with available capacity.

Nearby public parks include Sky Ranch, Gator Swamp and Eagle Canyon. The Spanish Springs Public Library is on Pyramid Highway.

Traffic: The submitted traffic impact study analyzed the impact of the project on the intersection of Pyramid Highway at Calle de la Plata, and stated that this intersection currently operates at a Level of Service (LOS) F during morning and afternoon peak hours. This level of service indicates delays averaging about 50 seconds during those peak hours. The study indicates that “the number of trips generated by the proposed residential use is a decrease from the number of trips proposed with the current mixed use zoning.” The study further states that the proposed residential use would generate up to 42% fewer trips than what might be generated by the existing zoning.

Both the Nevada Department of Transportation (NDOT) and the Regional Transportation Commission (RTC) have reviewed the request. NDOT indicated that the proposed project, when reviewed in conjunction with the separate and similar proposed Blackstone Estates proposal to the west, may warrant the installation of a traffic signal at Pyramid Highway and Calle de la Plata. RTC indicated that the potential increase in density posed by the Sugarloaf Ranch Estates project may not warrant a traffic signal at that intersection on its own, but that a signal may be warranted when considered in conjunction with other proposals in the area. Either way, both NDOT and RTC indicated that street improvements would likely be required with future development on the subject property.

Washoe County Traffic Engineer, Clara Lawson, has reviewed both of the adjacent requests and provided the following:

Both the Blackstone Estates and Sugarloaf Ranch have access to Pyramid Highway through Calle de la Plata. Traffic analysis for both projects report that the intersection operates at a Level of Service of F. This level of service is based primarily on the delay of the side street, Calle De La Plata to make a left or through traffic movement. Prior to approval of a subdivision a traffic analysis will be required which will include the above intersection with and without the project, plus the 10 year forecast with and without the project. When additional analysis is brought in the timing a traffic signal can better be estimated. NDOT approval will also be required prior to the installation of a traffic signal. NDOT typically requires

traffic signal warrants to be met prior to installation and not in anticipation of future growth.

A Regional Road Impact Fee, RRIF, is required for all new development in the area. The Capital Improvement Plan, CIP, upon which the RRIF is based, needs to be updated at least every three years. The North Service area CIP has budgeted for 5 intersections at a cost of \$1,000,000 each. The locations of these will be determined by the greatest need in the area.

Consistency with Washoe County Master Plan

Master Plan Amendments and Regulatory Zone Amendments are to be reviewed for consistency with applicable policies and action plans of the Washoe County Master Plan. The following Master Plan policies and programs are applicable to the proposed amendment requests.

LAND USE AND TRANSPORTATION ELEMENT – Volume One of the Washoe County Master Plan

Goal Three: The majority of growth and development occurs in existing or planned communities, utilizing smart growth practices.

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

Policy LUT.3.2 In order to provide a sufficient supply of developable land to meet the needs of the population, Area Plans shall establish growth policies that provide for a sufficient supply of developable land throughout the planning horizon of the next 20 years, with considerations to phase future growth and development based on the carrying capacity of the infrastructure and environment.

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

Policy LUT.3.5 Area Plans shall identify adequate land, in locations that support the regional form and pattern, for the residential, commercial, civic and industrial development needs for the next 20 years, taking into account land use potential within the cities and existing unincorporated centers, existing vacant lots, and resource and infrastructure constraints.

Staff Comment (Policies LUT.3.1; LUT.3.2, LUT.3.3 and LUT.3.5): The subject property is located within the Spanish Springs SCMA and within the Truckee Meadows Service Area which has available infrastructure and access. The proposed density of 3 dwelling units per acre is within policy levels. The majority of the property is considered unconstrained and suitable for development.

POPULATION ELEMENT – Volume One of the Washoe County Master Plan

Goal Three: Plan for a balanced development pattern that includes employment and housing opportunities, public services and open spaces.

Goal Four: Coordinate population growth with the availability of water, sanitary sewer, streets and highways, and other public facilities and services.

Goal Five: Development occurs where infrastructure is available.

Staff Comment (Goals Three, Four and Five): The proposed amendments will allow for increased residential opportunities with nearby employment opportunities in the Spanish Springs planning area. Public services, facilities, and infrastructure are available. TMWA is the water purveyor and Washoe County is the sanitary sewer service provider for the subject area. Washoe County Engineering and Capital Projects has advised that if this request is approved, adequate sewer capacity will be available for the maximum allowed density on the property. Primary streets and highways used to access the subject site will be Pyramid Highway and Calle de la Plata. At the time of development, the appropriate water rights would need to be dedicated and impact fees paid. Depending on the type of development proposed, street improvements may also be required.

Spanish Springs Area Plan

Master Plan Amendments and Regulatory Zone Amendments are required to be reviewed for compliance with applicable goals and policies of the Spanish Springs Area Plan, which is a part of the Washoe County Master Plan. The following goals and policies of the Spanish Springs Area Plan are applicable to the proposed amendment requests.

Vision and Character Management

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.

Policy SS.1.2 The Policy Growth Level for the Spanish Springs Suburban Character Management Area is 1,500 new residential units of land use capacity. 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.

Staff Comment: The proposed master plan and regulatory zone amendment requests would create the potential for 119 dwelling units. If this request is approved, there would still be over 1,000 residential units of capacity remaining from the 1,500 residential unit growth cap in Spanish Springs. There are three amendments to the Spanish Springs Area Plan being considered at the present. If all are decided in such a manner as to maximize density there would be 1086 dwelling units of density remaining under the policy growth cap.

Policy 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)
- 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).

Staff Comment: The requested regulatory zone of Medium Density Suburban complies with this policy.

Policy 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 findings required in the Plan Maintenance section are listed and discussed later in this report under “Staff Comments on Required Findings for Master Plan Amendment.”

Transportation

Goal Three: The regional and local transportation system in the Spanish Springs planning area will be a safe, efficient, multi-modal system providing significant connections to the greater region, and access to commercial services, public lands and employment opportunities in the community. The system will contribute to the preservation and implementation of the community character as described in the Spanish Springs Vision and Character Statement.

Policy SS.3.1 Washoe County’s policy level of service (LOS) for local transportation facilities in the Spanish Springs planning area is LOS “C.”

Policy SS.3.3 Washoe County will strongly advocate the prioritization of improvements to Pyramid Highway and qualified regional roads and arterials within the boundaries of this area plan in the Regional Transportation Improvement Program in order to achieve and maintain established levels of service.

Staff Comment: Overall potential traffic impacts are anticipated to be lower with a Medium Density Suburban residential zoning designation in comparison to the current zoning mix that

contains Neighborhood Commercial and Industrial. A detailed traffic impact analysis is included with the attached application. The Regional Transportation Commission and Nevada Department of Transportation are anticipated to provide conditions of approval requiring road improvements to mitigate potential traffic impacts posed by a development at the time of specific project submittal to the County.

Plan Maintenance

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.17.1 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.

Staff Comment: The Character Statement includes, "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. These suburban land uses are located predominately, but not exclusively, on the west side of Pyramid Highway." The requested Suburban designations are within the identified suburban core.

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

Staff Comment: Policy SS1.2 allows intensification of zoning to allow 1500 new dwelling units in the Suburban Character Management Area (SCMA). The proposed change does not have the potential to exceed that limit. Policy SS1.3 allows the Medium Density Suburban regulatory zone in the SCMA, the Suburban Residential Master Plan Category requested by the applicant is consistent with that potential density.

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

Staff Comment: Eventual development of the subject site will comply with all applicable safety and health regulations.

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.

Staff Comment: The feasibility study is included with the MPA application and includes the conclusion that, “the findings included in this Infrastructure Feasibility Report support the requirements of the Area with respect to a Master Plan Amendment”

- 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: A traffic analysis is included with the MPA application and includes the conclusion that the intersection of Calle De La Plata and Pyramid Highway currently operates at a level of service (LOS) of “F” and will continue to do so if the proposed changes are approved. The report also recommends that a traffic signal be installed at that intersection. The traffic report compares the current proposal with a previous proposal that called for 360 multi-family dwelling units. The current proposal is anticipated to generate 45 to 50% less vehicle trips than the previous proposal and the previous proposal was calculated to generate approximately 5000 fewer vehicle trips per day than would be expected if the area were built out according to its current Commercial and Industrial zones.

- 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: The current request does not propose any commercial or industrial land use intensifications.

- 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 current proposal will not increase the number of allowed dwelling units in excess of that allowed by 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 intersection of Calle De La Plata and Pyramid Highway currently operates at a level of service (LOS) of “F” and will continue to do so if the proposed changes are approved.

- 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 current proposal is anticipated to generate fewer vehicle trips than would be expected if the area were built out according to its current Commercial and Industrial designations.

- 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: The proposed changes are within the policy growth level established by 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: Information received from the Washoe County School District indicates that Alice Taylor Elementary School is currently at 94% of capacity and that with full build-out of the potential density that it would be at 101%.

- 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: No special use permits will be impacted by the proposed change in land use.

SS.17.3 For proposals to establish or intensify commercial land uses, a market analysis has been conducted that clearly establishes a community serving trade area, provides convincing evidence of a need to increase the inventory of community-serving commercial land use opportunities, and demonstrates no negative impact on the qualitative jobs/housing balance in the Spanish Springs planning area (i.e. the relationship between anticipated employment types/wages and housing costs).

Staff Comment: The applicant is not seeking to establish or intensify commercial land uses.

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.

Staff Comment: The applicant is not seeking to amend the Spanish Springs Vision or Character Statement of the Area Plan, but rather is seeking additional suburban zoning within the Suburban Character Management Area.

SS.17.5 Except as modified by SS.17.5.1, for any amendment that proposes to expand the Suburban 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.

Staff Comment: The applicant is not seeking to expand the Suburban 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, that Suburban 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.

Staff Comment: The land is not within the Rural Character Management Area.

SS.17.6 As a non-municipal airport, the Spanish Springs Airport (SSA) is an existing use as of the adoption of the plan. The legal and future use of the SSA shall be determined through an amendment of the plan depending on the resolution of all code enforcement violations existing prior to 2005.

Staff Comment: The proposed change has no effect upon the Spanish Springs Airport, which is located approximately two miles west of the project site.

SS.17.7 The Department of Community Development will provide the Planning Commission with a status report on the implementation of this plan no later than 18 months from the date of final adoption.

Staff Comment: The proposed change is not related to the status report on implementation of the plan, so this policy is not applicable.

Development Suitability within the Spanish Springs Area Plan

The Spanish Springs Development Suitability Map, which is part of the Spanish Springs Area Plan, identifies the southern third of the subject parcel as being located within a 1% FEMA Flood Hazard area. However, Washoe County Engineering staff have indicated that more recent improvements to drainage in the general vicinity have removed that constraint. They have indicated that only a small portion of the southeast corner of the parcel is now designated as being in a flood zone. The Development Suitability Map identifies the remainder of the property as being “unconstrained.”

Neighborhood Meeting

In accordance with the provisions of NRS 278.210.2, the applicant is required to conduct a neighborhood meeting prior to a Master Plan Amendment being scheduled before the Planning Commission. The proposed Master Plan Amendment and related Regulatory Zone Amendment were discussed at the regularly-scheduled Spanish Springs Citizen Advisory Board (CAB) meeting of November 4, 2015.

NRS 278.210 requires the neighborhood meeting be noticed to a minimum of 30 separate property owners within a 750 foot radius nearest the area to which the proposed amendment pertains. The applicant mailed out 40 neighborhood meeting notices to property owners of 55 parcels within 750 feet of the subject parcel. This is the required noticing distance for this type of application.

Approximately 20 residents were in attendance, in addition to Washoe County staff and the applicant's representative. Exhibit F contains the memo summarizing the meeting.

At the CAB Meeting, the applicant made a brief presentation outlining the requested amendments. Concerns expressed by those in attendance include:

- Traffic impacts at the intersection of Calle de la Plata and Pyramid Highway including whether or not a traffic signal will be able to be constructed.
- Sufficiency and type of water rights required and whether individual domestic wells in the area would be impacted.
- Whether or not the Character Statement in the Spanish Springs Area Plan allows a density of three dwellings to the acre on the east side of Pyramid Highway, or whether residential density is limited to one dwelling per acre in that area. The Character Statement reads (in relevant part) as follows:

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. 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). This area will contain all commercial land use designations and residential densities greater than one unit per ten acres. The Suburban Character Management Area will be the designated growth area in the Spanish Springs Valley.

- Sufficiency of other civic services such as fire protection, emergency medical services, sewer, and schools.
- Compatibility of the proposed density of three dwellings per acre with existing residential development, particularly in terms of "rural" lifestyle choices and possible impacts associated with livestock.
- Approval of the project may set a precedent for more land on the east side of Pyramid Highway to be zoned for three dwellings to the acre.

The CAB voted to recommend denial of both the Master Plan Amendment and Regulatory Zone Amendment, citing concerns over the change to the character of the area, concerns regarding traffic and provision of services and lack of transitional zoning between more and less intense zoning designations

Public Hearing Notice

Notice for Master Plan Amendments has been provided in accordance with the provisions of Nevada Revised Statutes 278.210, as amended; and Notice for Regulatory Zone amendments has been provided in accordance with the provisions of Nevada Revised Statutes 278.260, 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. NRS requires a minimum of 30 separate property owners be noticed within a 750 foot radius of the subject parcel to which the proposed amendment pertains.

Per Washoe County Code Sections 110.820.20(b) and 110.821.20, 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 Articles 820 Master Plan Amendments and 821 Amendment of Regulatory Zone.

40 property owners of 55 parcels within 750 feet of the subject parcel were noticed of the proposed Master Plan Amendment and Regulatory Zone Amendment by U.S. Mail not less than 10 days before the scheduled Planning Commission meeting of December 1, 2015. See Exhibit E for a copy of the noticing map. A legal ad was also placed in the Reno Gazette-Journal for publication on November 20, 2015.

Agency Comments

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

- Washoe County Community Services Department
 - Engineering and Capital Projects (including Roads, Sewer and Traffic)
 - Parks and Open Space
 - Planning and Development
 - Utilities
- Washoe County Health District
 - Air Quality
 - Emergency Medical Services
 - Environmental Health Services
 - Vector-Borne Diseases
- Truckee Meadows Fire Protection District
- Washoe County Sheriff's Office
- Washoe County School District
- Regional Transportation Commission
- State of Nevada
 - Division of Environmental Protection

- Division of Forestry – Endangered Species
- Division of State Parks
- Department of Transportation
- Division of Water Resources
- Department of Wildlife
- City of Sparks – Community Services Department
- Truckee Meadows Regional Planning
- Washoe-Storey Conservation District
- Truckee Meadows Water Authority
- NV Energy

Comments (included at Exhibit I) were received from:

- Nevada Department of Transportation offered comments on coordination and upgrades that may be required for future development affecting Pyramid Highway and Calle de la Plata Drive.
Contact: Anita Lyday, 775.834.8320, alyday@dot.state.nv.us
- Regional Transportation Commission (RTC) offered technical comments related to Pyramid Highway and Calle de la Plata Drive capacity, access standards, and future anticipated upgrades. RTC noted that traffic signal warrants are not met.
Contact: Debra Goodwin, 775.335.1918, dgoodwin@rtcwashoe.com
- Washoe County School District offered comments on current and future capacity at three schools for which the subject parcel is zoned. Comments were included on requirements that may be placed on future development.
Contact: Mike Boster, 775.789.3810, mboster@washoeschools.net
- Truckee Meadows Fire Protection District offered a number of fire safety conditions that would be applied to future development.
Contact: Amy Ray, 775.326.6005, aray@tmfpd.us
- Washoe County Engineering and Capital Projects provided a statement that there are no comments or conditions from a Roads perspective.
Contact: Kimble Corbridge, 775.328.2041, kcorbridge@washoecounty.us
- Washoe County Engineering and Capital Projects provided comments that there is a potential for significant off-site sewer improvements to connect to existing infrastructure to serve new development.
Contact: Timothy Simpson, 775.328.2041, tsimpson@washoecounty.us
- Washoe-Storey Conservation District offered comments on drainage, flooding and water rights that would be addressed during future development.
Contact: Kevin J. Roukey, 775.425.1209, kevinjr_51@att.net

Staff Comments on Required Findings for Master Plan Amendment

For a Master Plan Amendment to be adopted, Washoe County Code Section 110.820.15(d) requires the Planning Commission make all required findings contained in the area plan governing the property subject of the Master Plan amendment. It must also make at least three of the following five findings of fact. If a military installation is required to be noticed, then an additional finding related to the installation must also be made.

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

Staff Comment: There are no policies or action programs of the Spanish Springs Area Plan that prohibit approval of the proposed change in Master Plan Category.

2. Compatible Land Uses. 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 amendment will provide for land uses compatible with the existing adjacent land uses, particularly to the north and east.

3. Response to Change Conditions. 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: This proposal supports growth within the TMSA and the Spanish Springs Suburban Character Management Area, the planned growth area for the Spanish Springs Valley. Development to the north and northeast of the property has also resulted in subdivision lots close to 1/3-acre in size, which is comparable to the proposed Medium Density Suburban regulatory zone that is also part of the proposed Suburban Residential master plan category.

4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility and other facilities to accommodate the uses and densities permitted by the proposed amendment.

Staff Comment: TMWA and Washoe County are the service providers for community water and sewer in this area. As detailed in Exhibit I, TMWA has identified facility improvement options to serve the subject parcel. Washoe County Engineering and Capital Projects has also indicated that adequate sewer capacity will be available for the maximum allowed density on the property if the request is approved. Truckee Meadows Fire Protection District is the fire protection service provider. Appropriate transportation improvements would need to be implemented by the applicant at the time of future development if it was approved.

5. Desired Pattern of Growth. 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 will further implement the desired pattern of growth, particularly as stated in the Spanish Springs Area Plan Character Statement which reads in part, "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. These suburban land uses are located predominately, but not exclusively, on the west side of Pyramid Highway." The current request is to establish additional suburban zoning within the identified suburban core.*

6. Effect on a Military Installation. The proposed amendment will not affect the location, purpose and mission of the military installation.

Staff Comment: *There are no military installations within the required noticing distance to the subject property and therefore this finding is not applicable.*

Spanish Springs Area Plan Findings for Master Plan Amendment

Policy 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.

Staff Comment: *The Character Statement includes, "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. These suburban land uses are located predominately, but not exclusively, on the west side of Pyramid Highway."*

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

Staff Comment: *Policy SS1.2 addresses intensification of zoning to allow 1500 new dwelling units in the Suburban Character Management Area (SCMA). The proposed change does not have the potential to exceed that limit. Policy SS1.3 allows the Medium Density Suburban regulatory zone in the SCMA. The Suburban Residential Master Plan Category requested by the applicant is consistent with that potential density, as is the requested Regulatory Zone.*

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

Staff Comment: *Eventual development of the subject site will comply with all applicable safety and health regulations.*

Staff Comments on Required Findings for Regulatory Zone Amendment

Washoe County Code Section 110.821.15(d) requires that all of the following findings be made to the satisfaction of the Washoe County Planning Commission before recommending adoption to the Board of County Commissioners. Staff has completed an analysis of the Regulatory Zone

Amendment application and has determined that the proposal is in compliance with the required findings as follows.

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

Staff Comment: The proposed amendment does not conflict with the policies and action programs of the Master Plan as detailed in this staff report.

2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.

Staff Comment: The proposed amendments will further implement and preserve the Spanish Springs Area Plan Vision and Character Statement, which promotes an area of mixed land uses (zoning) and a range of employment opportunities. The proposed amendments conform to all applicable policies of the Spanish Springs Area Plan and the Washoe County Master Plan as provided earlier in this report. The proposed amendments will not result in a conflict with the public's health, safety or welfare.

3. Response to Change Conditions; more desirable use. 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.

Staff Comment: This proposal supports growth within the TMSA and the Spanish Springs Suburban Character Management Area, the planned growth area for the Spanish Springs Valley.

4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed amendment.

Staff Comment: TMWA and Washoe County are the service providers for community water and sewer in this area. As detailed in Exhibit P(1), TMWA has identified facility improvement options to serve the subject parcel. Washoe County Engineering and Capital Projects has also indicated that adequate sewer capacity will be available for the maximum allowed density on the property if the request is approved. Truckee Meadows Fire Protection District is the fire protection service provider. Appropriate transportation improvements would need to be implemented by the applicant at the time of future development if it was approved.

5. No Adverse Effects. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.

Staff Comment: The proposed amendment does not conflict with the policies and action programs of the Master Plan as detailed in this staff report.

6. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

Staff Comment: The proposed amendment will further implement the desired pattern of growth, particularly as stated in the Spanish Springs Area Plan Character Statement which reads in part, "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." The current request is to establish additional suburban zoning within the identified suburban core.

7. Effect on a Military Installation When a Military Installation is Required to be Noticed. The proposed amendment will not affect the location, purpose and mission of the military installation.

Staff Comment: There are no military installations within the required noticing distance to the subject property and therefore this finding is not applicable.

Staff Comment on Spanish Springs Area Plan Findings for Regulatory Zone Amendment

Policy 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.

Staff Comment: The applicant has provided a study by Wood Rodgers which indicates improvements necessary for provision of services and that the improvements are in substantial compliance with existing facilities and the Spanish Springs resource plan.

- 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: A traffic analysis is provided with the application and includes the conclusion that the intersection of Pyramid Highway and Calle de la Plata currently operates at a level of service (LOS) F, both before and after the addition of traffic

anticipated to be produced by the land use change. The traffic report recommends construction of a traffic signal at the intersection of Pyramid Highway and Calle de la Plata.

- 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: The current proposal is not for a commercial or industrial land use intensification and is therefore not applicable.

- 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 proposed regulatory zone will not exceed Washoe County's policy growth level for Spanish Springs. Were the project to be approved, over 1000 residential units would still be available within the 1500-unit policy growth cap.

- 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: A traffic analysis is provided with the application and includes the conclusion that the intersection of Pyramid Highway and Calle de la Plata currently operates at a level of service (LOS) F, both before and after the addition of traffic anticipated to be produced by the land use change.

- 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: According to the traffic study submitted by the applicant, the current proposal is anticipated to generate fewer vehicle trips than would be expected if the area were built out according to its current Commercial and Industrial zoning designations.

- 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: The proposed changes are within the policy growth level established by Policy SS.1.2 of 1,500 additional dwelling units of density.

- 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 Washoe County School District (WCSD) has indicated that if future residential development on the property were to result in student capacity being exceeded at zoned schools, then some students may be assigned to the nearest WCSD school with available capacity.

- 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: No special use permits will be impacted by the proposed change in land use.

Recommendation

Based upon the information presented in the staff report, it is recommended that the required findings can be made and that the Planning Commission:

- (1) Adopt an amendment to the Spanish Springs Master Plan Map, changing the Master Plan Category from a mix of, Industrial (I) and Commercial (C) to Suburban Residential (SR) on the subject ±39.84 acre parcel (APN: 534-562-07). Possible action to approve a resolution adopting an amendment to the Spanish Springs Master Plan Map; and
- (2) Subject to final approval of the associated master plan amendment, recommend adoption of an amendment to the Spanish Springs Regulatory Zone Map, changing the regulatory zone from a mix of Open Space (OS), Industrial (I) and Neighborhood Commercial (NC) to Medium Density Suburban (MDS) on the subject parcel (APN: 534-562.07). Approve a resolution adopting an amendment to the Spanish Springs Regulatory Zone Map; and
- (3) If the resolutions adopting the Master Plan amendments and the resolution recommending adoption of the Regulatory Zone Amendment are approved, direct staff to forward these amendments to the Board of County Commissioners. These approvals include administrative changes with a revised map series including an updated parcel base and updated applicable text.
- (4) It is further recommended that the Chair be authorized to sign Resolutions Numbers 15-26 and 15-27 on behalf of the Planning Commission.

Possible Motion for Master Plan Amendment

I move that after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Planning Commission adopt the resolution contained in Attachment A of this staff report to amend the Master Plan as set forth in Master Plan Amendment Case Number MPA15-004 having made the following three findings in accordance with Washoe County Code Section 110.820.15(d) and the findings

required by Spanish Springs Area Plan Policy SS.17.1. I further move to certify the resolution and the proposed Master Plan Amendment in MPA15-004 as set forth in this staff report for submission to the Washoe County Board of County Commissioners and authorize the chair to sign the resolution on behalf of the Planning Commission.

Washoe County Development Code Section 110.820.15(d) Master Plan Amendment Findings

1. *Consistency with Master Plan.* *The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.*
2. *Compatible Land Uses.* *The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.*
3. *Desired Pattern of Growth.* *The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.*

Spanish Springs Area Plan Findings - Policy SS.17.1 (a part of the Master Plan)

- 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.*

Possible Motion for Regulatory Zone Amendment

I move that after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Planning Commission adopt the resolution contained in Attachment B of this staff report to recommend adoption of the amendment to the Regulatory Zone as set forth in Regulatory Zone Amendment Case Number RZA15-006 having made all of the following findings in accordance with Washoe County Code Section 110.821.15(d) and the findings required by Spanish Springs Area Plan Policy SS.17.2. I further move to certify the resolution and the proposed Regulatory Zone Amendment in RZA15-006 as set forth in this staff report for submission to the Washoe County Board of County Commissioners and authorize the chair to sign the resolution on behalf of the Planning Commission

Washoe County Development Code Section 110.821.15(d) Regulatory Zone Amendment Findings

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

2. Compatible Land Uses. *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.*
3. Response to Change Conditions; more desirable use. *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.*
4. Availability of Facilities. *There are or are planned to be adequate transportation, recreation, utility and other facilities to accommodate the uses and densities permitted by the proposed amendment.*
5. No Adverse Effects. *The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.*
6. Desired Pattern of Growth. *The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.*

Spanish Springs Area Plan Findings - Policy SS.17.2 (a part of the Master 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.*
- 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.*
- 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.*

- 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.*
- 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.*
- 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.*
- 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.*

Appeal Process

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

xc:

Applicant: Lewis Roca Rothgerber, LLP, 50 West Liberty Street, Suite 410, Reno, NV 89501

Property Owner: Sugarloaf Peak, LLC, 2777 Northtowne Lane, Reno, NV 89512

Consultant: Axion Engineering, LLC, 681 Edison Way, Reno, NV 89502



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

ADOPTING AN AMENDMENT TO THE WASHOE COUNTY MASTER PLAN, THE SPANISH SPRINGS MASTER PLAN MAP (MPA15-004) AND RECOMMENDING ITS ADOPTION TO THE BOARD OF COUNTY COMMISSIONERS

Resolution Number 15-26

Whereas Master Plan Amendment Case Number MPA15-004 (Sugarloaf Ranch Estates) came before the Washoe County Planning Commission for a duly noticed public hearing on December 1, 2015; and

Whereas the Washoe County Planning Commission heard input from both staff and the public regarding the proposed Master Plan Amendment; and

Whereas, the Washoe County Planning Commission gave reasoned consideration to the information it has received regarding the proposed Master Plan Amendment; and

Whereas, the Washoe County Planning Commission has made the following findings necessary to support adoption of the proposed Master Plan Amendment Case Number MPA15-004 as set forth in NRS Chapter 278; Article 820 of Chapter 110 of Washoe County Code (Development Code); and Spanish Springs Area Plan Policies SS.17.1 and SS.17.2

Washoe County Development Code Section 110.820.15 (d) Master Plan Amendment Findings

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan;
2. Compatible Land Uses. 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;
3. Response to Change Conditions. 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;
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility and other facilities to accommodate the uses and densities permitted by the proposed amendment;
5. Desired Pattern of Growth. The proposed amendment promotes 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;

Spanish Springs Area Plan Findings:

6. Policy SS.17.1

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

7. Policy SS.17.2

- a. A feasibility study relative to municipal water, sewer and storm water was provided by the applicant 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;
- 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 achieve the adopted level of service;
- c. The overall percentage of commercial and industrial regulatory zone acreage will not exceed 9.86 percent of the Suburban Character Management Area; *[On June 23, 2015, the Washoe County Board of County Commissioners approved removal of this policy from the Spanish Springs Area Plan, and it is pending conformance review by the Truckee Meadows Regional Planning Commission. It is anticipated that this proposal will be found in conformance with the Truckee Meadows Regional Plan due to a recent amendment to Regional Plan Policy 1.3.3 which allows for an increase in size of existing contiguous industrial land use in the Spanish Springs Area Plan by no more than 150 acres over the next 10 years.]*
- 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; and
- e. 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.

Now, therefore, be it resolved that pursuant to NRS 278.210(3) the Washoe County Planning Commission does hereby adopt the proposed Master Plan Amendment in Master Plan Amendment Case Number MPA15-006, to include the Spanish Springs Master Plan attached as Exhibit A to this Resolution. A certified copy of this resolution shall be submitted to the Board of County Commission and any appropriate reviewing agencies in accordance with NRS 278.220.

ADOPTED on December 1, 2015

WASHOE COUNTY PLANNING COMMISSION

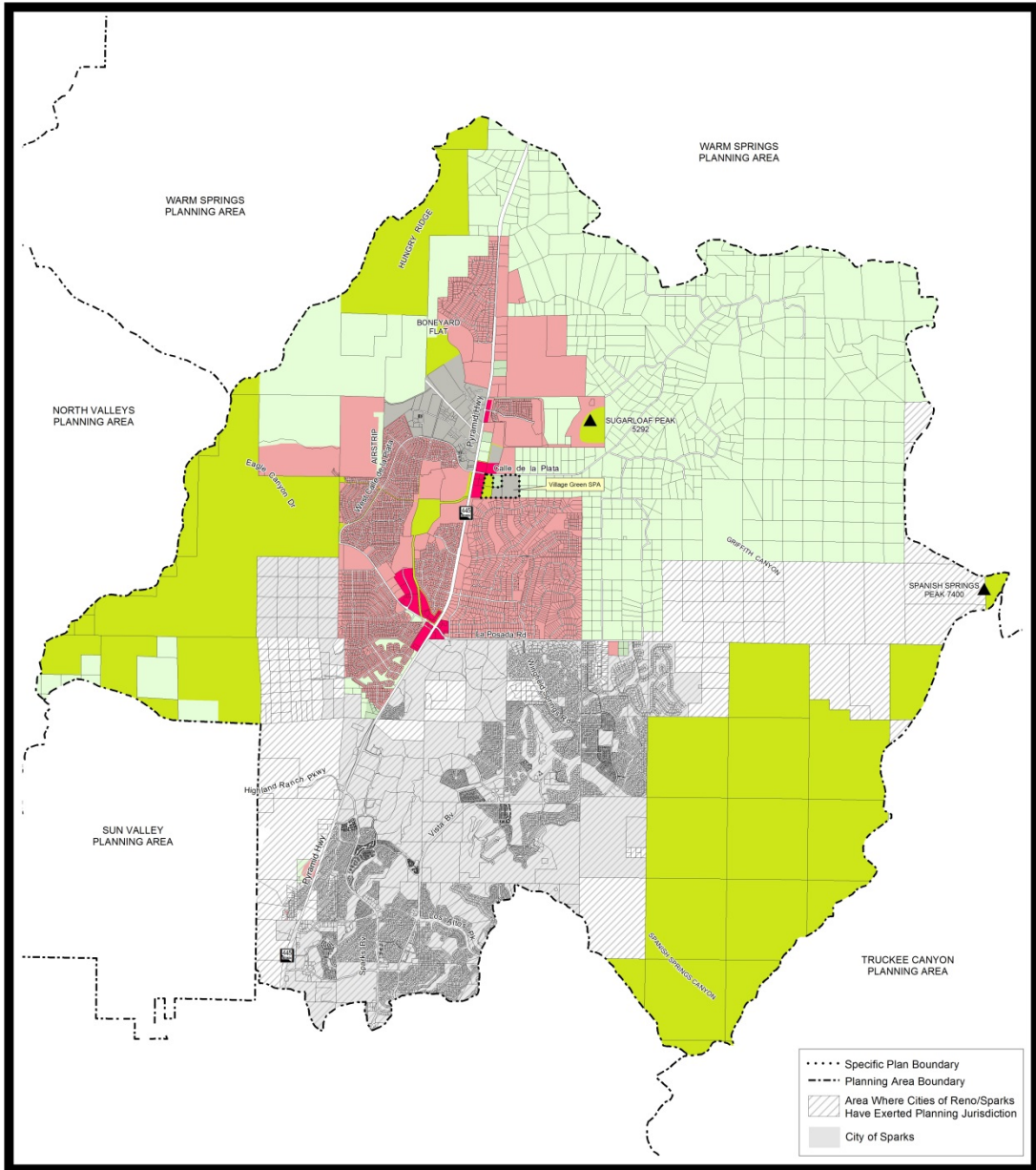
ATTEST:

Carl R. Webb, Jr., AICP, Secretary

James Barnes, Chair

Attachment: Exhibit A – Spanish Springs Master Plan Map

Exhibit A



SPANISH SPRINGS MASTER PLAN MAP

- RURAL
- RURAL RESIDENTIAL
- SUBURBAN RESIDENTIAL
- URBAN RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- OPEN SPACE

SOURCE : Planning and Development Division

NOTE: THE SCALE AND CONFIGURATION OF ALL INFORMATION SHOWN HEREON ARE APPROXIMATE ONLY AND ARE NOT INTENDED AS A GUIDE FOR DESIGN OR SURVEY WORK. REPRODUCTION IS NOT PERMITTED WITHOUT PRIOR WRITTEN PERMISSION FROM THE WASHOE COUNTY COMMUNITY SERVICES DEPARTMENT.

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CERTIFICATION: THIS DOCUMENT HAS BEEN REVIEWED AND APPROVED AS AN ACCURATE REPRESENTATION OF THE ADOPTED MASTER PLAN MAPS OF WASHOE COUNTY, NEVADA, BY THE WASHOE COUNTY COMMUNITY SERVICES DEPARTMENT.

DATE: _____ DIRECTOR: _____

**Community Services
Department**

**WASHOE COUNTY
NEVADA**

Post Office Box 11130
Reno, Nevada 89520 (775) 328-3600

MPA15-004 & RZA15-006
EXHIBIT A TO EXHIBIT A



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

RECOMMENDING ADOPTION OF REGULATORY ZONE AMENDMENT CASE NUMBER RZA15-006 AND THE AMENDED SPANISH SPRINGS REGULATORY ZONE MAP

Resolution Number 15-27

Whereas Regulatory Zone Amendment Case Number RZA15-006 (Sugarloaf Ranch Estates) came before the Washoe County Planning Commission for a duly noticed public hearing on December 1, 2015;

Whereas the Washoe County Planning Commission heard input from both staff and the public regarding the proposed Regulatory Zone Amendment;

Whereas the Washoe County Planning Commission gave reasoned consideration to the information it has received regarding the proposed Regulatory Zone Amendment;

Whereas the proposed Regulatory Zone Amendment shall be adopted pending adoption of the proposed Master Plan Amendment (MPA15-004) by the Washoe County Board of County Commissioners and a positive finding of conformance with the Truckee Meadows Regional Plan; and

Whereas, pursuant to Washoe County Code Section 110.821.15(d), the Washoe County Planning Commission made the following findings necessary to support the recommendation for adoption of the proposed Regulatory Zone Amendment Case Number RZA15-006:

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan;
2. Compatible Land Uses. The proposed amendment will not result in land uses which are incompatible with (existing or planned) adjacent land uses, and will not adversely impact public health, safety or welfare;
3. Response to Change Conditions. 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;
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility and other facilities to accommodate the uses and densities permitted by the proposed amendment;
5. Master Plan Policies and Action Programs. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan;

6. Desired Pattern of Growth. The proposed amendment promotes 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
7. Effect on a Military Installation When a Military Installation is Required to be Noticed. The proposed amendment will not affect the location, purpose and mission of a military installation.

Now, therefore, be it resolved that the Washoe County Planning Commission does hereby recommend adoption of Regulatory Zone Amendment Case Number RZA15-006 and the amended Spanish Springs Regulatory Zone Map as included as Exhibit A to this Resolution to the Washoe County Board of County Commissioners.

ADOPTED on December 1, 2015

WASHOE COUNTY PLANNING COMMISSION

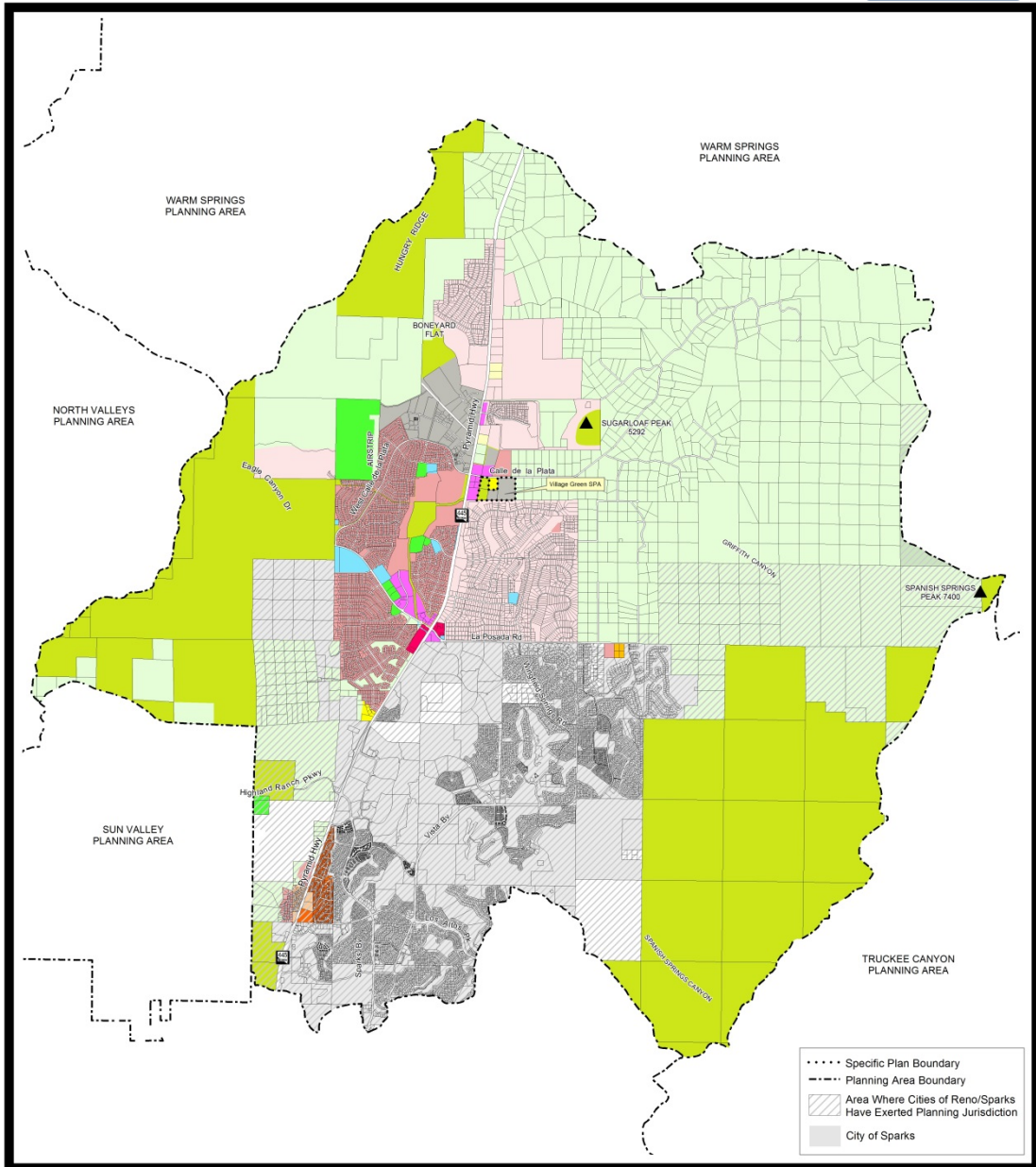
ATTEST:

Carl R. Webb, Jr., AICP, Secretary

James Barnes, Chair

Attachment: Exhibit A – Spanish Springs Regulatory Zone Map

Exhibit A



SPANISH SPRINGS REGULATORY ZONE MAP

<ul style="list-style-type: none"> LOW DENSITY RURAL MEDIUM DENSITY RURAL HIGH DENSITY RURAL LOW DENSITY SUBURBAN LOW DENSITY SUBURBAN 2 MEDIUM DENSITY SUBURBAN MEDIUM DENSITY SUBURBAN 4 	<ul style="list-style-type: none"> HIGH DENSITY SUBURBAN LOW DENSITY URBAN MEDIUM DENSITY URBAN HIGH DENSITY URBAN GENERAL COMMERCIAL NEIGHBORHOOD COMMERCIAL/OFFICE TOURIST COMMERCIAL 	<ul style="list-style-type: none"> INDUSTRIAL PUBLIC AND SEMI-PUBLIC FACILITIES PARKS AND RECREATION OPEN SPACE GENERAL RURAL GENERAL RURAL AGRICULTURAL DRY LAKE/ WATER BODY
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Source: Planning and Development Division

NOTE: THE SCALE AND CONFIGURATION OF ALL INFORMATION SHOWN HEREON ARE APPROXIMATE ONLY AND ARE NOT INTENDED AS A GUIDE FOR DESIGN OR SURVEY WORK. REPRODUCTION IS NOT PERMITTED WITHOUT PRIOR WRITTEN PERMISSION FROM THE WASHOE COUNTY PLANNING AND DEVELOPMENT DIVISION.

CERTIFICATION:
THIS DOCUMENT HAS BEEN REVIEWED AND APPROVED AS AN ACCURATE REPRESENTATION OF THE ADOPTED ZONING MAPS OF WASHOE COUNTY, NEVADA, BY THE WASHOE COUNTY PLANNING AND DEVELOPMENT DIVISION.

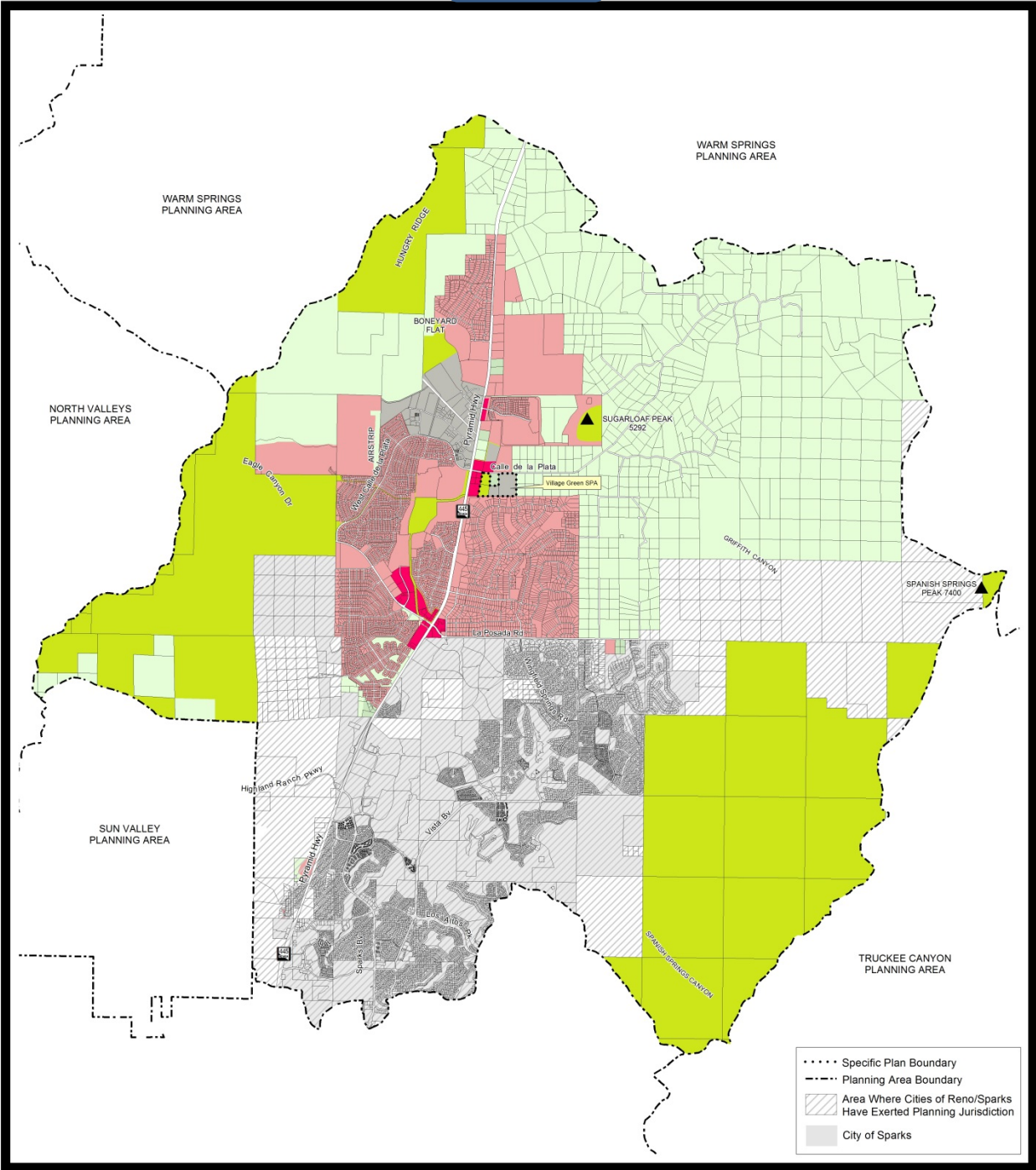
DATE: _____ DIRECTOR: _____

**Community Services
Department**

**WASHOE COUNTY
NEVADA**

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Exhibit C



SPANISH SPRINGS MASTER PLAN MAP

	RURAL
	RURAL RESIDENTIAL
	SUBURBAN RESIDENTIAL
	URBAN RESIDENTIAL
	COMMERCIAL
	INDUSTRIAL
	OPEN SPACE

SOURCE : Planning and Development Division

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CERTIFICATION:
THIS DOCUMENT HAS BEEN REVIEWED AND APPROVED AS AN ACCURATE REPRESENTATION OF THE ADOPTED MASTER PLAN MAPS OF WASHOE COUNTY, NEVADA, BY THE WASHOE COUNTY COMMUNITY SERVICES DEPARTMENT.

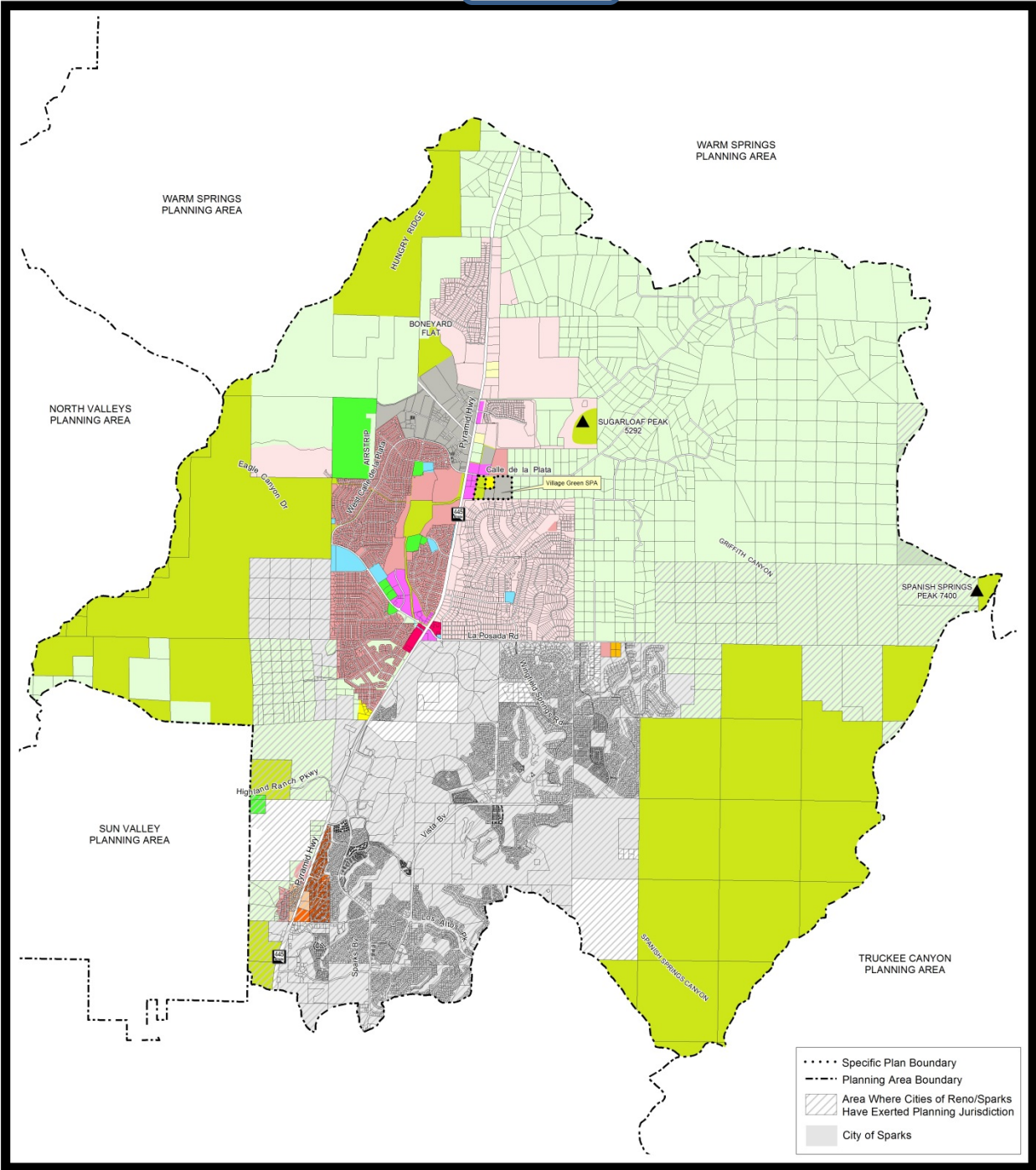
DATE: _____ DIRECTOR: _____

**Community Services
Department**

**WASHOE COUNTY
NEVADA**

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Exhibit D



SPANISH SPRINGS REGULATORY ZONE MAP

<p> LOW DENSITY RURAL</p> <p> MEDIUM DENSITY RURAL</p> <p> HIGH DENSITY RURAL</p> <p> LOW DENSITY SUBURBAN</p> <p> LOW DENSITY SUBURBAN 2</p> <p> MEDIUM DENSITY SUBURBAN</p> <p> MEDIUM DENSITY SUBURBAN 4</p>	<p> HIGH DENSITY SUBURBAN</p> <p> LOW DENSITY URBAN</p> <p> MEDIUM DENSITY URBAN</p> <p> HIGH DENSITY URBAN</p> <p> GENERAL COMMERCIAL</p> <p> NEIGHBORHOOD COMMERCIAL/OFFICE</p> <p> TOURIST COMMERCIAL</p>	<p> INDUSTRIAL</p> <p> PUBLIC AND SEMI-PUBLIC FACILITIES</p> <p> PARKS AND RECREATION</p> <p> OPEN SPACE</p> <p> GENERAL RURAL</p> <p> GENERAL RURAL AGRICULTURAL</p> <p> DRY LAKE/ WATER BODY</p>
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Source: Planning and Development Division

PC Date: December 1, 2015
BCC Date:

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CERTIFICATION:
THIS DOCUMENT HAS BEEN REVIEWED AND APPROVED AS AN ACCURATE REPRESENTATION OF THE ADOPTED ZONING MAPS OF WASHOE COUNTY, NEVADA, BY THE WASHOE COUNTY PLANNING AND DEVELOPMENT DIVISION.

DATE _____ DIRECTOR _____

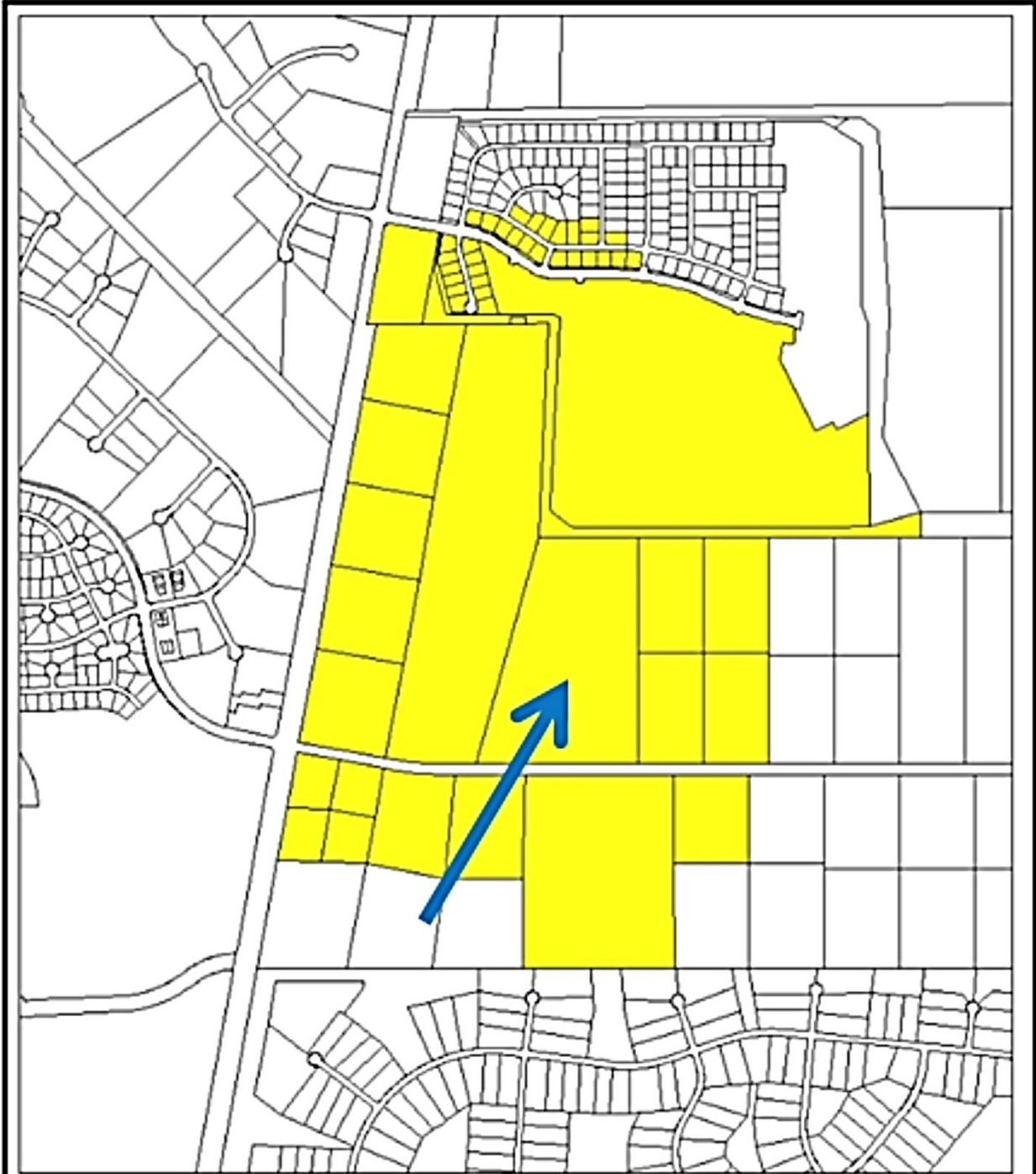
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Department**

**WASHOE COUNTY
NEVADA**

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Reno, Nevada 89520

(775) 328-3600

Exhibit E



VICINITY MAP



MPA15-004 & RZA15-006
Sugarloaf Ranch Estates

Source: Current Planning Program

Department of
Community
Development
WASHOE COUNTY
NEVADA

Plan Sheet No. 11100
Date Revised: 05/08
1775 S. 200. 0000

Date: September 2015



Spanish Springs Citizen Advisory Board

Exhibit F

MEMORANDUM

To: Vaughn Hartung, Commissioner
From: Misty Moga, Administrative Recorder
Re: **MPA15-004 & RZA15-006 (Sugarloaf Ranch Estates)**
Date: October 12, 2015

The following is a portion of the draft minutes of the Spanish Springs Citizen Advisory Board held on November 4, 2015.

7. DEVELOPMENT PROJECTS – The project description provided below links to the application or visit the Planning and Development Division website and select the Application Submittals page:

http://www.washoecounty.us/csd/planning_and_development

A. Master Plan Amendment Case Number MPA15-004 (Sugarloaf Ranch Estates) – Request for community feedback, discussion and possible action to approve an amendment to the Washoe County Master Plan, Spanish Springs Area Plan to change the Master Plan Designation on one parcel of ± 39.84 acres from a mix of Industrial (I) Commercial (C) and Open Space (OS) to Suburban Residential (SR). The Citizen Advisory Board may take action to summarize public feedback and recommend approval or denial of the Master Plan Amendment request. (For Possible Action.)

B. Regulatory Zone Amendment Case Number RZA15-006 (Sugarloaf Ranch Estates) – Request for community feedback, discussion and possible action to approve an amendment to the regulatory zone on one parcel of ±39.84 acres from a mix of Open Space (OS), Industrial (I) and Neighborhood Commercial (NC) to Medium Density Suburban (MDS). The Citizen Advisory Board may take action to summarize public feedback and recommend approval or denial of the Regulatory Zone Amendment request. (For Possible Action.)

- Applicant: Sugarloaf Peak, LLC. 2777 Northtowne Lane, Reno, NV 89512
- Location: On the north side of Calle De La Plata, approximately 2/10 of a mile east of its intersection with Pyramid Highway.
- Assessor's Parcel Number: 534-562-07
- Staff: Roger Pelham, MPA, Senior Planner Washoe County Community Services Department Planning and Development Division, Phone: 775-328-3622, E-mail: rpelham@washoecounty.us
- Tentative Hearing Date: Planning Commission on December 1, 2015

Garrett Gordon, representative from Sugarloaf Peak, LLC gave an overview of the property.

40 acre property, North of Calle De La Plata north of Pyramid Highway

Garrett said this application doesn't ask for change to character statement, area plan, raise the number housing units. It's asking to amend the Master Plan to Suburban Residential and Medium Density Suburban (MDS) which is allowed in the plan. It's capped at 3 units per acre; same as character statement. 120 homes, less than 40 acres.

John Gwaltney asked at what stage do you have to conduct a traffic study. John said he is concerned about the number of homes. He asked if traffic, sewer, water has been taken into account. Garrett said in the applications, it includes a traffic report with current and proposed conditions. Current zoning is commercial; he said they look at it according to this zoning and the proposed changes. He said they looked at the current level of service on a particular traffic intersection. The sewer requires a feasibility study which includes water and sewer. The owner owns 50 acres of water. It will be served by TMWA. The sewer will be brought in at the owner's cost.

John Hayman asked about the traffic light. He said NDOT and Feds said no. Garrett said he understands the project priorities and they have been working on moving this traffic light up in the priorities. The traffic engineer recommends it. Garrett said they have paid traffic credits. John Hayman said he attended the commissioner meeting, and they opposed the traffic study. NDOT denied it and it's nowhere on the plans. Garrett said you have to meet the warrants before you can get the lights. John said it's nowhere close to being a light.

Dan Herman said he thinks this is over simplified. He said he attended a community meeting for a neighborhood that is proposing to have 160 homes in their project, and they can't get a traffic light. He said he doesn't understand how this project will get a light. Garrett read a document stating that the traffic signal was recommended. Dan asked about the TMWA water rights and asked how it won't affect wells. Dan said the developer will buy water rights, and if it's low during summer, they will pump on commercial wells. It will affect the people on 10 – 40 acre parcels. Garrett said it hasn't been proven true; he said they will buy water rights from TMWA and build a facility.

Roger Pelham, Washoe County, addressed the question regarding water and TMWA. He said he has received an email for a water resource plan series. He invited people to participate in this process.

Garrett said we knew there would be a disagreement with water, so he said he has conducted a water discovery. He said he has spoken with TMWA and will have a discovery letter from TMWA to state how much water they will have.

Larry Thomas asked where the water rights are coming from: out here or Truckee River. He said if the source is the Truckee River, then they can't pull from anywhere else. If the source is from here, it will pull from wells. He said they supplement their water with wells out here. It's misleading. He spoke about the the traffic and said the State wouldn't allow it even if the developer were pay for it. The developer would offer to pay for it, and the state won't let it go in.

Garrett said he can't control what the other properties do. There have been many other special meetings, and we are trying to stay on the agenda.

Mr. Ralph Theiss said they bought their property out here 14 years ago, and installed wells, and Washoe County sent them a letter stating their well was within circumference of the Washoe County well. He said they came out several years and monitor their well, son's well, and Dan's well. He said they are pumping out of their aquifer. They stopped coming out – they couldn't afford to come out and monitor wells. He said they have lost 2 inches in 14 years. The intent, if Washoe County interferes with their water level, they would stop pumping. He said if this development dips into their system, he said he will be concerned, but nothing has given them trouble so far. He said if it is affected because of this project, Washoe County will have to replace it.

Dan Herman asked about the character statement of the plan. Garrett said it's approved to change the zoning to Medium Density Suburban. Mr. Herman read from the plan. He asked this density has been approved for the west side; but he asked if was on the east side of Pyramid Highway. Garrett said that is correct.

Roger Pelham said there is no Medium Density Suburban zoning on the east side of the highway at this time. The Donovan ranch subdivision is low density suburban; that development is 1/3 acre lot sizes. One per acre.

Dan Herman said he is concerned about 3 units per acre on his subdivision and then there is Blackstone. Anyone on east side will be set a precedent. Dan said he said he has been involved with this for many years and knows the intention in the area plan and water system. 1 dwelling unit per acre on the west side on the master plan. Transition zone will be known as Suburban Character Management. He asked Garrett where the transition zone is located.

Garrett said it's on the board of the zone. The suburban core and transition zone will be known as the suburban character management. There isn't no transition zone. Garrett said the impact is diminished.

Ken Theiss asked if he will explain transition zone. Roger Pelham said the transition zone is zoning like a bullseye on a target. In this case, suburban character management would be the bullseye where more intense planning will take place. It's not unreasonable for higher density in the middle and fade to less intense uses. James Scivally asked for example of the transition zone. Roger said it's not in this area plan.

Dawn Costa asked where the entrance and exits will be located. Garret said Calle De La Plata; it will have shared access with next door. It will come with tentative map.

Ken Theiss asked about an emergency access off of Pyramid Highway. Garrett said he hadn't heard that.

Kevin Monaghan asked about the history of the last project. Roger Pelham said we don't want to discuss to application tonight.

Garrett said the past proposed application was for a total of 360 unit properties, 9 units per parcel. Garrett said they heard from the community that if they went ahead with the current plan and current character statement, they would get support or people would be neutral for the 3 unit plan. He said Reno is the next housing boom. He said we believe there is a need for single family residences. Kevin said there are two main concerns: traffic/light and water. He said he is hearing two different sides. He asked how do we get a definitive answer. He asked if there a neutral 3rd party with certainty. He said before anyone takes action, there needs to be clarity and moving forward sounds problematic in any direction. Garrett said he appreciates that comment. This is just master plan and zoning amendment. Those details about zoning and traffic won't come out until the tentative map process. Garrett said we won't know the impact until the project moves forward. He said with the commercial use, you can put 7-11, hotel, etc., and those have different uses and different traffic needs which will determine the traffic light. Garrett said the water discovery will be your 3rd party answer regarding water.

Cindy Thomas asked about two developments doing the same thing. She said Garrett doesn't know what the other one is doing; she said why they can't talk to the other development to find out what the other is doing and join forces and get the same information coordinated. Garrett said its separate findings, separate proposals, separate zoning. Garrett said to Roger's point, they have to look at them separately. Cindy said you two have different answers. Garrett said the traffic engineers said they recommended the light, and if we can build it, we can pay into it.

James Scivally said he is listening with everyone; no one has brought up schools. There will be 3.4 people per unit; what about streets, emergency services. Some of those services are hard press. It will be hard pressed even farther. Garrett said the old application proposed 360 units and that applications went to all reviewing agencies; all agencies had no negative comment. This current application is going to be sent to the reviewing agencies, and those comments will be included. This is a lot less of an impact than before.

Ralph Theiss said he contradicts Garrett. He said in the original request for 360 units, the fire department came to Board of County Commissioners meeting and they stated they couldn't service that addition. The school district is already over flowing. Bus services can't come out here. Every entity that appeared gave negative answers to those questions. All agencies said they can't handle the past application proposed units. He said the sewer is over burden as is. These new applications are straining the system. The tax payers will foot the bill. Whoever builds will put a strain on it.

Garrett referred James to the planning commission reports.

John Gwaltney said what is concerning is these things all add together and add a complication that isn't being looked at as individual pieces and not collectively. They need to ask themselves is the data for this workable. This should all be pulled together. He said he understands the school system is at a brink. How it can handle more, he asked. He asked if there is anyone who feels qualified how that data be added together. John said the planning meeting said we were told there won't be a light there for a long time.

Mr. Thomas said putting aside water and sewer; it's a quality of life issue. He said 3 houses per acre next to them seem to screw those who bought out here on large parcels for a purpose. Garrett said he had a hard time justifying it when it was 9 units per acre, but now a 3 units per acre keeps with the character statement. Mr. Thomas said that was for the west side, not the east side. Mr. Thomas said they are asking to change the statement.

Dawn Costa said she read the development – maximum capacity of units on the sewer system. City of Sparks said they won't take on more. Garrett 1500 units capped for the new projects. This has gone to Regional Planning. They agreed to have 1,500 more units, and he said they aren't going to build this much.

Roger Pelham said there are different numbers: 1,500 dwelling units is not 1,500 more housing being constructed. It's far more that. It will probably more likely be 3-4K. There will be a policy growth within the area plan that says we can allow intensification of upzoning of 1500 more houses to be allowed to be constructed in the future. He said he received an email from GIS that said if both Master Plan and zoning changes are approved, there will still be 1100 under the approved policy growth.

Dan Herman said 168 on the other project and 119, which is 300 dwelling units. Roger said 1 dwelling unit per acre is an illustration. He said since the policy went into affect, all land uses, there will still over 1000 dwelling units remaining worth of intensification that someone can come in and build later on. Dan Herman said he can only build 1 unit on his 40 acre, but these guys can come in and put 3 units on an acre. That is much more intensification. There is no transition area; 1/3 acre lots with no transition. The transition area was 5 acre parcels down to 1 acre down to 1/3. He said there was some buffering in the original intent.

Garret spoke about the open space is the boundary and not just easement and zoning. He said there will additional burning, trees and other conditions. He said they now can't condition it under zoning; if you look in the County code goes from low compatibility to medium compatibility and there is less of a need for a transition zone.

Roger Pelham said he isn't for or against this. He said there are differences of opinion of the character statement. Some might consider it reasonable transition. Roger said he promised to include comments he receives in writing into the staff report if he receives them in time. There is legitimate evaluation based on his comments.

John Gwaltney asked about the zoning of 1 acre, 1 dwelling. He said the new area Winfield springs is not full acre. He asked if the zoning statements are correct. The west side is zone for more on one acre and the east side is zone for no more than one resident per acre. Roger said that is correct. Low Density suburban. The Donovan Ranch is being developed 3 dwellings per acre; 1/3 lots. Roger said Winfield is in Sparks. John said when you grant a '3 residents per acre,' it's hard to turn down an application in the future. Roger said we look for compatibility when looking at current zoning when reviewing an application. Ken Theiss said Donavan is 3 units per acre on the east side. There isn't anything that says these guys can't.

Dawn Costa said it's a 1/3 acre, they equal out house and land. It's equestrian. It still equals out to one unit per acre. Roger said yes, total amount, including open space, divide units per acres.

John Gwaltney said you are changing the zoning. You have 100 acres, 100 houses, you have one acre per house. That changes the zoning dramatically. He asked why you didn't say you were going to say 1 unit per acre. Garrett said he heard we wouldn't have any arguments for 3 units per 1 acre which is allowed in the plan but we have. We will have arguments regardless.

Larry Thomas said this isn't really compatible. A bunch of people in come out to live in the suburbs and they will complain about those people who are already out here with the horse. They won't like something we are doing and they will complain to the County. It's not compatible. It happened in Douglas County. Ken asked when it was going to the planning commission. Garrett said December 1, 6:30pm.

Sarah Chvilicek, Planning Commission for District 5, said your feedback and taking action for recommendation or not is critical for the Planning Commission's decision. She said our Commissioners asked for community feedback. She said we take those comments seriously. She said she is also the designee for the Regional Planning commission.

Dawn Costa said Planning Commissioner Greg Prough's contact information is on the table. Sarah said contact any one of us.

Ron Swingham said there are two problems with this project: 'not in my back yard.' He said they are selling something nobody wants. He said what about a light; what about the things we talked about. There was no project for the public agencies to make a comment on. He said we had local fire department say we are our limit. He asked how can you agree or disagree without the facts. There needs to be a 3rd party. He said more people will come, and they will complain about the horses and chickens.

Kevin Monaghan said critical feedback is important for the Planning Commission.

Dan Herman said he requested to have TMWA to be here tonight, but they couldn't be here. They need to be here to talk about the reports without biased.

Garrett said he appreciated the meeting being run well.

Mrs. Thomas asked if we can make a motion once all the facts are presented. Ken said he understands, but this will go to the planning meeting in December. Dawn said if you can't attend; get the planner's contact information.

MOTION: John Dwaltney moved to deny item 7A due to inadequate information and it can set a precedent for single family residents. James Scivally seconded the motion. All members were in favor; Ken Theiss abstained. Motion passed.

Discussion:

Roger Pelham spoke about zoning; Ken said if 7A doesn't pass, 7B won't change. Roger said you can approve one and not the other. However, legally, they need to be compatible.

Dan Herman said his arguments are still applicable for 7B regarding the east side having 3 units per acre. We need to maintain one unit per acre on the east side. The buffering needs to happen with transition zone.

MOTION: James Scivally moved to deny 7B because it's related to the first. John Dwaltney seconded. All in favor; Ken Theiss abstained.

cc: Dawn Costa-Guyon, Chair
Al Rogers, Constituent Services
Andrea Tavener, Constituent Services

Sugarloaf Ranch Estates

Master Plan & Regulatory Zone Amendment Application

Prepared For:

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Prepared By:



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775-771-5554

September, 2015

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- Village at the Peak Feasibility Study
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Project Requests

This application is for a **Master Plan Amendment** and **Regulatory Zoning Amendment** to:

- A) Change the land use designation from a mix of Industrial, Commercial, and Open Space to **Suburban Residential** in the Spanish Springs Area Plan (SSAP).
- B) Change the current zoning from a mix of Industrial, Commercial, and Open Space to **Medium Density Suburban**.

Project Location

Sugarloaf Ranch Estates is located ¼ mile east of the Pyramid Highway across the street from the Village Green business park. It will be accessed from Calle De La Plata which connects to the Pyramid Highway. The project site includes one parcel, APN 534-562-07 and consists of 39.84± acres, as shown in Figure 1 (below).

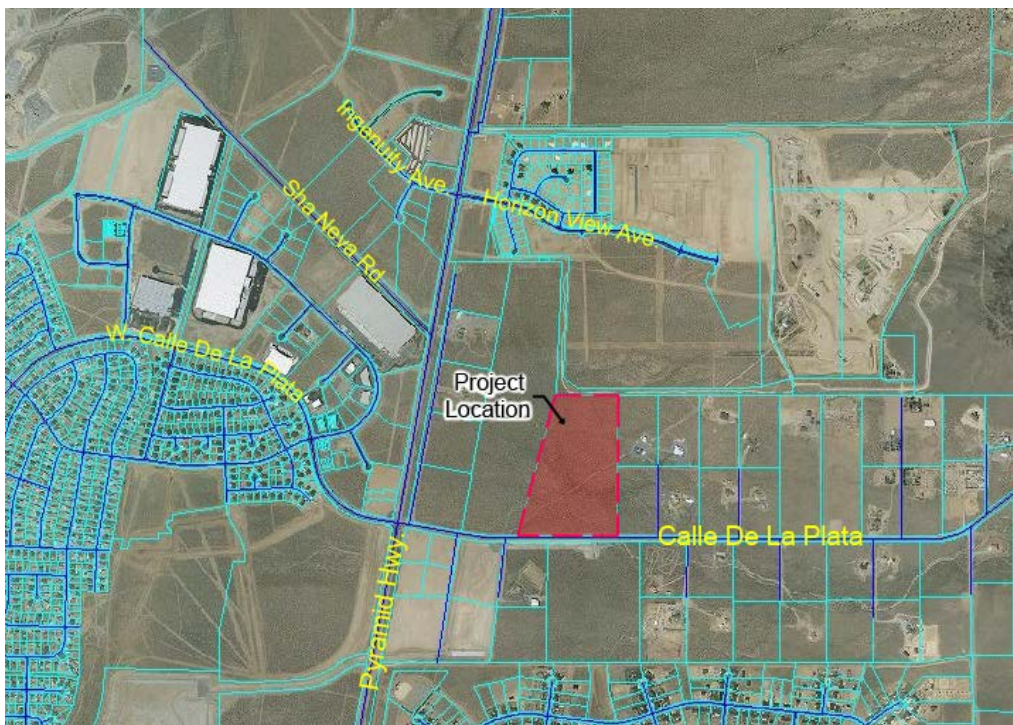


Figure 1 – Vicinity Map

Character Management Plan

This application does not change the character management vision in the SSAP. The proposed project request's an allowed use in the Character Management Area and is consistent with the policies set forth in the Vision and Character Management goals.

Spanish Springs Area Plan Compliance

The Spanish Springs area contains a mix of residential and non-residential land uses. The proposed master plan amendment and regulatory zone amendment request a Suburban Residential land use with a MDS zoning allowing up to three dwelling units per acre. The SSAP character statement envisions “a distinct suburban core – concentrated along Pyramid Highway.” “This suburban core includes a mix of non-residential uses together with residential densities of up to three dwelling units per acre.” The proposed project fits the character statement as it is near the Pyramid Highway corridor and the adjacent neighboring properties to the north of the site share the requested land use designation.

The Introduction statement of the Spanish Springs Area Plan (SSAP), states that “through cooperation with the Washoe County Board of County Commissioners and the Washoe County Planning Commission, the Spanish Springs community will maintain and apply objective standards and criteria that serve to manage growth and development in Spanish Springs in a manner that:

- Respects the rural heritage of the area by encouraging a rustic appearance and preserving scenic quality;
- Respects private property rights;
- Provides a range of low density housing;
- Provides open space and recreation opportunities;
- provides local services and employment opportunities; and
- ensures that growth is kept in balance with resources and infrastructure.”

This **Master Plan Amendment** and **Regulatory Zone Amendment** supports the applicable statements. See Figures 2 and 3 on the following pages that show existing and proposed land use designations.

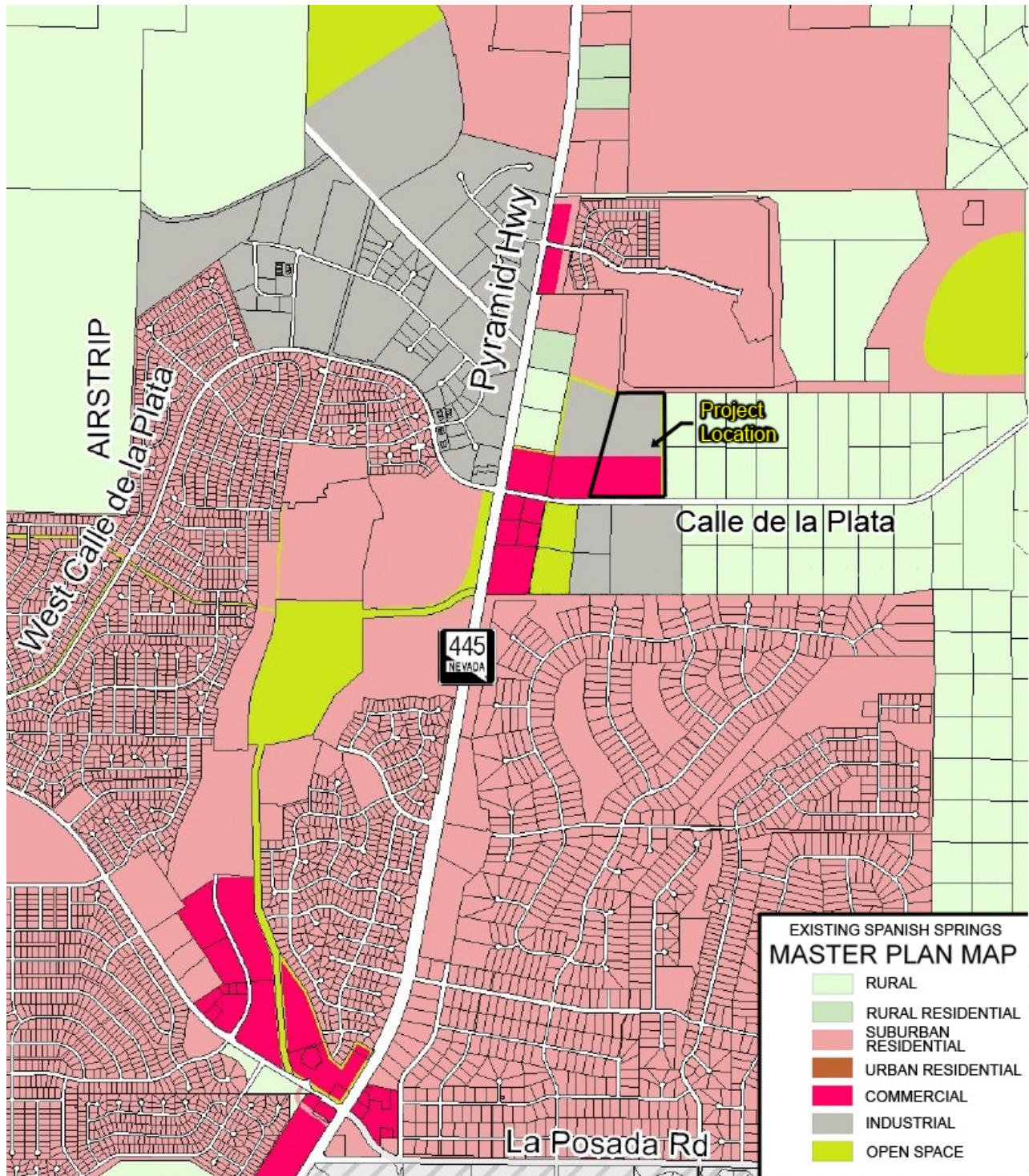


Figure 2 – Existing Land Use Designations

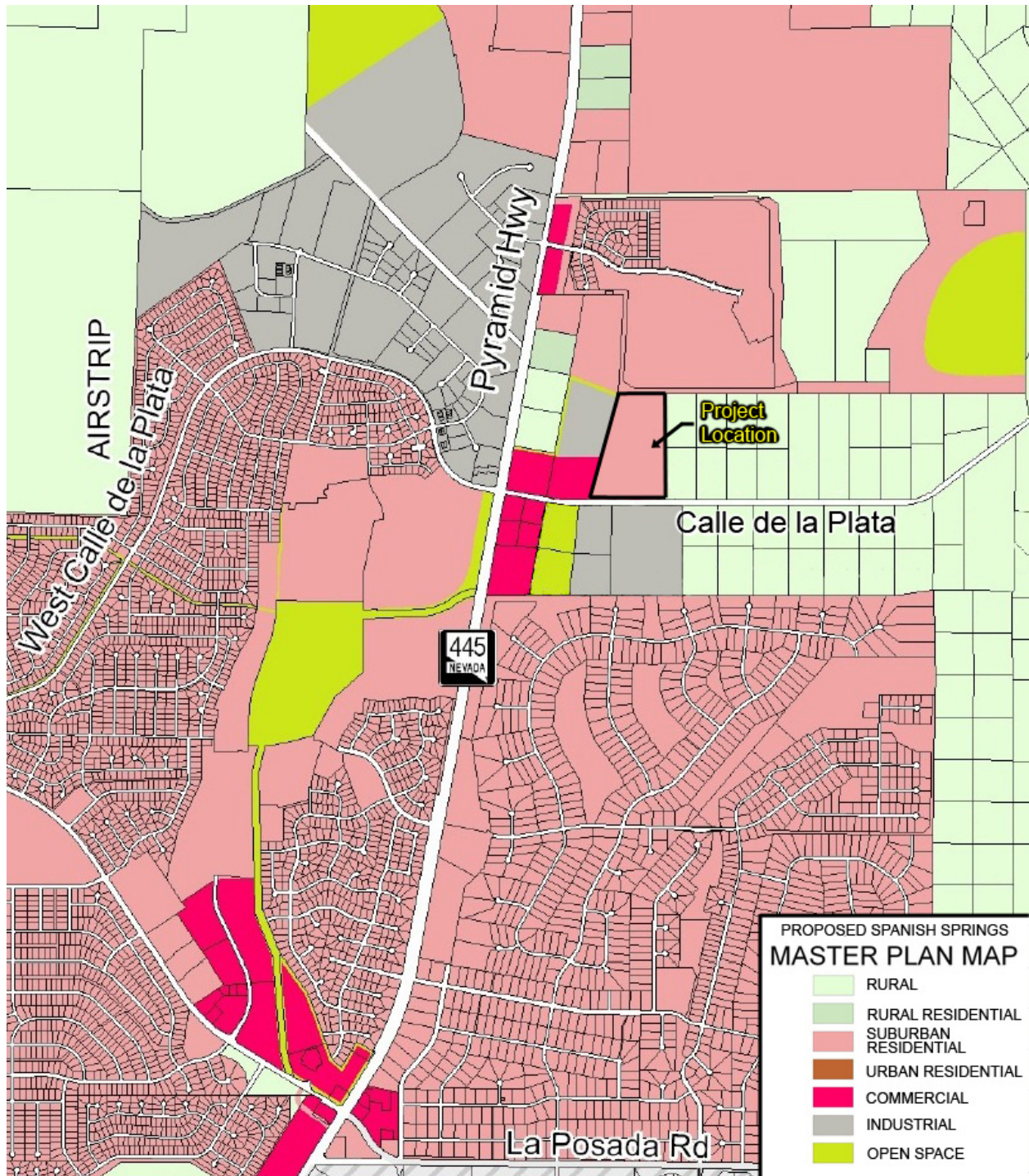


Figure 3 – Proposed Land Use Designations

Key Planning Issues

The followings points are to identify the key issues to be addressed with staff and public review to approve this request:

- Land Use Compatibility – Surrounding land uses include Suburban Residential to the north, Rural Residential to the east, Industrial and Rural Residential to the south and Industrial and Commercial to the west. It is our understanding that the westerly neighbors are proposing a similar MPA and RZA as the Sugarloaf Ranch Estates project at this time. The proposed land use change is compatible with the surrounding land uses. Open space will be provided around the project and within it to assist with property transitions.

- Land Use Intensity – The property is within the Suburban Character Management Area (SCMA). The proposed amendment will result in an intensification of residential land use capacity. The intensification is within the allowed 1,500 units of growth allocated to the SCMA. (to be verified by staff). The proposed amendment will result in a decrease in traffic which is managed as shown in the traffic report. There is mitigation proposed and adequate capacity in the regional road system to support this change. Adequate public facilities are established or planned for to support the request. Physical separation is adequately established from existing residential and surrounding uses.

Flood Control

The North Spanish Springs Detention Facility was constructed to alleviate flooding concerns west of Pyramid Lake Highway. (See Figure 4). Although the proposed project can benefit from this facility the southerly portion of the property is located in a FEMA designated flood zone AO with a 1 foot depth. Drainage facilities will need to be constructed to contain the flood water and the corresponding CLOMR and LOMR will needed to be completed to remove the property from the flood zone. It is anticipated that these storm flows will be directed to the North Spanish Springs Detention Facility. On-site storm water improvements will be designed to current County standards

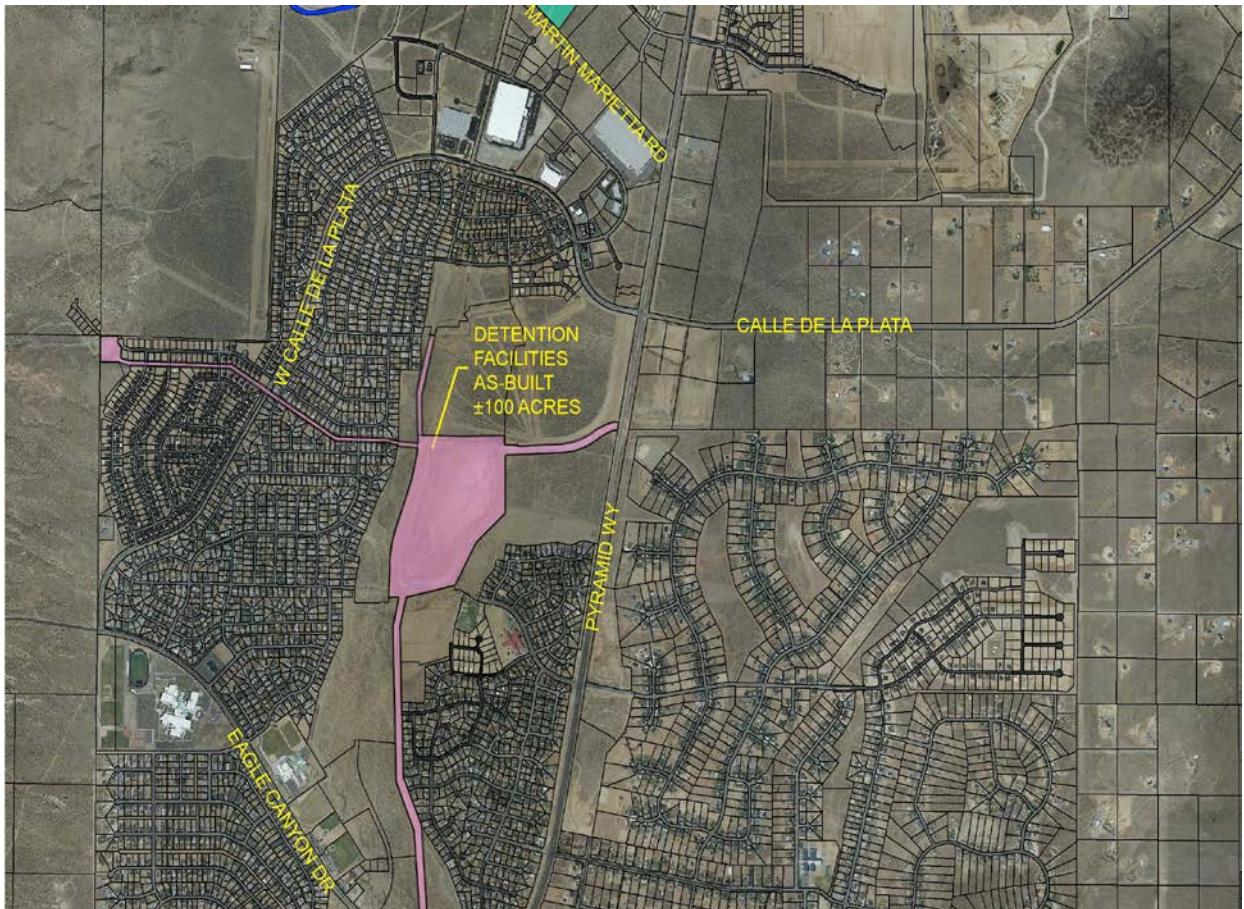


Figure 4 – Spanish Springs Area Plan – Flood Control

Spanish Springs Area Plan – Plan Maintenance

The Spanish Springs Area Plan establishes a Plan Maintenance section (Goal 17) that includes goals and policies related to plan amendments. Each of the policies is listed below and addressed in **bold face** type.

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.

The land use change request considers the character statement adopted in the Area Plan and helps in providing a portion of the mixed land use desired and housing consistent with the Area Plan.

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.

The request preserves the vision by maintaining a permitted regulatory zoning in the character management plan and by providing housing consistent with the area plan.

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

An analysis of all applicable policies contained within the SSAP and Master Plan are included within this report.

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

The project will be designed addressing impacts to surrounding properties. The design will include buffering from adjacent properties to the east, north, and west by providing open space.

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.

A feasibility report has been completed for this site for a previously submitted project and paid for by the owner. The proposed project will yield a much lower density and the suggested improvements in the previous study are still applicable. An update to the previous feasibility study is included in this application. Existing sewer and water lines are located west of Pyramid Highway, as well as other locations to the west. Development in the area include the Spanish Springs flood control facilities, the Spanish Springs Business Park, and residential development to the north including the Donovan Ranch, Pebble Creek, and the proposed Harris Ranch have occurred. As a result of these changes, there have been infrastructure extensions in the area. For storm water, the flood control project completed south of Calle de la Plata will benefit this site.

- 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 levels of service. This finding may be waived by the Department of Public Works may request any information it deems necessary to make this determination.

Traffic works has prepared a traffic impact analysis for this application. The report outlines overall impacts, as well as recommended improvements, access restrictions, etc. A copy of the study is included in this application.

- 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.

The land use change proposes to reduce the Industrial and Commercial capacity in the area.

- 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.

The proposed increase in residential units falls within the number allowed in 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.

A traffic impact analysis is included in this report. The proposed change of land use has a significant reduction in trip generation compared to the existing use. The project will pay regional road impact fees at the time of building permit to further address project impacts.

- 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 are Regional transportation plans and the necessary improvements are scheduled for either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification.

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.

- 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.

The request will not generate a minor increase in population as discussed 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 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.

The amendment request will have some impact upon schools in the Spanish Springs valley. WCSD will need to forecast impacts on the schools zoned for the site.

- 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.

Not applicable. A special use permit is not being requested.

SS.17.3 For proposals to establish or intensify commercial land uses, a market analysis has been conducted that clearly established a community trade area, provides convincing evidence

of a need to increase the inventory of community-serving commercial land use opportunities, and demonstrates no negative impact on the qualitative jobs/housing balance in the Spanish Springs planning area (i.e. the relationship between anticipated employment types/wages and housing costs).

Not applicable. The project requests a change of land use to residential, not commercial uses. A market analysis is not required.

- 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 neighborhood visioning workshops with the Spanish Springs Citizens 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.

There is no change proposed to the Vision or Character Statement within the Area Plan. We expect the project will work within the adopted vision and character statements. As part of the Comprehensive Plan Amendment request, two meetings with the CAB will provide the venue for citizens to have an opportunity for review and comment.

- SS.17.5 For any amendment that proposes to expand the Suburban 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 Citizens 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.

Not applicable.

- SS.17.6. As a non-municipal airport, the Spanish Springs Airport (SSA) is an existing use as of the adoption of the plan. The legal and future use of SSA shall be determined through an amendment of the plan depending on the resolution of all code enforcement violations prior to 2005.

Not applicable.

- SS.17.7 The Department of Community Development will provide the Planning Commission with a status report on the implementation of this plan no later than 18 month from the date of adoption.

Not applicable.

Planning Policy Analysis

The policies addressed above apply to plan maintenance and proposed amendments. There are other policies contained within the Area Plan and Master Plan. Some of these policies pertain to this request and are discussed in general below.

In terms of public services and response times, the site meets or exceeds all standards contained in the Comprehensive Plan. Sheriff patrols already exist in the area based on the development of surrounding residential, commercial, and industrial uses. The site will be served within a five minute response time from the Fire Station located on La Posada Drive south of the project. The project will connect with municipal water and sewer services.

The amendment request does not conflict with any goal or policy contained within the Area Plan and the analysis shows the project complies with the amendment guidelines. The project will not result in negative impacts to cultural or scenic resources, parks, schools, trails, etc.

Since completion of the regional flood control project, policies SS.10.1 through SS.10.3 of the Area Plan are implemented. This is a significant change in the area by eliminating the flood issues associated with this part of the valley.

A request to change land use must consider the Land Use policies contained within the Comprehensive Plan.

Policy LUT.1.4 encourages residential development within walking distance to retail/commercial uses.

Policy LUT. 4.1 & 4.3 provide opportunities for a variety of land uses, facilities and services that serve present and future population and encourage suburban developments to provide a mix of residential densities and housing types in close proximity to retail/commercial.

Policy LUT.14.4 encourages walking trails and connectivity to adjacent developments.

The proposed amendment will not create any undue demands or hardships upon existing public services such as fire and police protection, consistent with policy POP.1.6.

DEVELOPMENT APPLICATION



Property Owner Affidavit

Applicant Name: SUGERLOAF PEAK LLC member James House

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

STATE OF NEVADA)
COUNTY OF WASHOE)

SUGERLOAF PEAK LLC member James House
(please print name)

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

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

Assessor Parcel Number(s): 46-5608971

Printed Name SUGERLOAF PEAK LLC By member JAMES HOUSE

Signed [Signature]

Address 2777 NORTH TOWNE LN
RENO NV 89519

Subscribed and sworn to before me this 14TH day of September, 2015.

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

My commission expires: 3-13-18

(Notary Stamp)



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

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

Master Plan Amendment Supplemental Information

(All required information may be separately attached)

Chapter 110 of the Washoe County Code is commonly known as the Development Code. Specific references to Master Plan amendments may be found in Article 820, Amendment of Master Plan.

The Washoe County Master Plan describes how the physical character of the County exists today and is planned for the future. The plan is adopted by the community and contains information, policies and a series of land use maps. The Master Plan provides the essential framework for creating a healthy community system and helps guide decisions about growth and development in the County. The following are general types of requests the County receives to amend the Master Plan. Please identify which type of amendment you are requesting:

<input checked="" type="checkbox"/> A request to change a master plan designation(s) from the adopted master plan and/or area plan maps
<input type="checkbox"/> A request to add, amend, modify or delete any of the adopted policies found in the elements of the Master Plan
<input type="checkbox"/> A request to add, amend, modify or delete any of the adopted policies in the area plans
<input type="checkbox"/> A request to add, amend, modify or delete specific language found in the area plans
<input type="checkbox"/> Other (please identify):

Please complete this questionnaire to ensure consistent review of your request to amend the Washoe County Master Plan. Staff will review the application to determine if the amendment request is in conformance with the policies and language within the elements and area plans of the Master Plan or if the information provided supports a change to the plan. Please provide a brief explanation to all questions.

1. What is the Master Plan amendment being requested at this time?

A request for: 1. A Master Plan change of the land use designation from a mix of Industrial, Commercial, and Open Space to Suburban Residential in the Spanish Springs Area Plan (SSAP).

2. What conditions have changed and/or new studies have occurred since the adoption of the Washoe County Master Plan that supports the need for the amendment request?

The subject property was zoned commercial/industrial prior to the latest Master Plan update in February of 2015. There is currently more of a demand for residential housing than for commercial development in this area. The site is well suited for residential use and will result in fewer vehicle trips than a commercial use and provides a transition from the commercial/industrial zoning to the west to the rural zoning to the east. There is other vacant commercial zoning nearby to respond to future demands for commercial development.

3. Please provide the following specific information.
 a. What is the location (address or distance and direction from nearest intersection)? Please attach a legal description.

The location is 370 Calle De La Plata in the Spanish Springs Valley. The parcel is about ¼ miles east of the intersection with the Pyramid Highway. It is APN 534-562-07. A legal description is attached in the Preliminary Title Report which is part of this application.

- b. Please list the following (attach additional sheet if necessary):

APN of Parcel	Master Plan Designation	Existing Acres	Proposed Master Plan Designation	Proposed Acres
534-562-07	Industrial	20 acres	Suburban Residential	20 acres
"	Commercial	17.84 acres	Suburban Residential	17.84 acres
"	Open Space	1.99 acres	Suburban Residential	1.99 acres

c. What are the adopted land use designations of adjacent parcels?

North	Suburban Residential
South	Rural Residential & Industrial
East	Rural Residential
West	Commercial / Industrial

4. Describe the existing conditions and uses located at the site or in the vicinity (i.e. vacant land, roadways, buildings, etc.):

The existing condition is vacant land that has direct access from Calle De La Plata. There are no buildings on the site. Calle De Le Plata is a planned arterial street in the regional road network. There will be two direct access points proposed to that street because there is about ¼ mile frontage along it.

5. Describe the natural resources associated with the site under consideration. Your description should include resource characteristics such as water bodies, vegetation, topography, minerals, soils and wildlife habitat.

The site is considered flat in grade as it is located at the north end of the Spanish Springs Valley. There are no bodies of water on the site. A small portion of the site is located within a flood zone. The vegetation is typical northern Nevada scrub with moderate sagebrush cover. There are no minerals that we know of at this time. Also, there is no wildlife habitat on the property.

6. Describe whether any of the following natural resources or systems are related to the proposed amendment:

- a. Is property located in the 100-year floodplain? (If yes, please attach documentation of the extent of the floodplain and any proposed floodplain map revisions in compliance with Washoe County Development Code, Article 416, Flood Hazards, and consultation with the Washoe County Department of Public Works.)

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
---	-----------------------------

Explanation:

A small portion of the site is located in the AO Flood Zone which means it is subject to the flooding in a 100 year event. FEMA maps show flooding up to 1' for this part of the site.
--

- b. Does property contain wetlands? (If yes, please attach a preliminary delineation map and describe the impact the proposal will have on the wetlands. Impacts to the wetlands may require a permit issued from the U.S. Army Corps of Engineers.)

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

Explanation:

There are no wetlands on the site.

- c. Does property contain slopes or hillsides in excess of 15 percent and/or significant ridgelines? (If yes, please note the slope analysis requirements contained in Article 424, Hillside Development of the Washoe County Development Code.)

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

Explanation:

There are no slopes or hillsides or significant ridgelines on the site. The average slope across the site is approximately 3 percent.

- d. Does property contain geologic hazards such as active faults; hillside or mountainous areas; is subject to avalanches, landslides, or flash floods; is near a stream or riparian area such as the Truckee River, and/or an area of groundwater recharge?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

Explanation:

<p>There are no active faults on the site. Nor are there any hillside or mountainous areas given the flat nature of the site and larger valley area. It is not subject to flash flooding as it is not near a stream or riparian area. It is located near the Spanish Springs wash (per FEMA) and within the limits of the AO 100 year flood zone.</p>

- e. Does property contain prime farmland; is within a wildfire hazard area, geothermal or mining area, and/or wildlife mitigation route?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

Explanation:

<p>There is no prime farmland, wildfire hazard potential given the northern Nevada scrub vegetative cover and no trees, no geothermal sources, and no wildlife migration routes on the site.</p>
--

7. Please describe whether any archaeological, historic, cultural, or scenic resources are in the vicinity or associated with the proposed amendment:

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

Explanation:

<p>There are no archaeological, historic, cultural, or scenic resources on the site or in the immediate vicinity of the proposed amendment area.</p>
--

8. Do you own sufficient water rights to accommodate the proposed amendment? (Amendment requests in some groundwater hydrographic basins [e.g. Cold Springs, Warm Springs, etc.] require proof of water rights be submitted with applications. Please provide copies of all water rights documents, including chain of title to the original water right holder.)

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
---	-----------------------------

If yes, please identify the following quantities and documentation numbers relative to the water rights:

a. Permit #	71998	acre-feet per year	47.0
b. Certificate #		acre-feet per year	
c. Surface Claim #		acre-feet per year	
d. Other #		acre-feet per year	

- e. Please attach a copy(s) of the water rights title (as filed with the State Engineer in the Division of Water Resources of the Department of Conservation and Natural Resources):

Water rights title attached.

- f. If the proposed amendment involves an intensification of land use, please identify how sufficient water rights will be available to serve the additional development.

Additional water rights will be purchased from the water purveyor at time of development if required.

9. Please describe the source and timing of the water facilities necessary to serve the amendment:

a. System Type:

<input type="checkbox"/> Individual wells		
<input type="checkbox"/> Private water	Provider:	
<input checked="" type="checkbox"/> Public water	Provider:	TMWA

b. Available:

<input checked="" type="checkbox"/> Now	<input type="checkbox"/> 1-3 years	<input type="checkbox"/> 3-5 years	<input type="checkbox"/> 5+ years
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c. Washoe County Capital Improvements Program project?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	---

d. If a public facility is proposed and is currently not listed in the Washoe County Capital Improvements Program and not available, please describe the funding mechanism for ensuring availability of water service:

<p>The Truckee Meadows Water Authority is the municipal provider of community potable water service for this property. The area is not listed in the CIP for any public facility improvements. Therefore, the water service to the site will be privately funded with development of the project. Water service is available on the west side of Pyramid Highway and in the vicinity of the project. It will be connected to the site when a project is proposed.</p>

10. What is the nature and timing of sewer services necessary to accommodate the proposed amendment?

a. System Type:

<input type="checkbox"/> Individual septic		
<input checked="" type="checkbox"/> Public system	Provider:	Washoe County Utilities

b. Available:

<input checked="" type="checkbox"/> Now	<input type="checkbox"/> 1-3 years	<input type="checkbox"/> 3-5 years	<input type="checkbox"/> 5+ years
--	------------------------------------	------------------------------------	-----------------------------------

c. Washoe County Capital Improvements Program project?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	---

- d. If a public facility is proposed and is currently not listed in the Washoe County Capital Improvements Program and not available, please describe the funding mechanism for ensuring availability of sewer service. If a private system is proposed, please describe the system and the recommended location(s) for the proposed facility.

Washoe County Department of Water Resources is the municipal provider of community sewer service for this property. The area is not listed in the CIP for any public facility sewer improvements. The sewer service to the site will be privately funded with development of the project at a future date when a project is proposed. It is currently located on the west side of Pyramid Highway.

11. Please identify the street names and highways near the proposed amendment that will carry traffic to the regional freeway system.

Calle De La Plata – This is the planned arterial street that fronts the project and provides 2 means of direct access. It connects to the Pyramid Highway.

Pyramid Highway is the primary north/south route into the rest of the region and provides a direct connection to McCarran Blvd, an Expressway, and the I-80 freeway.

12. Will the proposed amendment impact existing or planned transportation systems? (If yes, a traffic report will be required. See attached Traffic Impact Report Guidelines.)

Yes No

13. Community Services (provided and nearest facility):

a. Fire Station	Truckee Meadows Fire Station #17 (La Posada & Rockwell)	
b. Health Care Facility	Renown Medical Group (Los Altos Parkway & Pyramid Hwy)	
c. Elementary School	Spanish Springs ES (100 Marilyn Mae Ave)	
d. Middle School	Shaw MS (600 Eagle Canyon Road)	
e. High School	Spanish Springs HS (1065 Eagle Canyon road)	
f. Parks	Sugarloaf Peak Park (on Calle De La Plata east of site)	
g. Library	Spanish Springs Library (7110A Pyramid Highway)	
h. Citifare Bus Stop	None in the immediate area	

4. Describe how the proposed amendment fosters, promotes or complies with the policies of the adopted area plans and elements of the Washoe County Master Plan:

a. Population Element:

This proposed amendment appears to be neutral with respect to population policies and the population element. The population policies are geared at Washoe County staff keeping a running total of population growth and assuring there is a balance of land use needs with population growth. This proposed amendment will increase the amount of housing in the Spanish Springs Valley but is within the 1,500 units of growth allocated to the Suburban Character Management Area.

b. Conservation Element:

The proposed amendment is positive with respect to many of the Conservation policies and framework. The impact on natural resources from this type of change is favorable when the conditions produce little or no impact on topography, trees, vegetative cover, view sheds and scenic corridors, wetlands, wildlife habitat, etc. The proposed amendment will create housing in the north end of the Spanish Springs Valley will that may help to reduce traffic flow into the Truckee Meadows.

c. Housing Element:

The Housing Element is primarily focused on providing affordable housing which is further encouraged in higher density and mixed use developments however, Goal 7 within the housing element is to promote home ownership opportunities and to promote home ownership as a community asset which applies to diversity of housing types. In addition, one of the underlying NRS requirements of the housing policy is an analysis of the characteristics of the land that is suitable for residential development including a determination of whether the existing infrastructure is sufficient to sustain the current needs and projected growth of the community. With respect to these goals and policies, the subject property is suited for residential development and is being proposed at a density that is appropriate as a transition in consideration of the adjacent properties.

d. Land Use and Transportation Element:

The proposed amendment will promote Land Use and Transportation policies LUT 1.4, 3.1, 3.2, 3.3, 4.1, 4.3 and 14.4. The Suburban Character Management Area (SCMA) is identified as the area for increased density and the proposed amendment promotes LUT goals 3.1- 3.3 as responsible growth in the SCMA. The site is physically well suited for residential use because of its gentle topography and access to an arterial roadway and is in close proximity to retail /commercial land uses to facilitate both walking and cycling (LUT 1.4) and to diversify the housing mix in the area (LUT 4.3). The site has the opportunity for interconnected trails for pedestrian uses (LUT 14.4). With respect to employment and residential balance, the amendment will provide housing to support business park and industrial employment in the Spanish Springs Valley. This should have a positive impact on reverse commute and capturing some vehicle trips to the valley.

e. Public Services and Facilities Element:

The proposed amendment will promote policies of the public services and facilities element where applicable. The basic policy framework for the public services and facilities plan of the Spanish Springs Area Plan is to provide for community water and sewer for those areas with the Suburban Character Management Area (SCMA). This property falls within the SCMA and in an area where public services either exist or are planned for development.

f. Adopted area plan(s):

Spanish Springs Area Plan.

15. If the area plan includes a Plan Maintenance component, address all policies and attach all studies and analysis required by the Plan Maintenance criteria.

The Plan Maintenance component is discussed in the body of the application.

Projects of Regional Significance Information – for Regulatory Zone Amendments

Nevada Revised Statutes 278.026 defines “Projects of Regional Significance”. Regulatory Zone amendment requests for properties within the jurisdiction of the Truckee Meadows Regional Planning Commission (TMRPC) must respond to the following questions. A “Yes” answer to any of the following questions may result in the application being referred first to the Truckee Meadows Regional Planning Agency for submission as a project of regional significance. Applicants should consult with County or Regional Planning staff if uncertain about the meaning or applicability of these questions.

1. Will the full development potential of the Regulatory Zone amendment increase employment by not less than 938 employees?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

2. Will the full development potential of the Regulatory Zone amendment increase housing by 625 or more units?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

3. Will the full development potential of the Regulatory Zone amendment increase hotel accommodations by 625 or more rooms?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

4. Will the full development potential of the Regulatory Zone amendment increase sewage by 187,500 gallons or more per day?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

5. Will the full development potential of the Regulatory Zone amendment increase water usage by 625 acre-feet or more per year?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

6. Will the full development potential of the Regulatory Zone amendment increase traffic by 6,250 or more average daily trips?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

7. Will the full development potential of the Regulatory Zone amendment increase the student population from kindergarten to 12th grade by 325 students or more?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

Applicant Comments

This page can be used by the applicant to support the regulatory zone amendment request and should address, at a minimum, how one or more of the findings for an amendment are satisfied. (Please refer to Article 820 of the Washoe County Development Code for the list of Findings.)

1. Consistency with Master Plan: Is the proposed amendment in substantial compliance with the policies and action programs of the Master Plan?

The proposed amendment is in substantial compliance with the action programs and policies of the Master Plan as outlined in the analysis section of the application.

2. Response to Changed Conditions: Does the proposed amendment respond to changed conditions or further studies that have occurred since the Master Plan was adopted by the Board of County Commissioners and does the requested amendment represent a more desirable utilization of land?

The proposed amendment responds to a demand for residential housing in the area. The timing and location of public services and facilities is also influencing a more desirable utilization of the land from commercial to residential. There is available vacant commercial land in the vicinity to meet current and future commercial development demands.

3. Desired Pattern of Growth: Does the proposed amendment promote the desired pattern for the orderly physical growth of the County and 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?

The proposed amendment responds to the desired pattern of growth by transitioning from commercial and industrial land uses to rural land uses.

Regulatory Zone Amendment Supplemental Information

(All required information may be separately attached)

Chapter 110 of the Washoe County Code is commonly known as the Development Code. Specific references to Regulatory Zone amendments may be found in Article 821, Amendment of Regulatory Zone.

Please complete this questionnaire to ensure consistent review of your request to amend the Washoe County Zoning Map. Please provide a brief explanation to all questions answered in the affirmative.

1. Please describe the Regulatory Zone amendment request:

Requested with this application is a Regulatory Zone Amendment to change current zoning of 20+/- acres of Industrial (I), 17.84+/- acres of Commercial and 1.99+/- acres of Open Space (OS) to Medium Density Suburban (MDS)

2. List the Following information regarding the property subject to the Regulatory Zone Amendment.
 - a. What is the location (address, assessor's parcel number or distance and direction from nearest intersection)?

The property location is 370 Calle De La Plata in the Spanish Springs Valley. The parcel is about ¼ mile east of the intersection with the Pyramid Highway. It is APN 534 562 07. A legal description is attached in the Preliminary Title Report which is part of this application.

b. Please list the following (attach additional sheet if necessary):

APN of Parcel	Master Plan Designation	Current Zoning	Existing Acres	Proposed Zoning	Proposed Acres
534-562-07	Industrial	I	20	MDS	20
"	Commercial	NC/O	17.84	MDS	17.84
"	Open Space	OS	1.99	MDS	1.99

c. What are the regulatory zone designations of adjacent parcels?

	Zoning	Use (residential, vacant, commercial, etc.)
North	LDS	Residential
South	MDR/I	Vacant/Residential
East	GR	Residential
West	C/I	Vacant

3. Describe the existing conditions and uses located at the site or in the vicinity (i.e. vacant land, roadways, easements, buildings, etc.):

The existing condition is vacant land that has direct access from Calle De La Plata. There are no buildings on the site. Calle De Le Plata is a planned arterial street in the regional road network. There will be two direct access points proposed to that street because there is about ¼ mile frontage along it.

4. Describe the natural resources associated with the site under consideration. Your description should include resource characteristics such as water bodies, vegetation, topography, minerals, soils and wildlife habitat.

The site is considered flat in grade as it is located at the north end of the Spanish Springs Valley. There are no bodies of water on the site. A small portion of the site is located within a flood zone. The vegetation is typical northern Nevada scrub with moderate sagebrush cover. There are no minerals that we know of at this time. Also, there is no wildlife habitat on the property.

5. Does the property contain development constraints such as floodplain or floodways, wetlands, slopes or hillsides in excess of 15%, geologic hazards such as active faults, significant hydrologic resources or major drainages or prime farmland?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

Explanation:

There are no active faults on the site. Nor are there any hillside or mountainous areas given the flat nature of the site and larger valley area. It is not subject to flash flooding as it is not near a stream or riparian area. It is located near the Spanish Springs wash (per FEMA) and within the limits of the AO 100 year flood zone.

6. Please describe whether any archaeological, historic, cultural, or scenic resources are in the vicinity or associated with the proposed amendment:

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

Explanation:

There are no archaeological, historic, cultural, or scenic resources on the site or in the immediate vicinity of the proposed amendment area.

7. Do you own sufficient water rights to accommodate the proposed amendment? (Amendment requests in some groundwater hydrographic basins [e.g. Cold Springs, Warm Springs, etc.] require proof of water rights be submitted with applications. Please provide copies of all water rights documents, including chain of title to the original water right holder.)

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
---	-----------------------------

If yes, please identify the following quantities and documentation numbers relative to the water rights:

a. Permit #	71998	acre-feet per year	47.0
b. Certificate #		acre-feet per year	
c. Surface Claim #		acre-feet per year	
d. Other #		acre-feet per year	

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

Water rights title attached.

- f. If the proposed amendment involves an intensification of land use, please identify how sufficient water rights will be available to serve the additional development.

Additional water rights will be purchased from the water purveyor at time of development if required.

8. Please describe the source and timing of the water facilities necessary to serve the amendment:

a. System Type:

<input type="checkbox"/> Individual wells		
<input type="checkbox"/> Private water	Provider:	
<input checked="" type="checkbox"/> Public water	Provider:	Truckee Meadows Water Authority

b. Available:

<input checked="" type="checkbox"/> Now	<input type="checkbox"/> 1-3 years	<input type="checkbox"/> 3-5 years	<input type="checkbox"/> 5+ years
---	------------------------------------	------------------------------------	-----------------------------------

c. Is this part of a Washoe County Capital Improvements Program project?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

d. If a public facility is proposed and is currently not listed in the Washoe County Capital Improvements Program and not available, please describe the funding mechanism for ensuring availability of water service:

<p>Truckee Meadows Water Authority is the municipal provider of community potable water service for this property. The area is not listed in the CIP for any public facility improvements. Therefore, the water service to the site will be privately funded with development of the project. Water service is available on the west side of Pyramid Highway and in the vicinity of the project. It will be connected to the site when a project is proposed.</p>

9. What is the nature and timing of sewer services necessary to accommodate the proposed amendment?

a. System Type:

<input type="checkbox"/> Individual septic		
<input checked="" type="checkbox"/> Public system	Provider:	Truckee Meadows Water Authority

b. Available:

<input checked="" type="checkbox"/> Now	<input type="checkbox"/> 1-3 years	<input type="checkbox"/> 3-5 years	<input type="checkbox"/> 5+ years
---	------------------------------------	------------------------------------	-----------------------------------

c. Is this part of a Washoe County Capital Improvements Program project?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
------------------------------	--

- d. If a public facility is proposed and is currently not listed in the Washoe County Capital Improvements Program and not available, please describe the funding mechanism for ensuring availability of sewer service. If a private system is proposed, please describe the system and the recommended location(s) for the proposed facility.

Washoe County Department of Water Resources is the municipal provider of community sewer service for this property. The area is not listed in the CIP for any public facility sewer improvements. The sewer service to the site will be privately funded with development of the project at a future date when a project is proposed. It is currently located on the west side of Pyramid Highway.

10. Please identify the street names and highways near the proposed amendment that will carry traffic to the regional freeway system.

Calle De La Plata – This is the planned arterial street that fronts the project and provides 2 means of direct access. It connects to the Pyramid Highway.

Pyramid Highway is the primary north/south route into the rest of the region and provides a direct connection to McCarran Blvd, an Expressway, and the I-80 freeway.

11. Will the proposed amendment impact existing or planned transportation systems? (If yes, a traffic report will be required. See attached Traffic Impact Report Guidelines.)

Yes No

12. Community Services (provided and nearest facility):

a. Fire Station	Truckee Meadows Fire Station #17 (La Posada & Rockwell
b. Health Care Facility	Renown Medical Group (Los Altos & Pyramid Hwy)
c. Elementary School	Spanish Springs Elementary (100 Marilyn Mae Dr)
d. Middle School	Yvonne Shaw Middle School (600 Eagle Canyon Dr)
e. High School	Spanish Springs High School (1065 Eagle Canyon Dr)
f. Parks	Sugarloaf Peak Park (Calle De La Plata, east of project location)
g. Library	Spanish Springs Library (7110 Pyramid Hwy)
h. Citifare Bus Stop	None in the immediate area at this time

Projects of Regional Significance Information – for Regulatory Zone Amendments

Nevada Revised Statutes 278.026 defines "Projects of Regional Significance." Regulatory Zone amendment requests for properties within the jurisdiction of the Truckee Meadows Regional Planning Commission (TMRPC) must respond to the following questions. A "Yes" answer to any of the following questions may result in the application being referred first to the Truckee Meadows Regional Planning Agency for submission as a project of regional significance. Applicants should consult with County or Regional Planning staff if uncertain about the meaning or applicability of these questions.

1. Will the full development potential of the Regulatory Zone amendment increase employment by not less than 938 employees?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------

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3. Will the full development potential of the Regulatory Zone amendment increase hotel accommodations by 625 or more rooms?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
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<input type="checkbox"/> Yes	<input type="checkbox"/> No
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------------------------------	-----------------------------

Applicant Comments

This page can be used by the applicant to support the regulatory zone amendment request and should address, at a minimum, how one or more of the findings for an amendment are satisfied. (Please refer to Article 821 of the Washoe County Development Code for the list of Findings.)

Please refer to the project application documents included with this application package for additional analysis and supporting documentation regarding the proposed regulatory zoning amendment.

PROPERTY TAX INFORMATION





[Tax Search](#)

[Payment Cart](#)

Account Detail

[← Back to Search Results](#)

[Change of Address](#)

[Print this Page](#)

Washoe County Parcel Information

Parcel ID	Status	Last Update
53456207	Active	9/12/2015 2:11:46 AM

Current Owner:
SUGARLOAF PEAK LLC

2777 NORTHTOWNE LN OFC
RENO, NV 89512

Taxing District
4000

SITUS:
370 CALLE DE LA PLATA
WCTY NV

Geo CD:

Legal Description

Section 23 Lot 24 1 0 1 Township 21 Range 20 SubdivisionName _UNSPECIFIED

Tax Bill (Click on desired tax year for due dates and further details)

Tax Year	Net Tax	Total Paid	Penalty/Fees	Interest	Balance Due
2015	\$680.44	\$170.11	\$0.00	\$0.00	\$510.33
2014	\$680.46	\$680.46	\$0.00	\$0.00	\$0.00
2013	\$680.44	\$680.44	\$0.00	\$0.00	\$0.00
2012	\$850.58	\$850.59	\$0.00	\$0.00	\$0.00
2011	\$899.14	\$899.14	\$0.00	\$0.00	\$0.00
Total					\$510.33

Pay Online

Payments will be applied to the oldest charge first.

Select a payment option:

- Total Due \$510.33
- Oldest Due \$170.11
- Partial

[ADD TO CART](#)

\$0.00

Pay By Check

AMOUNT ABOVE WILL POPULATE AFTER PAYMENT TYPE IS SELECTED

Please make checks payable to:
WASHOE COUNTY TREASURER

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

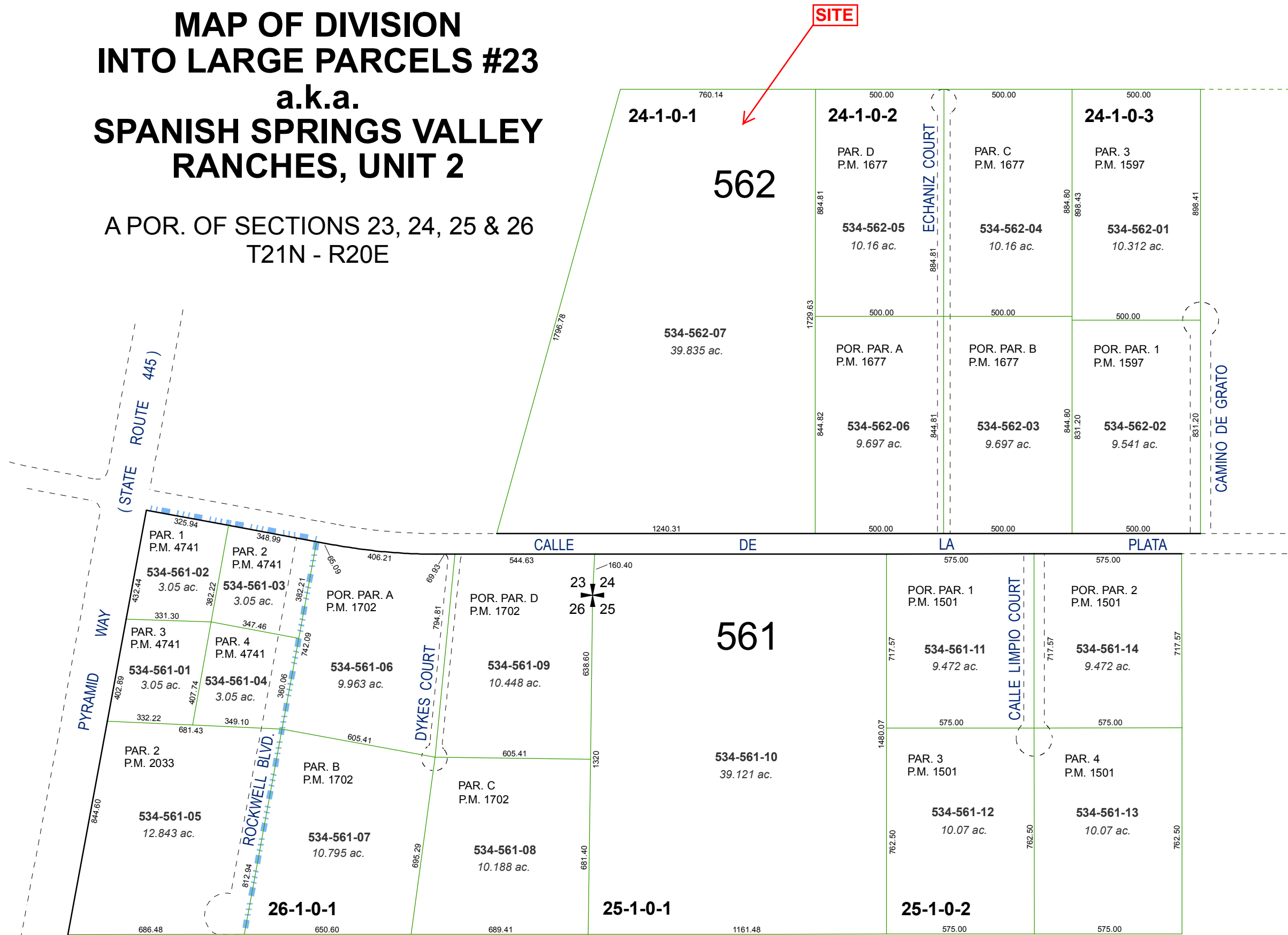
Overnight Address:
1001 E. Ninth St., Ste D140
Reno, NV 89512-2845

ASSESSOR'S MAP



MAP OF DIVISION INTO LARGE PARCELS #23 a.k.a. SPANISH SPRINGS VALLEY RANCHES, UNIT 2

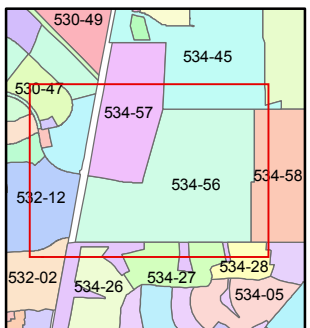
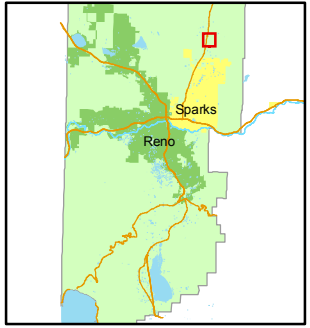
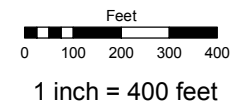
A POR. OF SECTIONS 23, 24, 25 & 26
T21N - R20E



Assessor's Map Number
534-56

STATE OF NEVADA
WASHOE COUNTY
ASSESSOR'S OFFICE
Joshua G. Wilson, Assessor

1001 East Ninth Street
Building D
Reno, Nevada 89512
(775) 328-2231



created by: KSB 1/25/11
last updated: _____
area previously shown on map(s)
076-40

NOTE: This map was prepared for the use of the Washoe County Assessor for assessment and illustrative purposes only. It does not represent a survey of the premises. No liability is assumed as to the sufficiency or accuracy of the data delineated hereon.

WATER RIGHTS



Balances for Permit Number: 71998

Status: Permitted

<u>Will Serve # or Credit</u>	<u>Project Name</u>	<u>Project Types</u>	<u>Duty</u>	<u>Claim #</u>	<u>Date</u>
House, James B., trustee of the James B. House Living Trust					
CREDIT	Future Development		-10.575	88/88a	9/15/2009
Spanish Springs lot 534-562-07					
Assignment	South Reno Investors, LLC to James B. House Trustee of the James B. House, Living Trust		-36.425	88/88a	9/15/2009
Total uncommitted Af for House, James B., trustee of the J			-47.0000		

Housing Resources Company, L.C. 55%, Gateway Company, L.C. 45%

CREDIT	Mountaingate Ph. 2A-3 16 lots		-1.04		#####
2013-034	Mountaingate Ph. 2A-3	16 lots TMWA 11%	0		#####
Interim Creek Exchange TMWA 11% - Meter Retrofit review fee of \$17,375 deposited in separate account for future when WACO and TMWA combined					
Total uncommitted Af for Housing Resources Company, L.			-1.0400		

Ryder Homes of Nevada, Inc.

CREDIT	Future Development		-31.434	88/88a	7/20/2005
Assignment	Ryder Homes of Nevada, Inc to South Reno Investors, LLC		31.434	88/88a	7/20/2005
CREDIT	Future Deveoplement	Subdivision	-4.991	88/88a	2/21/2008
ASSIGNMENT	Ryder Homes of Nevada, Inc. to South Reno Investors, LLC	Subdivision	4.991	88/88a	2/21/2008
Total uncommitted Af for Ryder Homes of Nevada, Inc.			0.0000		

South Reno Investors, LLC

Assignment	Ryder Homes of Nevada, Inc to South Reno Investors, LLC		-31.434	88/88a	7/20/2005
ASSIGNMENT	Ryder Homes of Nevada, Inc. to South Reno Investors, LLC	Subdivision	-4.991	88/88a	2/21/2008
Assignment	South Reno Investors, LLC to James B. House Trustee of the James B. House, Living Trust		36.425	88/88a	9/15/2009
Total uncommitted Af for South Reno Investors, LLC			0.0000		

Village at ArrowCreek Parkway, LLC

2013-010	Village at Arrowcreek Apartments	Commercial	RF	9.79	88/88a	4/30/2013
208 apartments						
2013-010	Village at Arrowcreek Apartments	WC 58% Drought Yield		18.89	88/88a	4/30/2013
208 apartments						

#####

MPA15-004 & RZA15-006

Permit EXHIBIT G

<u>Will Serve # or Credit</u>	<u>Project Name</u>	<u>Project Types</u>	<u>Duty</u>	<u>Claim #</u>	<u>Date</u>
2013-010 208 apartments	Village at Arrowcreek Apartments	Commercial	26.09	88/88a	4/30/2013
CREDIT	Future Development		-54.77	88/88a	#####

Total uncommitted Af for Village at ArrowCreek Parkway, L 0.0000

Total WC dedicated, uncommitted duty: 71998 -48.0400

#####

APPLICATION FOR PERMISSION TO CHANGE POINT OF DIVERSION, MANNER OF USE AND PLACE OF USE OF THE PUBLIC WATERS OF THE STATE OF NEVADA HERETOFORE APPROPRIATED

Date of filing in State Engineer's Office DEC 09 2004

Returned to applicant for correction _____

Corrected application filed _____

Map filed DEC 09 2004

The applicant **RYDER HOMES OF NEVADA, INC.** makes application for permission to change the **POINT OF DIVERSION PLACE OF USE AND MANNER OF USE OF A PORTION** of water heretofore appropriated under **Claims #88 and 88a** of the Truckee River Decree, said decree entered in the District Court of The United States for Nevada in that certain action entitled, "The United States of America, Plaintiff, vs. Orr Water Ditch Company, et al., Defendants," in Equity Docket No. A-3.

1. The source of water is **TRUCKEE RIVER**
2. The amount of water to be changed **1.02 CFS NOT TO EXCEED 190.17 ACRE FEET ANNUALLY**
3. The water to be used for **MUNICIPAL**
4. The water heretofore permitted for **AS DECREED**
5. The water is to be diverted at the following point **SEE EXHIBIT "A" ATTACHED HERETO AND MAP SUPPORTING APPLICATION 71534 ON FILE WITH THE STATE ENGINEER.**
6. The existing permitted point of diversion is located within **NE¼ SW¼ OF SECTION 31, T.19N., R.18E., M.D.B.&M. OR AT A POINT FROM WHICH THE SOUTHEAST CORNER OF SAID SECTION 31 BEARS S. 62° 04' E. A DISTANCE OF 3195.00 FEET (STEAMBOAT CANAL).**
7. Proposed place of use **SEE EXHIBIT "B" ATTACHED HERETO AND MAP SUPPORTING APPLICATION 71534 ON FILE WITH THE NEVADA STATE ENGINEER.**
8. Existing place of use **SECTION 20, T.18N., R.20E., M.D.B.&M**
SW¼ SE¼ - 12.37 ACRES
NW¼ SE¼ - 0.06 SEE MAP TR-018
NE¼ SW¼ - 14.175
SE¼ SW¼ - 20.88 TOTAL: 47.485
9. Use will be from **JANUARY 1 to DECEMBER 31** of each year.
10. Use was permitted from **AS DECREED**
11. Description of proposed works **WATER WILL BE DIVERTED BY EXISTING TMWA AND/OR WASHOE COUNTY FACILITIES, TREATED AND PLACED INTO EXISTING DISTRIBUTION SYSTEMS OF TMWA AND/OR WASHOE COUNTY.**
12. Estimated cost of works **EXISTING**
13. Estimated time required to construct works **EXISTING**

14. Estimated time required to complete the application of water to beneficial use **TEN YEARS**

15. Remarks:

By **ROBERT E. FIRTH**
s/ **Robert E. Firth**
360 E. RIVERVIEW CIRCLE
RENO, NV 89509

Compared gkl/sc lb/gkl

Protested _____

APPROVAL OF STATE ENGINEER

This is to certify that I have examined the foregoing application, and do hereby grant the same, subject to the following limitations and conditions:

This permit to change the point of diversion, manner of use and place of use of a portion of the waters of the Truckee River as heretofore granted under Claim 88/88a, Truckee River Final Decree is issued subject to the terms and conditions imposed in said decree and with the understanding that no other rights on the source will be affected by the change proposed herein. A suitable measuring device must be installed and accurate measurements of water placed to beneficial use must be kept.

This permit does not extend the permittee the right of ingress and egress on public, private or corporate lands.

The issuance of this permit does not waive the requirements that the permit holder obtain other permits from State, Federal and local agencies.

(CONTINUED ON PAGE 3)

The amount of water to be appropriated shall be limited to the amount which can be applied to beneficial use, and not to exceed 1.024 cubic feet per second, **but not to exceed 190.17 acre-feet as decreed**

Work must be prosecuted with reasonable diligence and be completed on or before:

N/A

Proof of completion of work shall be filed on or before:

N/A

Water must be placed to beneficial use on or before:

May 6, 2015

Proof of the application of water to beneficial use shall be filed on or before:

June 6, 2015

Map in support of proof of beneficial use shall be filed on or before:

N/A

IN TESTIMONY WHEREOF, I, HUGH RICCI, P.E.,

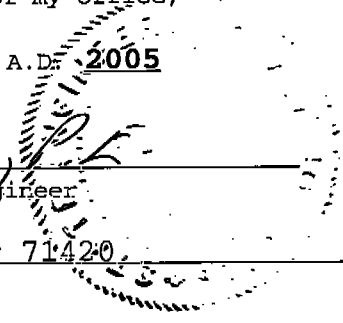
State Engineer of Nevada, have hereunto set

my hand and the seal of my office,

this 6th day of May A.D. 2005



State Engineer



Completion of work filed November 12, 2004 under 71420

Proof of beneficial use filed _____

Cultural map filed N/A

Certificate No. _____ Issued _____

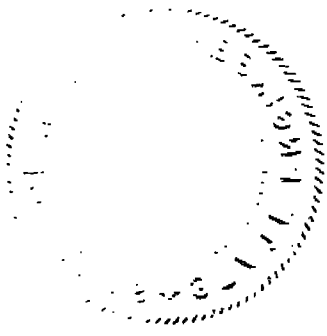


EXHIBIT "A"

The following describes the multiple points of diversion for Truckee Meadows Water Authority Water Treatment Plants and Washoe County Hidden Valley Induction Well #4, which are shown on the map accompanying Application No. 71534 on file with the State of Nevada, Division of Water Resources, more particularly described as follows:

STEAMBOAT CANAL (HUNTER CREEK RESERVOIR):

The existing point of diversion is situate within the Northeast one-quarter of the Southwest one-quarter (NE $\frac{1}{4}$ SW $\frac{1}{4}$) of Section 31, T.19N., R.18E., M.D.B.&M., Washoe County, Nevada, from said point of diversion, the Southeast corner of said Section 31 bears South 62°04' East, a distance of 3,195.00 feet.

HIGHLAND DITCH (HIGHLAND RESERVOIR):

The existing point of diversion is situate within the Southwest one-quarter of the Southeast one-quarter (SW $\frac{1}{4}$ SE $\frac{1}{4}$) of Section 9, T.19N., R.18E., M.D.B.&M., Washoe County, Nevada, from said point of diversion, the Southeast corner of said Section 9 bears South 75°16' East, a distance of 1,650.00 feet.

IDLEWILD TREATMENT PLANT:

The existing point of diversion is situate within the Southeast one-quarter of the Southeast one-quarter (SE $\frac{1}{4}$ SE $\frac{1}{4}$) of Section 10, T.19N., R.19E., M.D.B.&M., Washoe County, Nevada, from said point of diversion, the Southeast corner of said Section 10 bears South 69°57'58" East, a distance of 842.34 feet.

NORTH TRUCKEE DITCH (GLENDALE TREATMENT PLANT):

The existing point of diversion is situate within the Southwest one-quarter of the Northeast one-quarter (SW $\frac{1}{4}$ NE $\frac{1}{4}$) of Section 7, T.19N., R.20E., M.D.B.&M., Washoe County, Nevada, from said point of diversion, the Northeast corner of said Section 7 bears North 39°28' East, a distance of 3,015.00 feet.

ORR DITCH PUMP STATION (CHALK BLUFF TREATMENT PLANT):

The point of diversion is situate within the Northeast one-quarter of the Southeast one-quarter (NE $\frac{1}{4}$ SE $\frac{1}{4}$) of Section 17, T.19N., R.19E., M.D.B.&M., Washoe County, Nevada, from said point of diversion the Northeast corner of said Section 17 bears North 15°39'36" East, a distance of 3,264.77 feet.

ORR DITCH (CHALK BLUFF TREATMENT PLANT):

The point of diversion is situate within the Northeast one-quarter of the Southwest one-quarter (NE $\frac{1}{4}$ SW $\frac{1}{4}$) of Section 17, T.19N., R.19E., M.D.B.&M., Washoe County, Nevada, from said point of diversion the Southwest corner of said Section 17 bears South 44°40' West, a distance of 3,211.00 feet.

WASHOE COUNTY (HIDDEN VALLEY INDUCTION WELL #4)

The point of diversion is situate within the West one-half of the Northwest one-quarter (W $\frac{1}{2}$ NW $\frac{1}{4}$) of Section 16 T.19N., R.20E., M.D.B.&M., Washoe County, Nevada from said point of diversion the West one-quarter corner of Section 21, T.19N., R.20E., M.D.B.&M. bears South 09°54'07"W a distance of 6929.94 feet.

"B"
EXHIBIT "A"
PROPOSED PLACE OF USE

<u>DIVISION</u>	<u>SECTION</u>	<u>T-N</u>	<u>R-E</u>	
ALL	1-5	18	18	M.D.B.&M.
E ½	6 & 7	18	18	M.D.B.&M.
ALL	8-17	18	18	M.D.B.&M.
E ½	18 & 19	18	18	M.D.B.&M.
ALL	20-29	18	18	M.D.B.&M.
E ½	30 & 31	18	18	M.D.B.&M.
ALL	32-36	18	18	M.D.B.&M.
ALL	1-5	19	18	M.D.B.&M.
E ½	6 & 7	19	18	M.D.B.&M.
ALL	8-17	19	18	M.D.B.&M.
E ½	18 & 19	19	18	M.D.B.&M.
ALL	20-29	19	18	M.D.B.&M.
E ½	30 & 31	19	18	M.D.B.&M.
ALL	32-36	19	18	M.D.B.&M.
ALL	1-5	20	18	M.D.B.&M.
E ½	6 & 7	20	18	M.D.B.&M.
ALL	8-17	20	18	M.D.B.&M.
E ½	18 & 19	20	18	M.D.B.&M.
ALL	20-29	20	18	M.D.B.&M.
E ½	30 & 31	20	18	M.D.B.&M.
ALL	32-36	20	18	M.D.B.&M.
ALL	1-5	21	18	M.D.B.&M.
E ½	6 & 7	21	18	M.D.B.&M.
ALL	8-17	21	18	M.D.B.&M.
E ½	18 & 19	21	18	M.D.B.&M.
ALL	20-29	21	18	M.D.B.&M.
E ½	30 & 31	21	18	M.D.B.&M.
ALL	32-36	21	18	M.D.B.&M.
ALL	1-36	17	19	M.D.B.&M.
ALL	1-36	18	19	M.D.B.&M.
ALL	1-36	19	19	M.D.B.&M.
ALL	1-36	20	19	M.D.B.&M.
ALL	1-36	21	19	M.D.B.&M.

<u>DIVISION</u>	<u>SECTION</u>	<u>T-N</u>	<u>R-E</u>	
ALL	5 & 6	16	20	M.D.B.&M.
ALL	1-36	17	20	M.D.B.&M.
ALL	2-35	18	20	M.D.B.&M.
W ½	36	18	20	M.D.B.&M.
ALL	1-12	19	20	M.D.B.&M.
ALL	14-23	19	20	M.D.B.&M.
ALL	26-35	19	20	M.D.B.&M.
ALL	1-36	20	20	M.D.B.&M.
ALL	1-36	21	20	M.D.B.&M.
ALL	1-36	20	21	M.D.B.&M.
ALL	1-36	21	21	M.D.B.&M.

See supporting map accompanying application 71534.

TRAFFIC STUDY



TRAFFIC IMPACT STUDY UPDATE

FOR

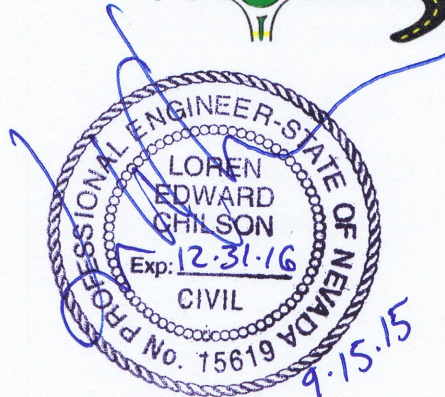
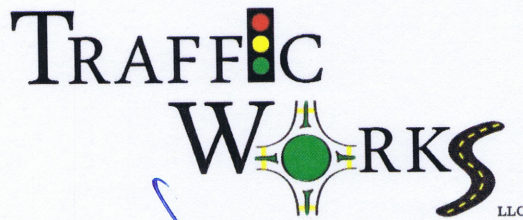
Sugarloaf Ranch Estates

September 15, 2015

PREPARED FOR:

Sugarloaf Peak LLC

PREPARED BY:



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**MPA15-004 & RZA15-006
EXHIBIT G**

YOUR QUESTIONS ANSWERED QUICKLY

Why did you perform this study?

This report presents the findings of a Traffic Impact Study Update completed for the proposed land use change on an approximately 40 acre property known as Sugarloaf Ranch Estates, located in Spanish Springs, NV. This report is intended to update the previous *Village at the Peak Traffic Impact Study – Sugarloaf Peak Property, May 2012*.

What does the project consist of?

The land use and quantities are proposed to change from 360 multi-family units in the previous study to 119 single-family housing units.

How much traffic will the project generate?

The proposed project is anticipated to generate 1,139 total daily trips, 89 total AM peak hour trips (22 inbound and 67 outbound), and 120 total PM peak hour trips (72 inbound and 48 outbound). These trip generation estimates are approximately 45% to 50% lower than the traffic generation of the previously contemplated 360 unit multi-family project.

Are there any traffic impacts?

The Pyramid Highway/Calle de la Plata intersection operates at LOS “F” with or without the addition of the project traffic. The project adds traffic to this intersection and exacerbates the LOS “F” conditions.

With the RTP planned improvements, the intersection is anticipated to operate at acceptable LOS conditions in 2030.

What are the recommendations?

We recommend installing a traffic signal at the Pyramid Highway/Calle de la Plata intersection. The Spanish Springs Area Plan recognizes that a traffic signal is needed at this intersection to address the current situation.

The subject intersection operates at LOS “F” and meets MUTCD traffic signal warrants even without the addition of the project traffic. Hence, we recommend that the project apply for RRIF Waivers/Offset and construct the signal as an offset to its impact fees. Under the Existing Plus Project scenario, the existing lane configurations are shown to provide acceptable LOS with the traffic signal.

LIST OF FIGURES

1. Study Area
2. Existing Traffic Volumes
3. Trip Assignment
4. Existing Plus Project Traffic Volumes
5. 2030 Trip Assignment
6. 2030 Background Traffic Volumes
7. 2030 Plus Project Traffic Volumes

LIST OF APPENDICES

- A. Existing Conditions LOS Calculations
- B. Trip Generation Calculations
- C. Existing Plus Project LOS Calculations
- D. 2030 Plus Project LOS Calculations
- E. 2012 Traffic Study Report

INTRODUCTION

This report presents the findings of a Traffic Impact Study Update completed for the proposed land use change on an approximately 40 acre property known as Sugarloaf Ranch Estates, located in Spanish Springs, NV. This report is intended to update the previously approved *Village at the Peak Traffic Impact Study – Sugarloaf Peak Property, May 2012*. This study assesses the potential traffic impacts at the Pyramid Highway/Calle de la Plata intersection and at the access locations on Calle de la Plata associated with the proposed project. This traffic impact study has been prepared to document existing traffic conditions, quantify traffic volumes generated by the proposed project, identify potential impacts, document findings, and make recommendations to mitigate impacts, if any are found.

The updated land use consists of 119 single-family units (as opposed to 360 multi-family units in the previous traffic study).

Study Area and Evaluated Scenarios

The project location and the study intersections are shown in **Figure 1**. The following study intersections were analyzed:

- Pyramid Highway/Calle de la Plata
- Calle de la Plata/Driveway A
- Calle de la Plata/Driveway B

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

- Existing Conditions
- Existing Plus Project Conditions
- 2030 Background Conditions
- 2030 Plus Project Conditions

Analysis Methodology

This update utilizes the same analysis methodology used in the previous study. Please refer to *Village at the Peak Traffic Impact Study – Sugarloaf Peak Property, May 2012 (Appendix E)*.

Level of Service Policy

The 2035 Regional Transportation Plan (2035 RTP) establishes level of service criteria for regional roadway facilities in Washoe County, the City of Reno, and City of Sparks. The current Level of Service policy is:

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

NDOT maintains a policy of LOS D or better on their facilities. Since Pyramid Highway is an NDOT facility and ADT on Calle de la Plata is anticipated to be less than 27,000 vehicles per day, LOS “D” is the LOS criteria for this study.

EXISTING TRANSPORTATION FACILITIES

Transportation facilities near the study area essentially remain unchanged compared to the previous approved study. Please refer to *Village at the Peak Traffic Impact Study – Sugarloaf Peak Property, May 2012* for a description of existing conditions.

EXISTING CONDITIONS

Existing Traffic Volumes

Existing traffic volumes at the study intersections were determined by new collecting turning movement counts during the AM and PM peak periods. The counts were conducted on September 10, 2015, an average mid-week day. The existing peak hour intersection traffic volumes and lane configurations are shown on **Figure 2** attached.

Existing Intersection Level of Service

Level of service calculations were performed using the existing traffic volumes, lane configurations, and traffic controls. The results are presented in **Table 1** and the calculation sheets are provided in **Appendix A**, attached.

Table 1: Existing Conditions Intersection Level of Service Summary

Intersection	Worst Approach	AM Peak		PM Peak	
		LOS	Delay	LOS	Delay
Pyramid Hwy/Calle de la Plata	Westbound	F	>100	F	53.6

As shown in **Table 1**, the Pyramid Highway/Calle de la Plata intersection (worst approach) currently operates at LOS “F” during both the AM and PM peak hour. The project driveway intersections do not exist at this time.

Existing Roadway Level of Service

Since the peak hour volumes at the study intersections were found to be consistent with the 2012 study, the prior road segment analysis is deemed valid. Please refer to *Village at the Peak Traffic Impact Study – Sugarloaf Peak Property, May 2012* for existing conditions road segment analysis. Based on the prior findings, the study roadway segments function at acceptable LOS.

Signal Warrant Analysis

A preliminary Signal Warrant Analysis was performed to determine whether or not a traffic signal would be warranted at the Pyramid Highway/Calle de la Plata intersection under existing conditions. The warrant analysis was completed based on nationally accepted standards outlined in the current edition of the Manual on Uniform Traffic Control Devices (MUTCD). The Warrant 2 – Four-Hour Vehicular Volume and Warrant 3 - Peak Hour signal warrants were analyzed based on the existing traffic volumes.

Warrant 2, Four-Hour Vehicular Volume

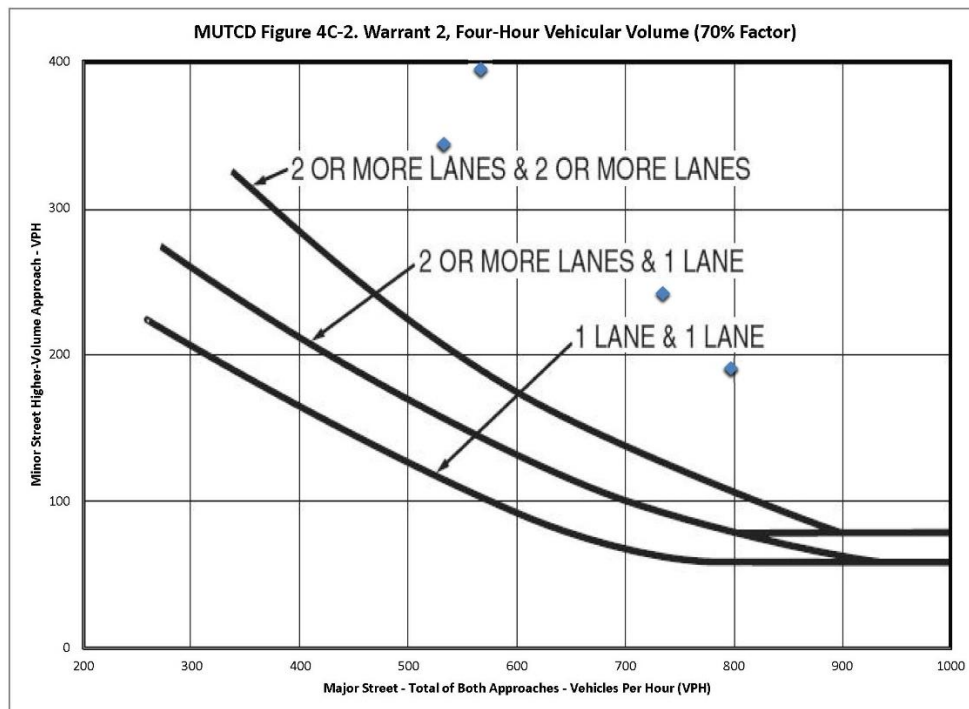


Exhibit 1. Warrant 2 Summary

This warrant requires that the traffic volumes for four hours of the day fall above the appropriate curve (2 or more lanes & 1 or more lanes) in **Exhibit 1**. Using Figure 4C-2 of the MUTCD, we plotted the points for major/minor street traffic. As shown in **Exhibit 1**, multiple hours fall above the curve (2 or more lanes & 1 or more lanes). Hence, Warrant 2 is met.

Warrant 3, Peak Hour

Warrant 3 has two criteria, Criteria A and Criteria B.

Criteria A has three parts. Part 1 requires stopped time delay on one leg of the minor street to be at least four (4) vehicle-hours. Using the traffic volumes and delay values calculated using the AM Peak, the average of 395.2 seconds per vehicle was multiplied by the 100 vehicles (worst approach) and divided by 3600 sec/hour to obtain the total delay which is 10.97 hours. Part 1 is met. The volume on minor street approach is more than 150 vehicles per hour. Part 2 is met. The total entering volume serviced during the same hour exceeds 800 vehicles per hour. Part 3 is met. Hence, Criteria A is met.

Criteria B was evaluated by plotting the points for major and minor street traffic using MUTCD Figure 4C-4. Since only one point would need to fall above the curve, Criteria B is met.

Since both Criteria A and Criteria B are met, Warrant 3 is met.

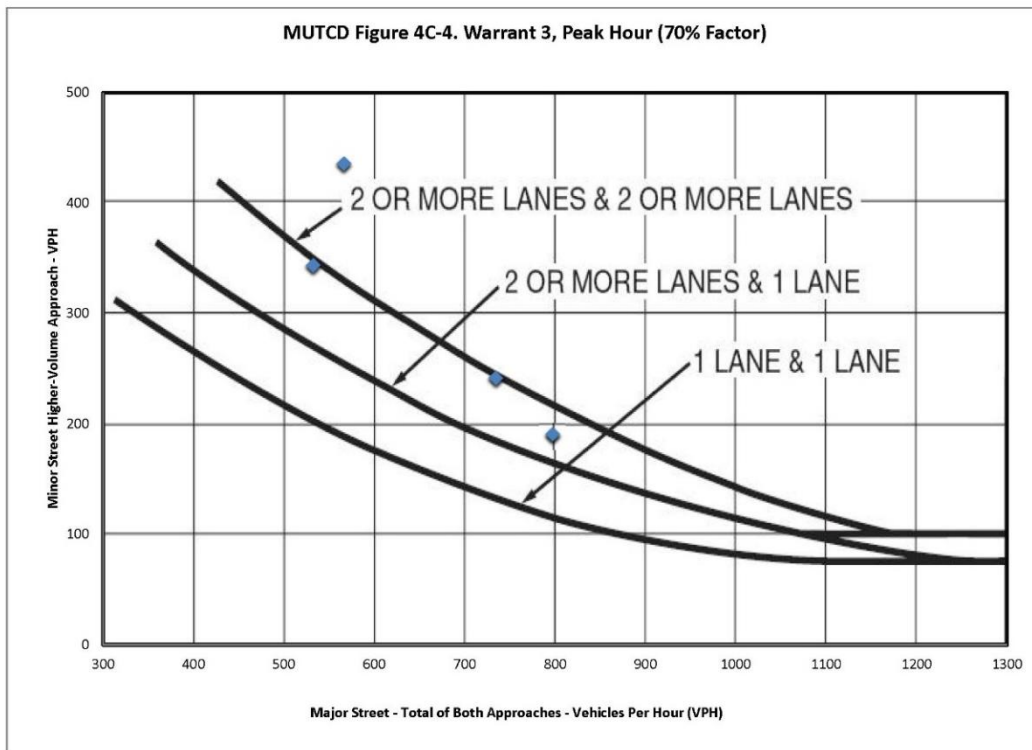


Exhibit 2. Warrant 3 Summary

Since the traffic volumes meet both Warrants 2 and 3, a traffic signal is warranted at the Pyramid Highway/Calle de la Plata intersection.

PROJECT GENERATED TRAFFIC

Project Description

The proposed project consists of 119 single-family units, as opposed to 360 multi-family units in the previous traffic study. The project location is shown in **Figure 1**.

Project Access

The project proposes two access driveways on Calle de la Plata. Both the driveways are proposed to be side-street STOP controlled with single-lane approaches.

Trip Generation

Trip generation rates for the proposed project were obtained using the *Trip Generation Manual, 8th Edition*, published by the Institute of Transportation Engineers.

Table 2 provides the Daily, AM Peak Hour, and PM Peak Hour trip generation calculations for the proposed project based on the ITE Trip Generation Manual. Detailed calculations of the trip generation estimates are provided in **Appendix B**.

Table 2: Trip Generation Estimates

ITE Land Use (#)	Size (units)	Daily	AM Peak Hour (Total Trips)			PM Peak Hour (Total Trips)		
			Total	In	Out	Total	In	Out
Single Family Housing (210)	119	1,139	89	22	67	120	72	48
TOTAL		1,139	89	22	67	120	72	48

As shown in **Table 2**, applying the ITE Trip Generation Manual trip rates, the proposed project is anticipated to generate 1,139 total daily trips, 89 total AM peak hour trips (22 inbound and 67 outbound), and 120 total PM peak hour trips (72 inbound and 48 outbound).

These trip generation estimates are approximately 45% to 50% lower than the previous 360 unit multi-family project.

Trip Distribution and Assignment

This analysis utilizes the same trip distribution and trip assignment developed in the previous study. Please refer to *Village at the Peak Traffic Impact Study – Sugarloaf Peak Property, May 2012*.

EXISTING PLUS PROJECT CONDITIONS

Traffic Volumes

Existing plus project traffic volumes were developed by adding the project generated trips (**Figure 3**) to the existing traffic volumes (**Figure 2**) and are shown on **Figure 4**, attached. The “Plus Project” condition Peak Hour Factors (PHF) and travel patterns were assumed to remain the same as existing conditions.

Intersection Level of Service Analysis

Table 3 presents the level of service analysis summary for “Plus Project” scenario. Detailed calculation sheets are provided in **Appendix C**, attached.

Table 3: Existing Plus Project Intersection Level of Service Summary

Intersection	Worst Approach/Control	Existing				Existing Plus Project			
		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Pyramid Hwy/Calle de la Plata	WB	F	>100	F	53.6	F	>100	F	96.5
Pyramid Hwy/Calle de la Plata	Signalized	NA	NA	NA	NA	B	15.2	A	9.2
Calle de la Plata/Dwy A	SB	NA	NA	NA	NA	A	9.2	A	8.7
Calle de la Plata/Dwy B	SB	NA	NA	NA	NA	A	9.0	A	8.8

As shown in **Table 3**, the Pyramid Hwy/Calle de la Plata intersection continues to operate at LOS “F” with the addition of the project traffic, during both the AM and PM peak hours. The project driveways would operate at LOS “A” during both the peak hours, with the addition of the project traffic.

With a traffic signal, the Pyramid Hwy/Calle de la Plata intersection would operate at LOS “A/B” with the existing lane configurations.

Roadway Level of Service Analysis

Table 4 shows the Existing Plus Project conditions roadway LOS.

Table 4: Existing Plus Project Roadway Level of Service Summary

Roadway Segment	Functional Classification	# Lanes	Existing		Existing Plus Project	
			ADT	LOS	ADT	LOS
Pyramid Hwy N/O Calle de la Plata	High Access Control Arterial	2	4,400	B	4,515	B
Pyramid Hwy S/O Calle de la Plata		2	10,000	C	10,918	C
Calle de la Plata E/O Pyramid Hwy	Low Access Control Collector	2	1,340	C	1,397	C
Calle de la Plata W/O Pyramid Hwy		4	5,480	C	5,538	C

As shown in **Table 4**, the study roadway segments are anticipated to operate at acceptable LOS conditions with the addition of the project traffic.

Signal Warrant Analysis

The Four-Hour Vehicular Volume and Peak Hour signal warrants are met under existing conditions at the Pyramid Highway/Calle de la Plata intersection. Therefore, with the addition of project traffic, these warrants are also satisfied under Existing Plus Project Conditions. A traffic signal is recommended at this location.

2030 BACKGROUND CONDITIONS

The 2030 Background Conditions remain unchanged from the prior study. Please refer to *Village at the Peak Traffic Impact Study – Sugarloaf Peak Property, May 2012*. The report is attached in **Appendix E**.

Note that a traffic signal is assumed in the 2030 Background Conditions scenario based on the improvements outlined in the 2035 RTP and the prior study. The 2030 background traffic volumes and long-term lane configurations are shown in **Figure 6**.

2030 PLUS PROJECT CONDITIONS

Traffic Volumes

Year 2030 plus project traffic volumes were developed by adding the project generated trips to the 2030 background traffic volumes. The 2030 plus project traffic volumes and long-term lane configurations are shown in **Figure 7**.

Intersection Level of Service Analysis

Table 5 presents the level of service analysis summary for “2030 Plus Project” scenario. Detailed calculation sheets are provided in **Appendix D**, attached.

Table 5: 2030 Plus Project Intersection Level of Service Summary

Intersection	Intersection Control	AM Peak		PM Peak	
		LOS	Delay	LOS	Delay
Pyramid Hwy/Calle de la Plata	Signal	C	28.4	D	46.1
Calle de la Plata/Dwy A	TWSC	B	10.7	C	15.1
Calle de la Plata/Dwy B	TWSC	B	11.9	C	15.8

As shown in **Table 5**, all the study intersections are anticipated to operate at acceptable LOS conditions under 2030 Plus Project conditions. This scenario includes a traffic signal at the Pyramid Highway/Calle de la Plata intersection and a variety of improvements outlined in the 2035 RTP.

Roadway Level of Service Analysis

Table 6 shows the 2030 Plus Project conditions roadway LOS. The planned roadway segments are anticipated to operate at LOS “C” with and without the addition of the project traffic.

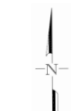
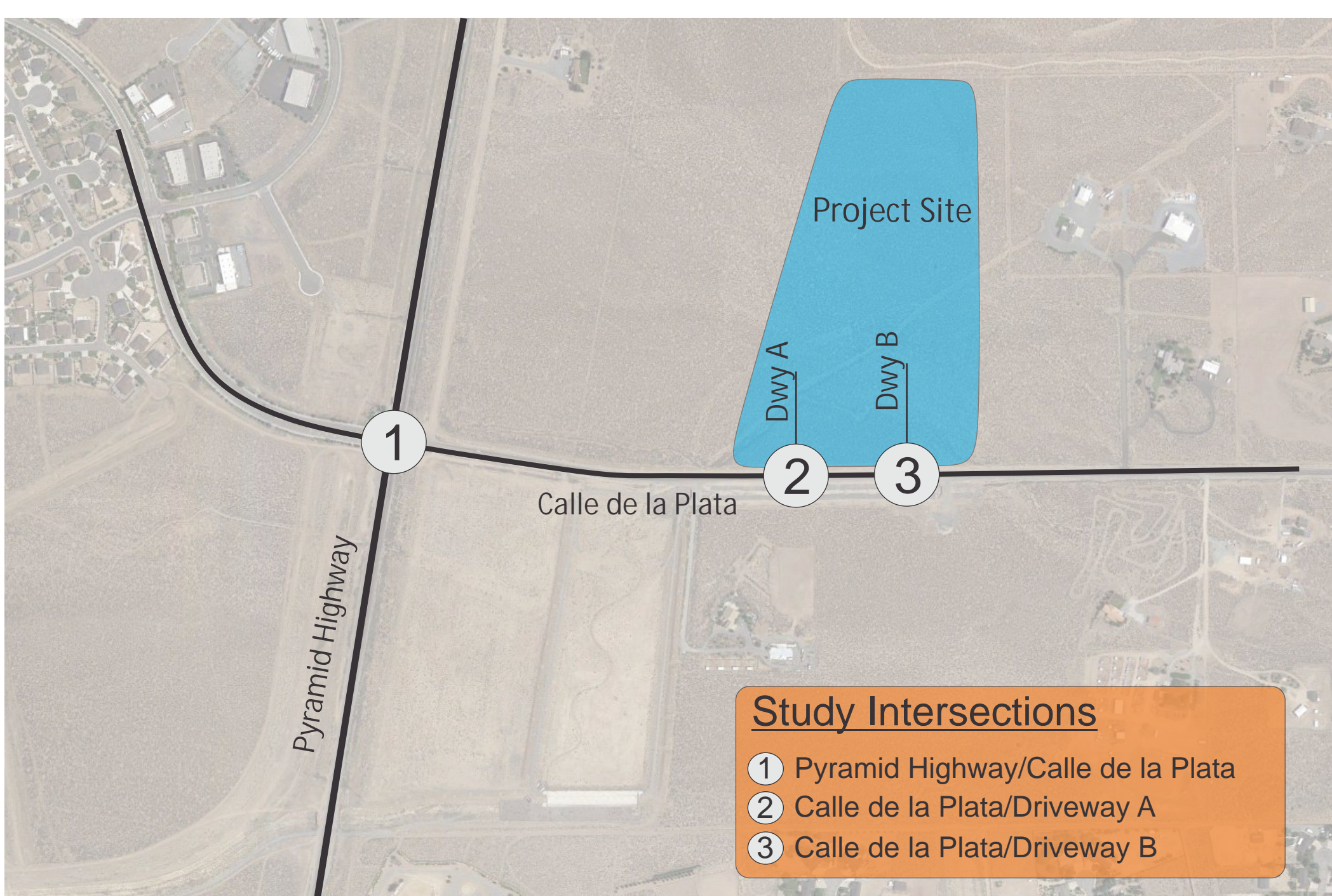
Table 6: 2030 Plus Project Roadway Level of Service Summary

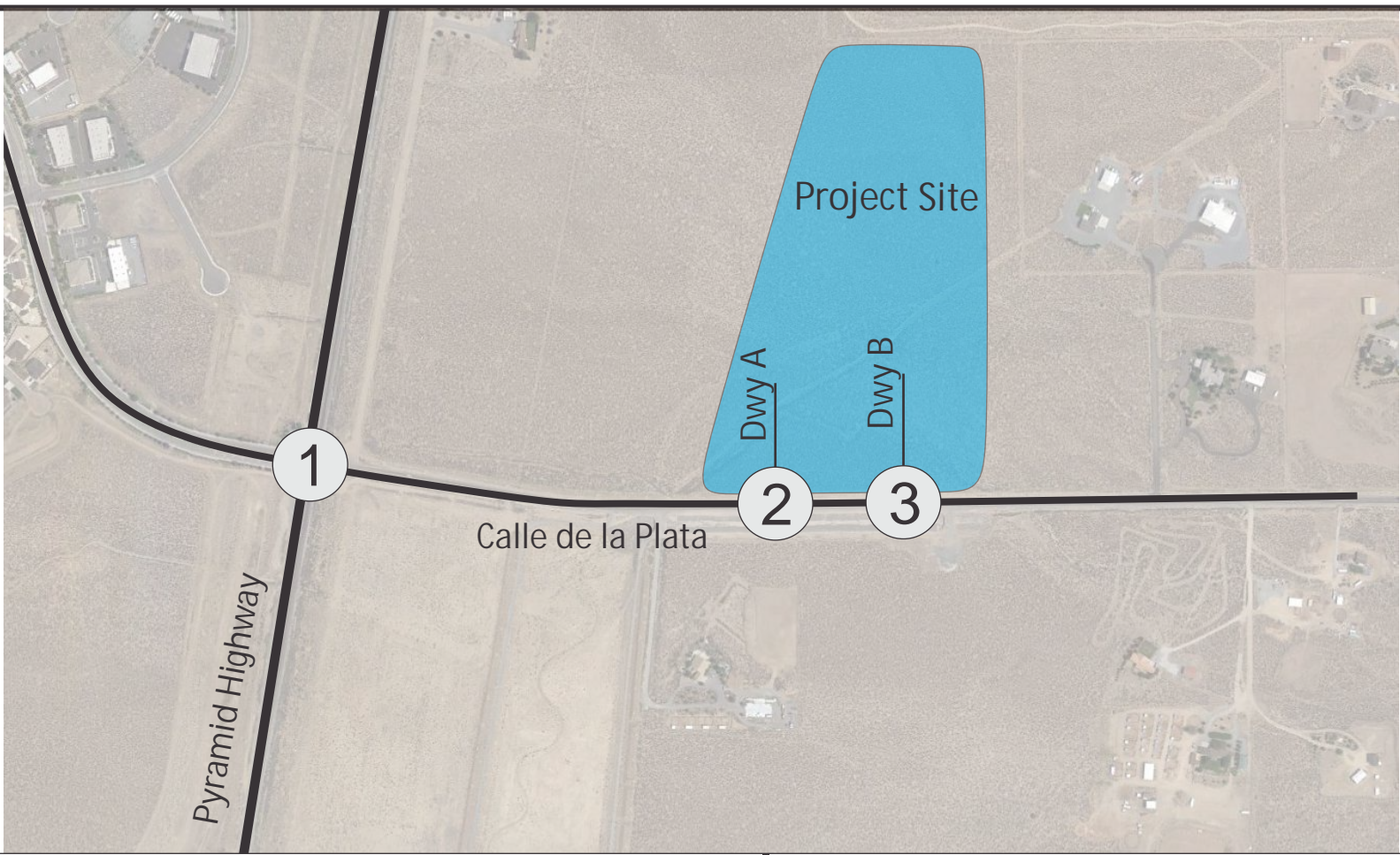
Roadway Segment	Functional Classification	# Lanes	2030		2030 Plus Project	
			ADT	LOS	ADT	LOS
Pyramid Hwy N/O Calle de la Plata	High Access	4	26,010	C	26,240	C
Pyramid Hwy S/O Calle de la Plata	Control Arterial	6	47,190	C	47,879	C
Calle de la Plata E/O Pyramid hwy	Low Access	2	3,930	C	4,102	C
Calle de la Plata W/O Pyramid hwy	Control Collector	4	10,730	C	10,787	C

CONCLUSIONS & RECOMMENDATIONS

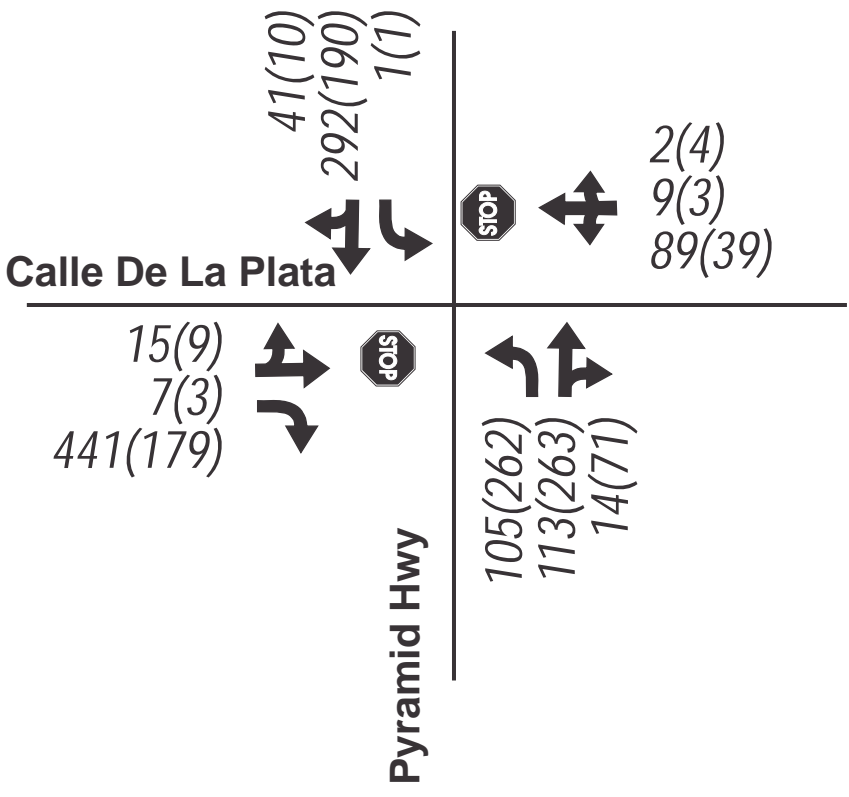
The following is a list of our key findings and recommendations:

- The land use density has been reduced from 360 multi-family units to 119 single family units.
- The new land use generates approximately 45% to 50% fewer trips compared to the previous project.
- The Pyramid Highway/Calle de la Plata intersection currently operates at LOS “F” during both the AM and PM peak hours.
- The Pyramid Highway/Calle de la Plata intersection will continue to operate at LOS “F” with the addition of the project traffic (with increased side street delays).
- Existing peak hour traffic volumes at the Pyramid Highway/Calle de la Plata intersection meet the Four-Hour Vehicular Volume and Peak Hour signal warrants per MUTCD guidelines. These warrants are met with or without the addition of the project traffic.
- We recommend installing a traffic signal at the Pyramid Highway/Calle de la Plata intersection to improve the LOS as it operates at LOS “F” and meets MUTCD signal warrants even without the addition of the project traffic. The Spanish Springs Area Plan recognizes that a traffic signal is needed at this intersection to address the current situation.
- Adequate roadway and intersection improvements are planned within the Regional Transportation Plan to accommodate the future regional growth in the project area.
- The study intersections and roadway segments are anticipated to operate at acceptable LOS conditions in the year 2030.
- We recommend the project enter into a Regional Road Impact Fee (RRIF) offset/waiver agreement with Washoe County and the Regional Transportation Commission for construction of a traffic signal at the Pyramid Highway/Calle de la Plata intersection. The existing lane configuration is shown to provide acceptable LOS conditions with a signal in place. If a signal is constructed prior to this project (by others) and an offset/waiver is not feasible, the applicant’s mitigation responsibility will be payment of the standard traffic impact fees.

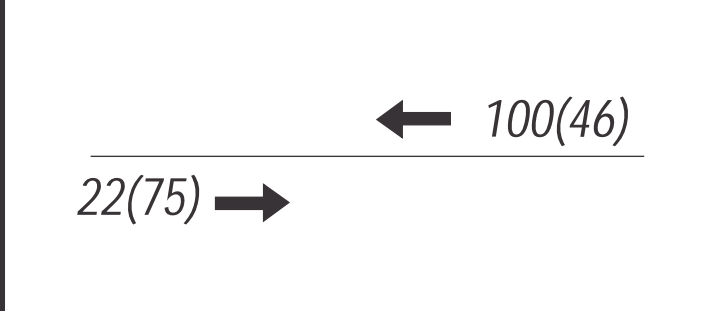




① Pyramid Hwy/Calle de la Plata



② Calle de la Plata/Dwy A



③ Calle de la Plata/Dwy B

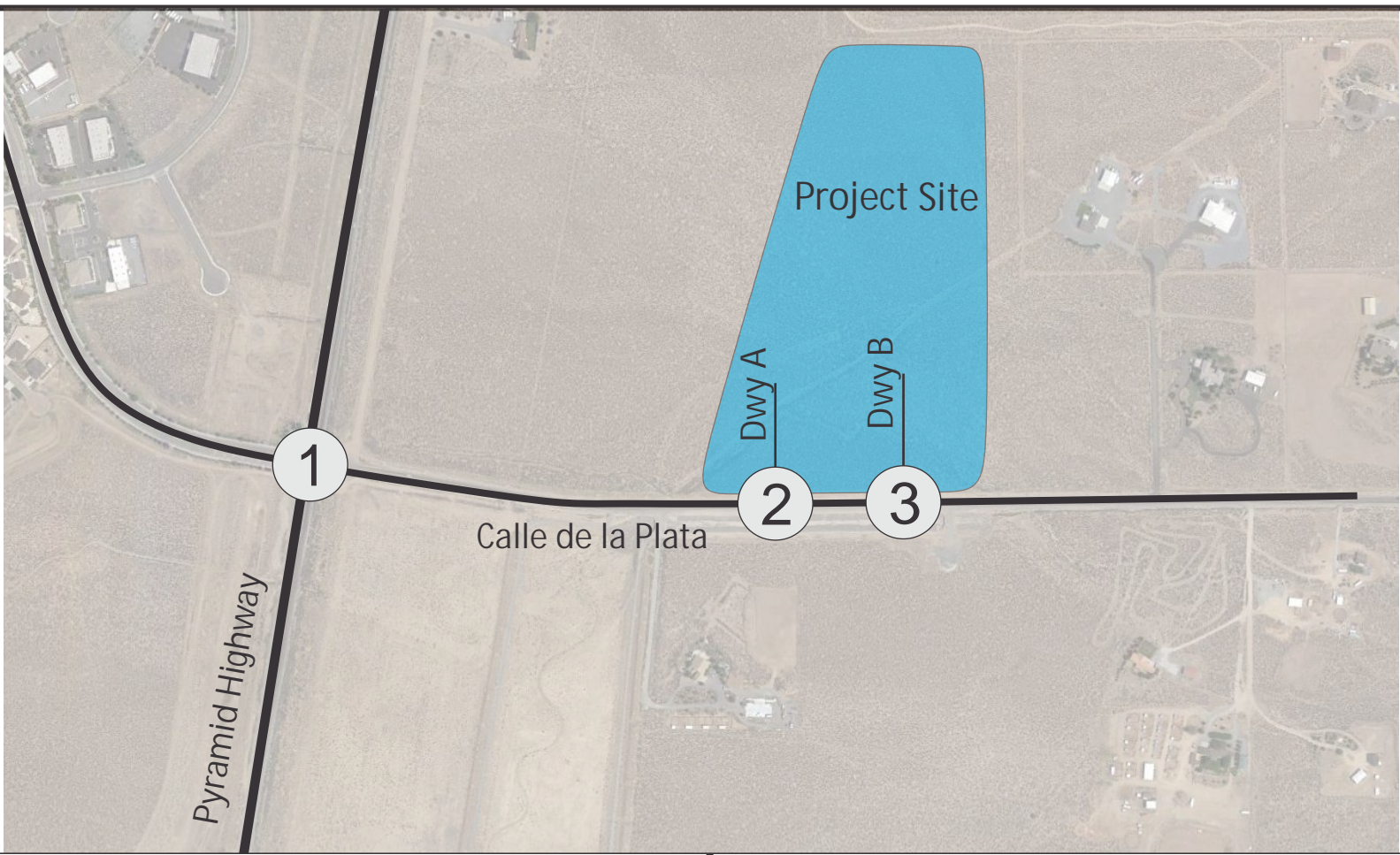


LEGEND
 AM(PM) - Peak Hour Traffic Volumes
 ← - Lane Configuration STOP - STOP Sign

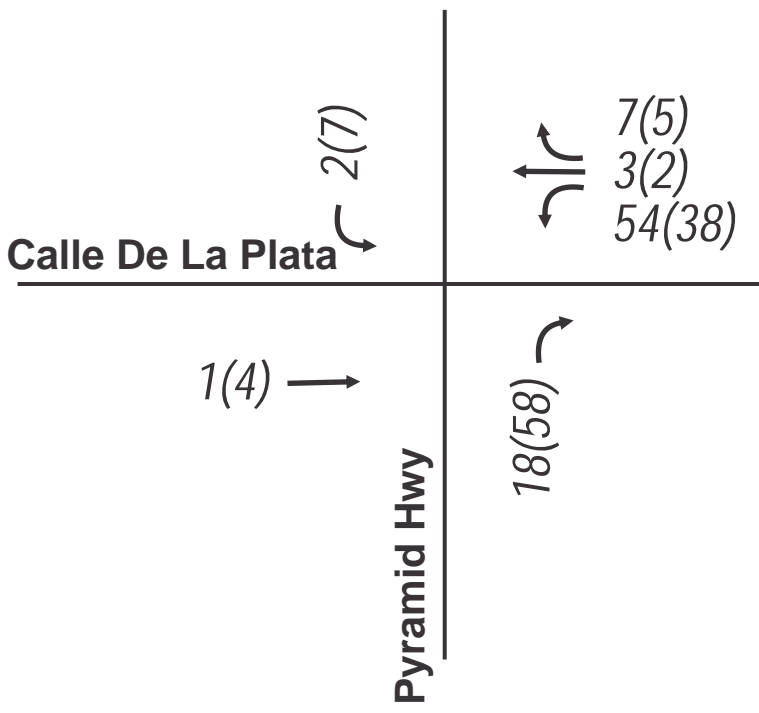


Figure 2

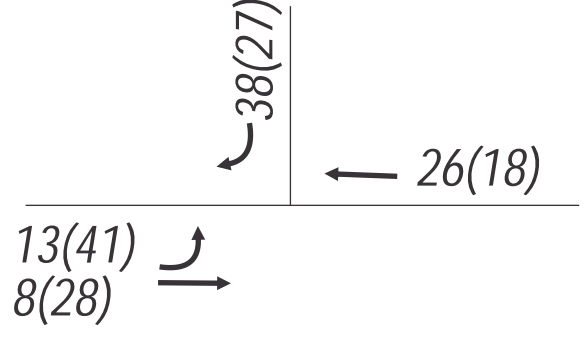
Sugarloaf Ranch Estates
 Traffic Impact Study Update
Existing Traffic Volumes



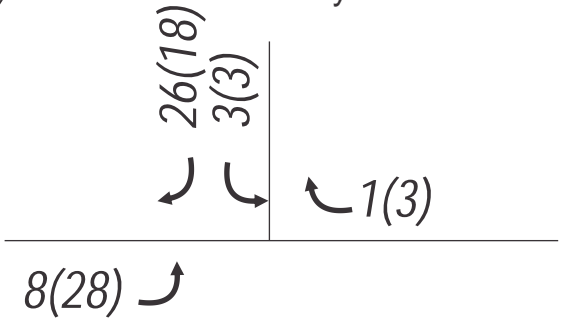
① Pyramid Hwy/Calle de la Plata



② Calle de la Plata/Dwy A



③ Calle de la Plata/Dwy B



LEGEND

AM(PM) - Project Trips

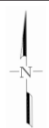
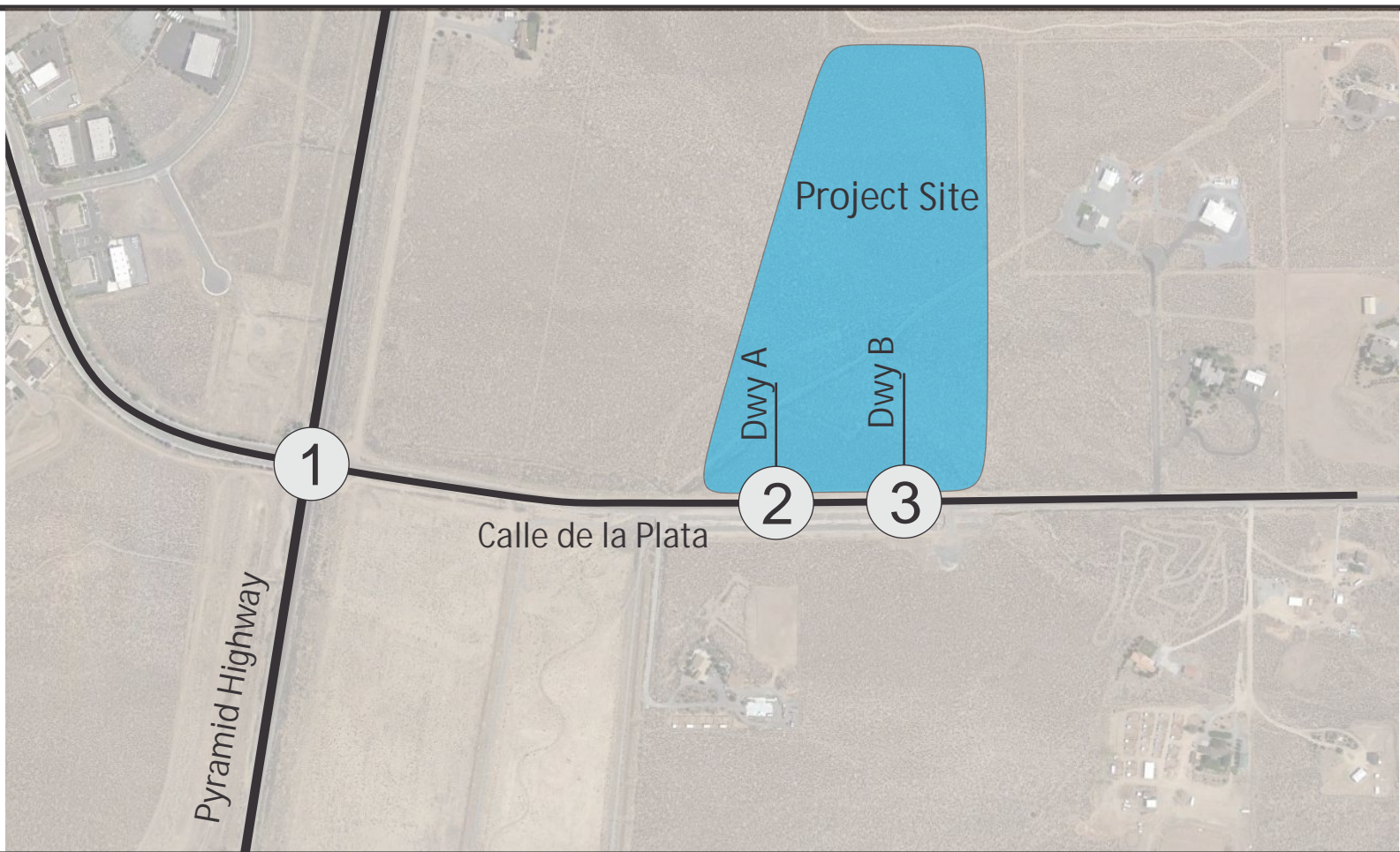


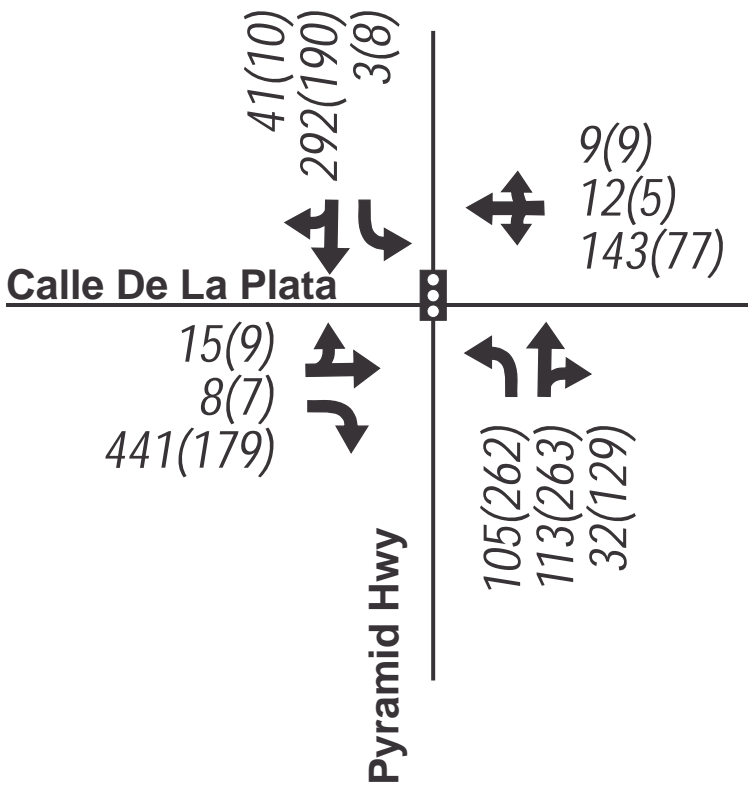
Figure 3

Sugarloaf Ranch Estates
Traffic Impact Study Update

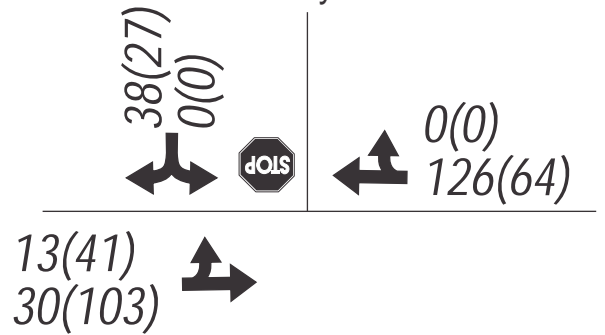
Trip Assignment



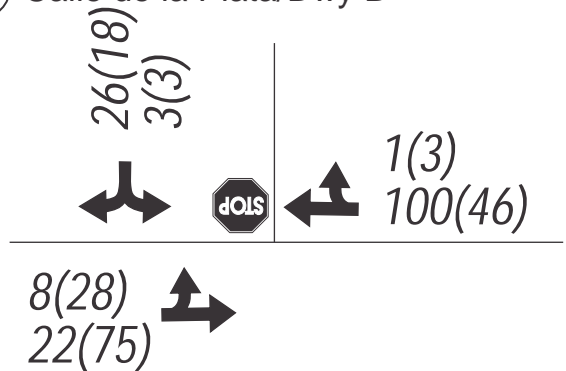
① Pyramid Hwy/Calle de la Plata



② Calle de la Plata/Dwy A



③ Calle de la Plata/Dwy B



LEGEND

AM(PM) - Peak Hour Traffic Volumes



← - Lane Configuration

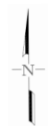
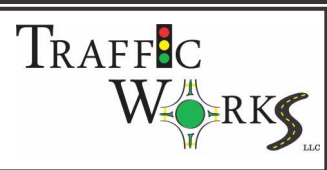
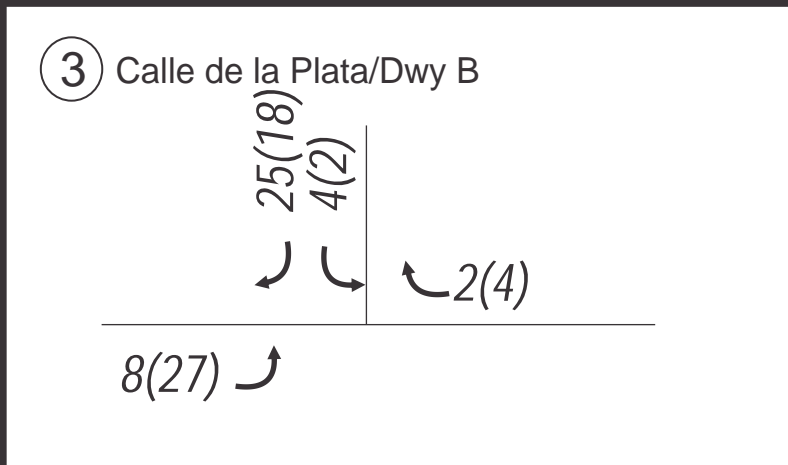
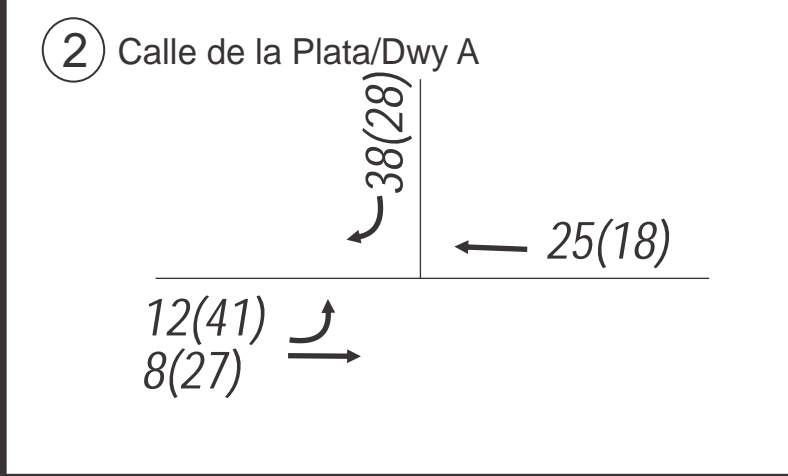
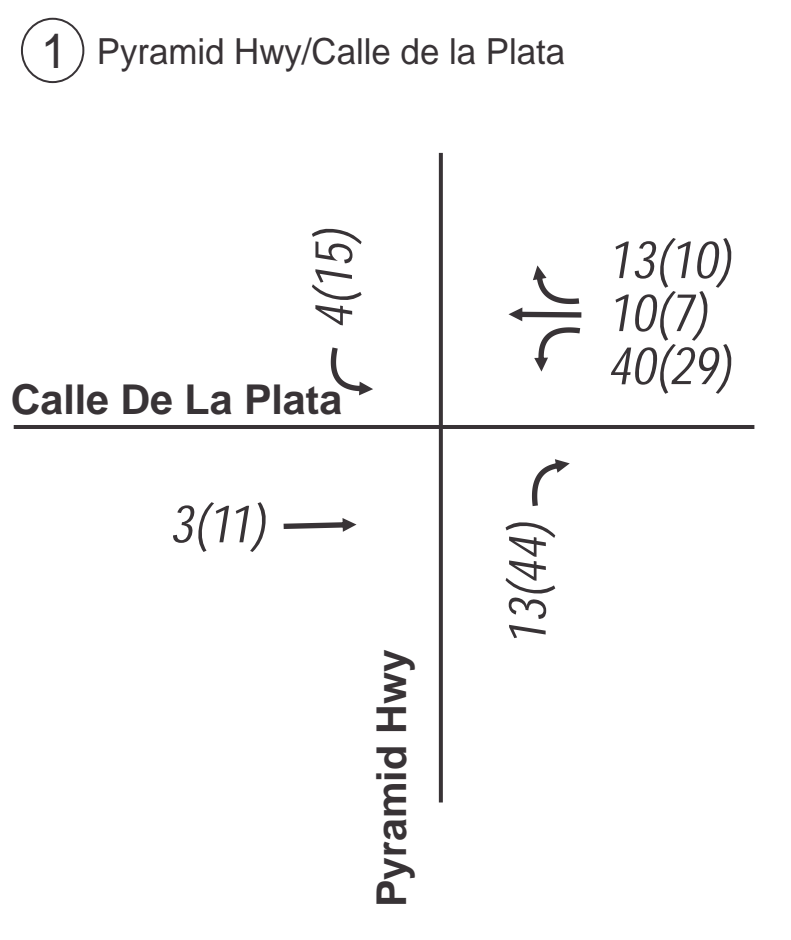
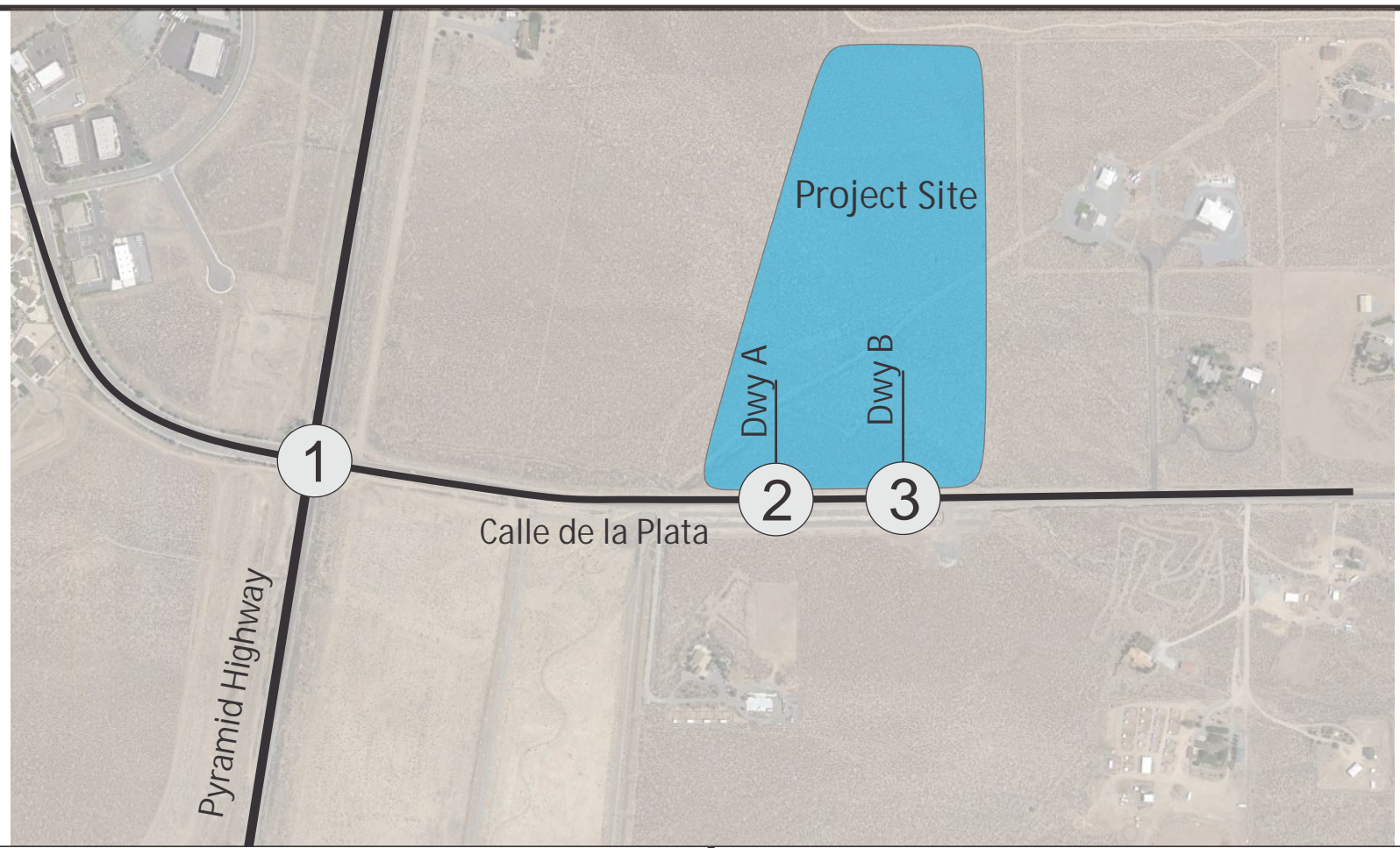


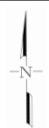
Figure 4

Sugarloaf Ranch Estates
Traffic Impact Study Update

Existing Plus Project Traffic Volumes



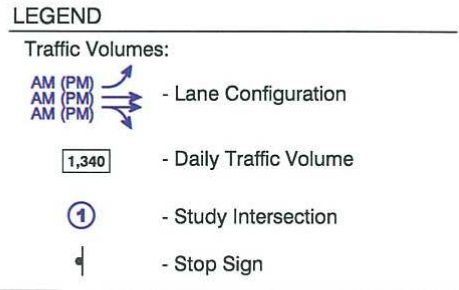
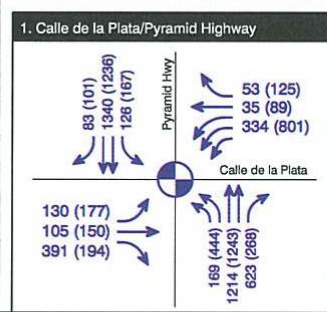
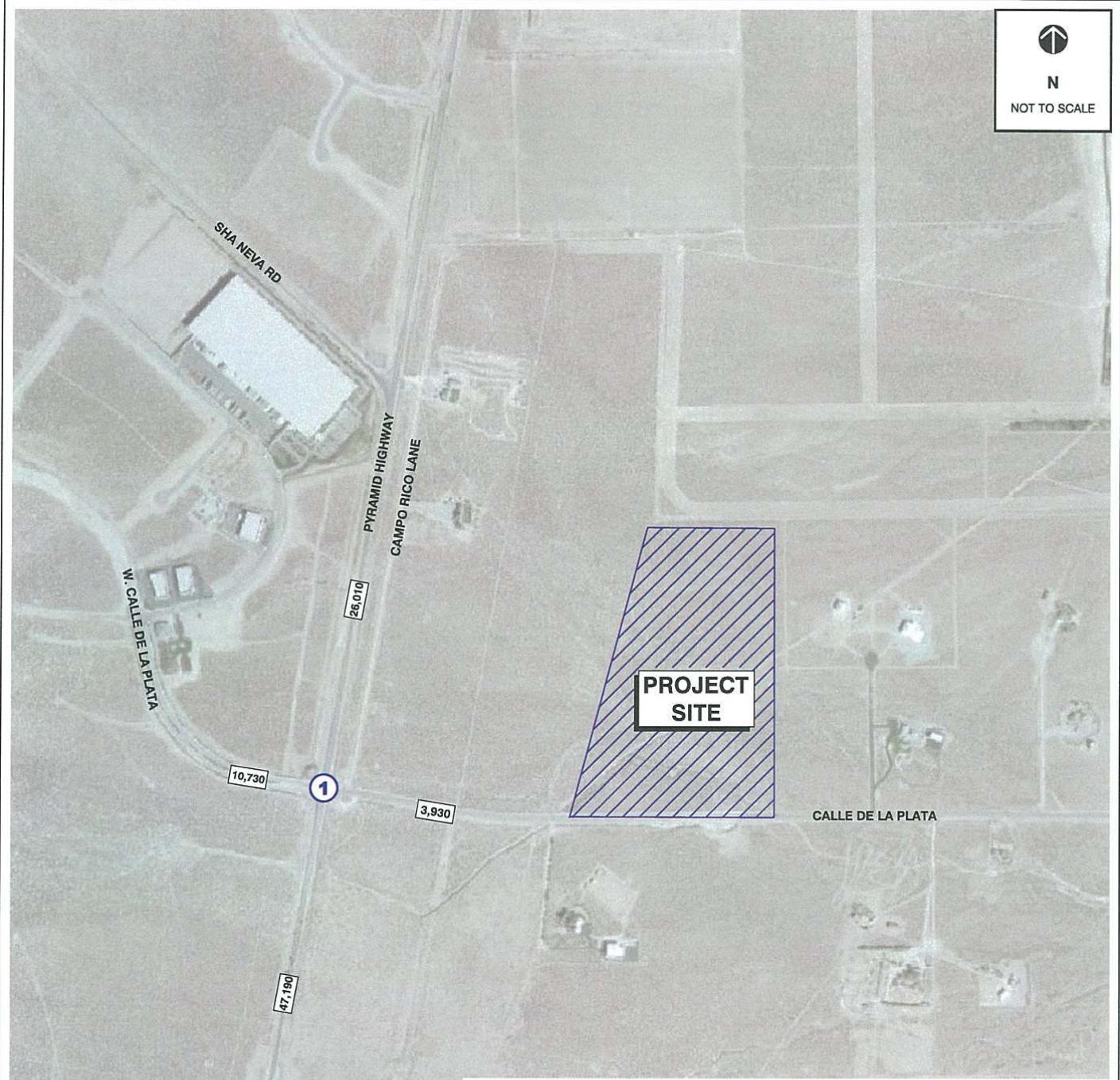
LEGEND
AM(PM) - Project Trips



MPA15-004 & RZA15-006 - EXHIBIT G NO SCALE

Figure 5

Sugarloaf Ranch Estates
Traffic Impact Study Update
2030 Trip Assignment



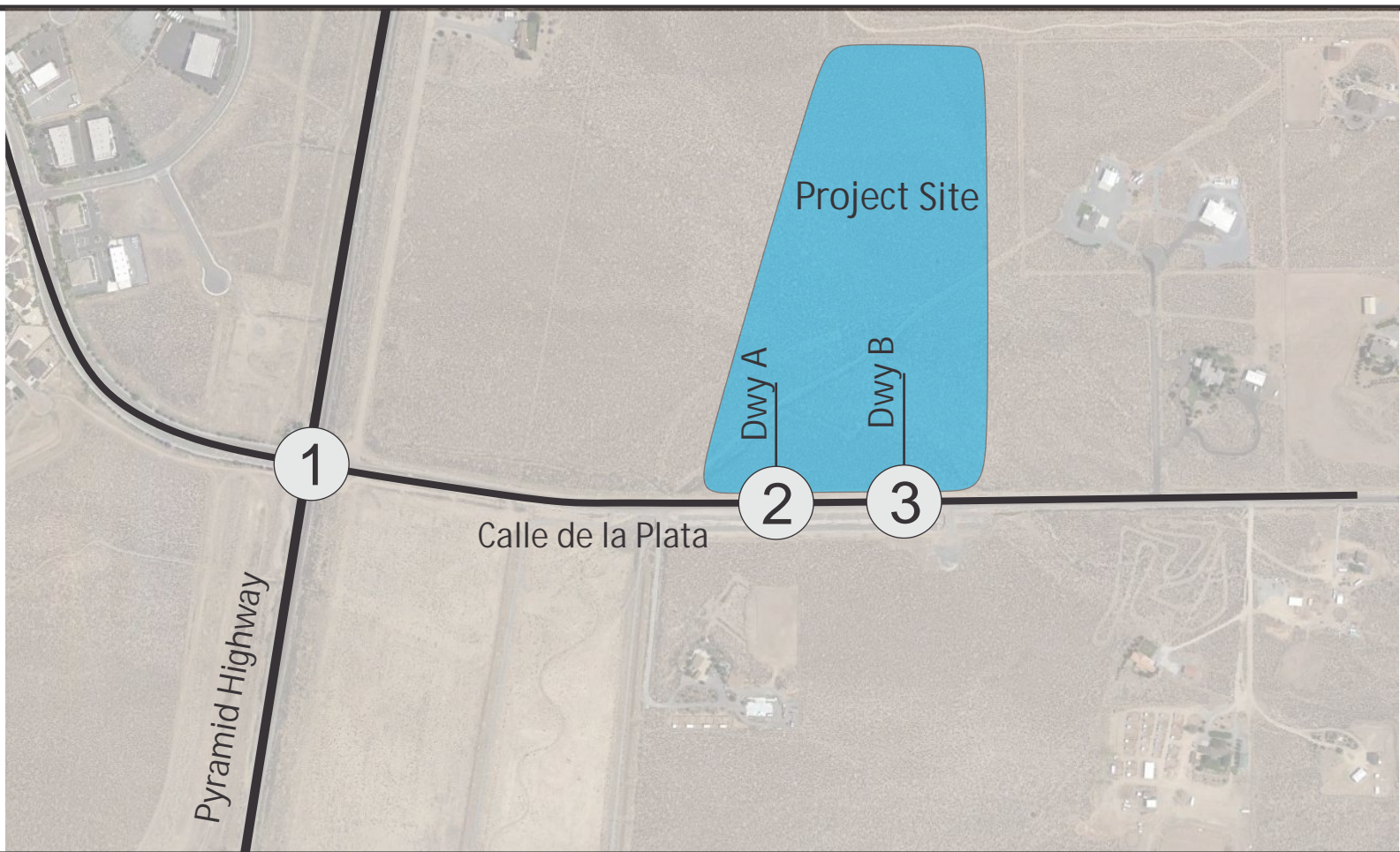
Village at the Peak TIS - Sugarloaf Peak Property
2030 Background Traffic Volumes,
Lane Configurations, and Traffic Control



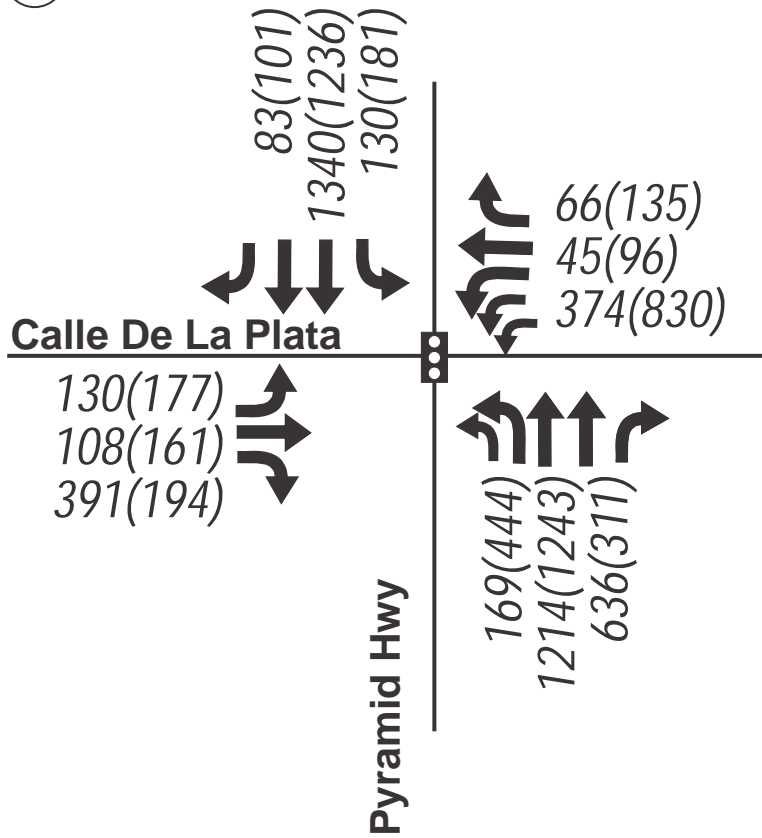
Figure 6

Sugarloaf Ranch Estates
Traffic Impact Study Update

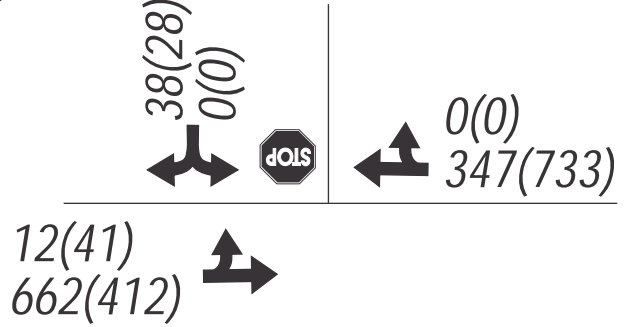
2030 Background Traffic Volumes



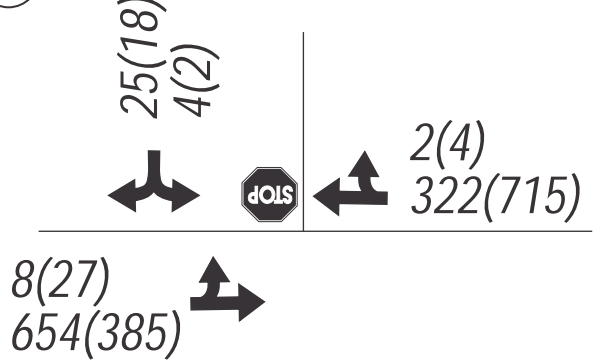
① Pyramid Hwy/Calle de la Plata



② Calle de la Plata/Dwy A



③ Calle de la Plata/Dwy B



LEGEND

AM(PM) - Peak Hour Traffic Volumes



MPA15-004 & RZA15-006 - EXHIBIT G

Figure 7

Sugarloaf Ranch Estates
Traffic Impact Study Update

2030 Plus Project Traffic Volumes

APPENDIX A

Existing Conditions LOS Calculations

HCM 2010 TWSC
 3: Pyramid Hwy & Calle De La Plata

9/11/2015

Intersection

Int Delay, s/veh 46

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	7	441	89	9	2	105	113	14	1	292	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	260	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	18	8	519	105	11	2	124	133	16	1	344	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	765	766	368	762	782	141	392	0	0	149	0	0
Stage 1	370	370	-	388	388	-	-	-	-	-	-	-
Stage 2	395	396	-	374	394	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	321	334	680	323	327	910	1172	-	-	1439	-	-
Stage 1	652	622	-	638	611	-	-	-	-	-	-	-
Stage 2	632	606	-	649	607	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	286	298	680	~ 69	292	910	1172	-	-	1439	-	-
Mov Cap-2 Maneuver	286	298	-	~ 69	292	-	-	-	-	-	-	-
Stage 1	583	622	-	570	546	-	-	-	-	-	-	-
Stage 2	553	542	-	152	607	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.9	\$ 395.2	3.8	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1172	-	-	290	680	76	1439	-	-
HCM Lane V/C Ratio	0.105	-	-	0.089	0.763	1.548	0.001	-	-
HCM Control Delay (s)	8.4	-	-	18.6	25.2	\$ 395.2	7.5	-	-
HCM Lane LOS	A	-	-	C	D	F	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.3	7.1	9.7	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 TWSC
 3: Pyramid Hwy & Calle De La Plata

9/11/2015

Intersection

Int Delay, s/veh 6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	9	3	179	39	3	4	262	263	71	1	190	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	260	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	3	199	43	3	4	291	292	79	1	211	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1137	1172	217	1135	1138	332	222	0	0	371	0	0
Stage 1	219	219	-	914	914	-	-	-	-	-	-	-
Stage 2	918	953	-	221	224	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	180	193	825	180	202	712	1353	-	-	1193	-	-
Stage 1	786	724	-	329	353	-	-	-	-	-	-	-
Stage 2	327	339	-	784	720	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	147	151	825	112	158	712	1353	-	-	1193	-	-
Mov Cap-2 Maneuver	147	151	-	112	158	-	-	-	-	-	-	-
Stage 1	617	723	-	258	277	-	-	-	-	-	-	-
Stage 2	252	266	-	592	719	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12	53.6	3.7	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1353	-	-	148	825	123	1193	-	-
HCM Lane V/C Ratio	0.215	-	-	0.09	0.241	0.416	0.001	-	-
HCM Control Delay (s)	8.4	-	-	31.7	10.7	53.6	8	-	-
HCM Lane LOS	A	-	-	D	B	F	A	-	-
HCM 95th %tile Q(veh)	0.8	-	-	0.3	0.9	1.8	0	-	-

APPENDIX B

Trip Generation Calculations

Weekday Average Daily Trip Generation Calculations

Land Use			Total Trips						Pass-By			Net New Trips				
Land Use	Variable		ITE LU Code	Trip Rate	% In	% Out	Total	In	Out	% of Ext.	Total	In	Out	Total	In	Out
Single Family Housing	119.00	Units	210	9.57	50%	50%	1139	570	569	0%	0	0	0	1139	570	569
Total							1139	570	569	0%	0	0	0	1139	570	569

Weekday AM Peak Hour Trip Generation Calculations

Land Use			Total Trips						Pass-By			Net New				
Land Use	Variable		ITE LU Code	Trip Rate	% In	% Out	Total	In	Out	% of Ext.	Total	In	Out	Total	In	Out
Single Family Housing	119.00	Units	210	0.75	25%	75%	89	22	67	0%	0	0	0	89	22	67
Total							89	22	67	0%	0	0	0	89	22	67

Weekday PM Peak Hour Trip Generation Calculations

Land Use			Total Trips							Pass-By			Net New			
Land Use	Variable		ITE LU Code	Trip Rate	% In	% Out	Total	In	Out	% of Ext.	Total	In	Out	Total	In	Out
Single Family Housing	119.00	Units	210	1.01	60%	40%	120	72	48	0%	0	0	0	120	72	48
Total							120	72	48	0%	0	0	0	120	72	48

APPENDIX C
Existing Plus Project LOS Calculations

HCM 2010 TWSC
 1: Pyramid Hwy & Calle De La Plata

9/14/2015

Intersection

Int Delay, s/veh 122.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	8	441	143	12	9	105	113	32	3	292	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	260	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	18	9	519	168	14	11	124	133	38	4	344	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	786	793	368	778	798	152	392	0	0	171	0	0
Stage 1	375	375	-	399	399	-	-	-	-	-	-	-
Stage 2	411	418	-	379	399	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	311	322	680	315	320	897	1172	-	-	1412	-	-
Stage 1	648	619	-	629	604	-	-	-	-	-	-	-
Stage 2	620	592	-	645	604	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	271	287	680	~ 67	285	897	1172	-	-	1412	-	-
Mov Cap-2 Maneuver	271	287	-	~ 67	285	-	-	-	-	-	-	-
Stage 1	579	617	-	562	540	-	-	-	-	-	-	-
Stage 2	534	529	-	~ 150	602	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.9	\$ 832	3.5	0.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1172	-	-	276	680	75	1412	-	-
HCM Lane V/C Ratio	0.105	-	-	0.098	0.763	2.573	0.002	-	-
HCM Control Delay (s)	8.4	-	-	19.5	25.2	\$ 832	7.6	-	-
HCM Lane LOS	A	-	-	C	D	F	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.3	7.1	18.6	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	13	30	126	0	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	15	35	148	0	0	45

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	148	0	148
Stage 1	-	-	148
Stage 2	-	-	66
Critical Hdwy	4.11	-	6.21
Critical Hdwy Stg 1	-	-	5.41
Critical Hdwy Stg 2	-	-	5.41
Follow-up Hdwy	2.209	-	3.309
Pot Cap-1 Maneuver	1440	-	901
Stage 1	-	-	882
Stage 2	-	-	959
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1440	-	901
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	882
Stage 2	-	-	948

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1440	-	-	-	901
HCM Lane V/C Ratio	0.011	-	-	-	0.05
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	8	22	100	1	3	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	9	26	118	1	4	31

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	119	0	163
Stage 1	-	-	118
Stage 2	-	-	45
Critical Hdwy	4.11	-	6.41
Critical Hdwy Stg 1	-	-	5.41
Critical Hdwy Stg 2	-	-	5.41
Follow-up Hdwy	2.209	-	3.509
Pot Cap-1 Maneuver	1475	-	830
Stage 1	-	-	910
Stage 2	-	-	980
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1475	-	825
Mov Cap-2 Maneuver	-	-	825
Stage 1	-	-	910
Stage 2	-	-	974

Approach	EB	WB	SB
HCM Control Delay, s	2	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1475	-	-	-	924
HCM Lane V/C Ratio	0.006	-	-	-	0.037
HCM Control Delay (s)	7.5	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 TWSC
1: Pyramid Hwy & Calle De La Plata

9/14/2015

Intersection

Int Delay, s/veh 11.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	9	7	179	77	5	9	232	263	129	8	190	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	260	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	8	199	86	6	10	258	292	143	9	211	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1121	1185	217	1117	1119	364	222	0	0	436	0	0
Stage 1	234	234	-	879	879	-	-	-	-	-	-	-
Stage 2	887	951	-	238	240	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	184	190	825	185	208	683	1353	-	-	1129	-	-
Stage 1	771	713	-	344	367	-	-	-	-	-	-	-
Stage 2	340	340	-	768	709	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	150	153	825	115	167	683	1353	-	-	1129	-	-
Mov Cap-2 Maneuver	150	153	-	115	167	-	-	-	-	-	-	-
Stage 1	624	707	-	278	297	-	-	-	-	-	-	-
Stage 2	266	275	-	572	703	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	96.5	3.1	0.3
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1353	-	-	151	825	128	1129	-	-
HCM Lane V/C Ratio	0.191	-	-	0.118	0.241	0.79	0.008	-	-
HCM Control Delay (s)	8.3	-	-	32	10.7	96.5	8.2	-	-
HCM Lane LOS	A	-	-	D	B	F	A	-	-
HCM 95th %tile Q(veh)	0.7	-	-	0.4	0.9	4.7	0	-	-

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	41	103	64	0	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	46	114	71	0	0	30

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	71	0	71
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.11	-	6.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.209	-	3.309
Pot Cap-1 Maneuver	1536	-	994
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1536	-	994
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1536	-	-	-	994
HCM Lane V/C Ratio	0.03	-	-	-	0.03
HCM Control Delay (s)	7.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	28	75	46	3	3	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	31	83	51	3	3	20




















Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	54	0	199
Stage 1	-	-	53
Stage 2	-	-	146
Critical Hdwy	4.11	-	6.41
Critical Hdwy Stg 1	-	-	5.41
Critical Hdwy Stg 2	-	-	5.41
Follow-up Hdwy	2.209	-	3.509
Pot Cap-1 Maneuver	1558	-	792
Stage 1	-	-	972
Stage 2	-	-	884
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1558	-	775
Mov Cap-2 Maneuver	-	-	775
Stage 1	-	-	972
Stage 2	-	-	865

Approach	EB	WB	SB
HCM Control Delay, s	2	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	974
HCM Lane V/C Ratio	0.02	-	-	-	0.024
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1




















HCM 2010 Signalized Intersection Summary
 1: Pyramid Hwy & Calle De La Plata

9/14/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	8	441	143	12	9	105	113	32	3	292	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1881	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	18	9	519	168	14	11	124	133	38	4	344	48
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	520	239	637	449	37	22	374	514	147	512	483	67
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.07	0.37	0.37	0.00	0.30	0.30
Sat Flow, veh/h	1014	598	1599	801	92	54	1792	1408	402	1792	1616	225
Grp Volume(v), veh/h	27	0	519	193	0	0	124	0	171	4	0	392
Grp Sat Flow(s),veh/h/ln	1613	0	1599	947	0	0	1792	0	1810	1792	0	1841
Q Serve(g_s), s	0.0	0.0	14.9	7.4	0.0	0.0	2.3	0.0	3.4	0.1	0.0	9.8
Cycle Q Clear(g_c), s	0.5	0.0	14.9	7.9	0.0	0.0	2.3	0.0	3.4	0.1	0.0	9.8
Prop In Lane	0.67		1.00	0.87		0.06	1.00		0.22	1.00		0.12
Lane Grp Cap(c), veh/h	759	0	637	508	0	0	374	0	661	512	0	551
V/C Ratio(X)	0.04	0.00	0.81	0.38	0.00	0.00	0.33	0.00	0.26	0.01	0.00	0.71
Avail Cap(c_a), veh/h	1184	0	1082	769	0	0	457	0	1365	643	0	1318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.5	0.0	13.8	11.7	0.0	0.0	11.5	0.0	11.5	12.6	0.0	16.1
Incr Delay (d2), s/veh	0.0	0.0	2.6	0.5	0.0	0.0	0.5	0.0	0.2	0.0	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	7.0	2.1	0.0	0.0	1.2	0.0	1.7	0.0	0.0	5.2
LnGrp Delay(d),s/veh	9.5	0.0	16.4	12.1	0.0	0.0	12.0	0.0	11.7	12.6	0.0	17.9
LnGrp LOS	A		B	B			B		B	B		B
Approach Vol, veh/h		546			193			295			396	
Approach Delay, s/veh		16.1			12.1			11.8			17.8	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.2	22.9		24.6	7.6	19.5		24.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.0	39.0		35.0	6.0	37.0		35.0				
Max Q Clear Time (g_c+I1), s	2.1	5.4		16.9	4.3	11.8		9.9				
Green Ext Time (p_c), s	0.0	3.9		3.7	0.0	3.7		4.0				
Intersection Summary												
HCM 2010 Ctrl Delay			15.2									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 1: Pyramid Hwy & Calle De La Plata

9/14/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	7	179	77	5	9	232	263	129	8	190	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1881	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	10	8	199	86	6	10	258	292	143	9	211	11
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	319	198	318	413	34	25	684	475	233	448	475	25
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.14	0.40	0.40	0.01	0.27	0.27
Sat Flow, veh/h	679	998	1599	982	171	125	1792	1194	585	1792	1772	92
Grp Volume(v), veh/h	18	0	199	102	0	0	258	0	435	9	0	222
Grp Sat Flow(s),veh/h/ln	1677	0	1599	1278	0	0	1792	0	1778	1792	0	1865
Q Serve(g_s), s	0.0	0.0	3.5	1.6	0.0	0.0	2.7	0.0	5.9	0.1	0.0	3.0
Cycle Q Clear(g_c), s	0.2	0.0	3.5	2.0	0.0	0.0	2.7	0.0	5.9	0.1	0.0	3.0
Prop In Lane	0.56		1.00	0.84		0.10	1.00		0.33	1.00		0.05
Lane Grp Cap(c), veh/h	517	0	318	471	0	0	684	0	708	448	0	500
V/C Ratio(X)	0.03	0.00	0.63	0.22	0.00	0.00	0.38	0.00	0.61	0.02	0.00	0.44
Avail Cap(c_a), veh/h	1033	0	839	876	0	0	785	0	1049	666	0	978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	11.2	10.5	0.0	0.0	5.5	0.0	7.3	8.1	0.0	9.3
Incr Delay (d2), s/veh	0.0	0.0	2.0	0.2	0.0	0.0	0.3	0.0	0.9	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.7	0.8	0.0	0.0	1.3	0.0	3.1	0.1	0.0	1.6
LnGrp Delay(d),s/veh	9.9	0.0	13.2	10.8	0.0	0.0	5.8	0.0	8.2	8.1	0.0	9.9
LnGrp LOS	A		B	B			A		A	A		A
Approach Vol, veh/h		217			102			693			231	
Approach Delay, s/veh		12.9			10.8			7.3			9.8	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	16.1		10.1	8.3	12.2		10.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.0	18.0		16.0	6.0	16.0		16.0				
Max Q Clear Time (g_c+I1), s	2.1	7.9		5.5	4.7	5.0		4.0				
Green Ext Time (p_c), s	0.0	3.0		1.0	0.1	3.2		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			9.0									
HCM 2010 LOS			A									

APPENDIX D

2030 Plus Project LOS Calculations

HCM 2010 Signalized Intersection Summary
 1: Pyramid Hwy & Calle De La Plata

9/14/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	130	108	391	374	45	66	169	1214	637	131	1340	83
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	141	117	0	407	49	72	184	1320	692	142	1457	90
Adj No. of Lanes	1	1	1	3	1	1	2	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	181	190	161	505	187	159	231	1547	692	179	1666	745
Arrive On Green	0.10	0.10	0.00	0.10	0.10	0.10	0.07	0.43	0.43	0.10	0.47	0.47
Sat Flow, veh/h	1792	1881	1599	5052	1881	1599	3476	3574	1599	1792	3574	1599
Grp Volume(v), veh/h	141	117	0	407	49	72	184	1320	692	142	1457	90
Grp Sat Flow(s),veh/h/ln	1792	1881	1599	1684	1881	1599	1738	1787	1599	1792	1787	1599
Q Serve(g_s), s	4.6	3.6	0.0	4.7	1.4	2.5	3.1	19.9	26.0	4.7	22.1	1.9
Cycle Q Clear(g_c), s	4.6	3.6	0.0	4.7	1.4	2.5	3.1	19.9	26.0	4.7	22.1	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	190	161	505	187	159	231	1547	692	179	1666	745
V/C Ratio(X)	0.78	0.62	0.00	0.81	0.26	0.45	0.79	0.85	1.00	0.79	0.87	0.12
Avail Cap(c_a), veh/h	298	345	293	505	219	186	231	1547	692	179	1666	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	25.9	0.0	26.5	25.0	25.5	27.6	15.3	17.0	26.4	14.4	9.1
Incr Delay (d2), s/veh	7.0	3.2	0.0	9.3	0.7	2.0	17.2	4.8	34.1	21.2	5.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.0	0.0	2.6	0.8	1.2	2.1	10.8	17.9	3.3	12.0	0.8
LnGrp Delay(d),s/veh	33.4	29.1	0.0	35.8	25.7	27.5	44.9	20.2	51.2	47.7	19.9	9.1
LnGrp LOS	C	C		D	C	C	D	C	D	D	B	A
Approach Vol, veh/h		258			528			2196			1689	
Approach Delay, s/veh		31.4			33.7			32.0			21.7	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	30.0	10.0	10.1	8.0	32.0	10.1	10.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	6.0	26.0	6.0	11.0	4.0	28.0	10.0	7.0				
Max Q Clear Time (g_c+I1), s	6.7	28.0	6.7	5.6	5.1	24.1	6.6	4.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	3.9	0.1	0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			28.4									
HCM 2010 LOS			C									

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	12	662	347	0	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	13	720	377	0	0	41

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	377	0	1123
Stage 1	-	-	377
Stage 2	-	-	746
Critical Hdwy	4.11	-	6.41
Critical Hdwy Stg 1	-	-	5.41
Critical Hdwy Stg 2	-	-	5.41
Follow-up Hdwy	2.209	-	3.509
Pot Cap-1 Maneuver	1187	-	672
Stage 1	-	-	696
Stage 2	-	-	471
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1187	-	672
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	696
Stage 2	-	-	463

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1187	-	-	-	672
HCM Lane V/C Ratio	0.011	-	-	-	0.061
HCM Control Delay (s)	8.1	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	8	654	322	2	4	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	9	711	350	2	4	27

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	352	0	1079
Stage 1	-	-	351
Stage 2	-	-	728
Critical Hdwy	4.11	-	6.41
Critical Hdwy Stg 1	-	-	5.41
Critical Hdwy Stg 2	-	-	5.41
Follow-up Hdwy	2.209	-	3.509
Pot Cap-1 Maneuver	1212	-	243
Stage 1	-	-	715
Stage 2	-	-	480
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1212	-	240
Mov Cap-2 Maneuver	-	-	240
Stage 1	-	-	715
Stage 2	-	-	474

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1212	-	-	-	551
HCM Lane V/C Ratio	0.007	-	-	-	0.057
HCM Control Delay (s)	8	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 2010 Signalized Intersection Summary
 1: Pyramid Hwy & Calle De La Plata

9/14/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	177	161	194	830	96	135	444	1243	311	182	1236	101
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	192	175	0	902	104	147	483	1351	338	198	1343	110
Adj No. of Lanes	1	1	1	3	1	1	2	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	227	188	160	954	305	259	502	1469	657	219	1390	622
Arrive On Green	0.13	0.10	0.00	0.19	0.16	0.16	0.14	0.41	0.41	0.12	0.39	0.39
Sat Flow, veh/h	1792	1881	1599	5052	1881	1599	3476	3574	1599	1792	3574	1599
Grp Volume(v), veh/h	192	175	0	902	104	147	483	1351	338	198	1343	110
Grp Sat Flow(s),veh/h/ln	1792	1881	1599	1684	1881	1599	1738	1787	1599	1792	1787	1599
Q Serve(g_s), s	9.4	8.3	0.0	15.9	4.4	7.6	12.4	32.2	14.2	9.8	33.1	4.1
Cycle Q Clear(g_c), s	9.4	8.3	0.0	15.9	4.4	7.6	12.4	32.2	14.2	9.8	33.1	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	188	160	954	305	259	502	1469	657	219	1390	622
V/C Ratio(X)	0.84	0.93	0.00	0.95	0.34	0.57	0.96	0.92	0.51	0.90	0.97	0.18
Avail Cap(c_a), veh/h	259	188	160	954	305	259	502	1469	657	219	1390	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	40.2	0.0	36.0	33.4	34.8	38.3	25.1	19.8	39.0	26.9	18.0
Incr Delay (d2), s/veh	19.9	46.1	0.0	17.4	0.7	2.9	30.6	9.6	0.7	36.0	16.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	6.7	0.0	8.9	2.3	3.6	8.1	17.7	6.3	7.0	19.5	1.8
LnGrp Delay(d),s/veh	58.4	86.3	0.0	53.5	34.1	37.7	68.9	34.7	20.5	74.9	43.6	18.2
LnGrp LOS	E	F		D	C	D	E	C	C	E	D	B
Approach Vol, veh/h		367			1153			2172			1651	
Approach Delay, s/veh		71.7			49.7			40.1			45.7	
Approach LOS		E			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	41.0	21.0	13.0	17.0	39.0	15.4	18.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	11.0	37.0	17.0	9.0	13.0	35.0	13.0	13.0				
Max Q Clear Time (g_c+I1), s	11.8	34.2	17.9	10.3	14.4	35.1	11.4	9.6				
Green Ext Time (p_c), s	0.0	2.7	0.0	0.0	0.0	0.0	0.1	0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			46.1									
HCM 2010 LOS			D									

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	41	412	733	0	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	45	448	797	0	0	30

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	797	0	1334
Stage 1	-	-	797
Stage 2	-	-	537
Critical Hdwy	4.11	-	6.41
Critical Hdwy Stg 1	-	-	5.41
Critical Hdwy Stg 2	-	-	5.41
Follow-up Hdwy	2.209	-	3.509
Pot Cap-1 Maneuver	829	-	171
Stage 1	-	-	445
Stage 2	-	-	588
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	829	-	159
Mov Cap-2 Maneuver	-	-	159
Stage 1	-	-	445
Stage 2	-	-	546

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	829	-	-	-	388
HCM Lane V/C Ratio	0.054	-	-	-	0.078
HCM Control Delay (s)	9.6	0	-	-	15.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	27	385	715	4	2	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	29	418	777	4	2	20

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	782	0	1256
Stage 1	-	-	779
Stage 2	-	-	477
Critical Hdwy	4.11	-	6.41
Critical Hdwy Stg 1	-	-	5.41
Critical Hdwy Stg 2	-	-	5.41
Follow-up Hdwy	2.209	-	3.509
Pot Cap-1 Maneuver	840	-	190
Stage 1	-	-	454
Stage 2	-	-	626
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	840	-	181
Mov Cap-2 Maneuver	-	-	181
Stage 1	-	-	454
Stage 2	-	-	598

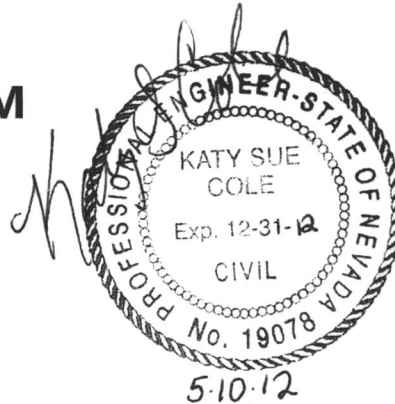
Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	840	-	-	-	355
HCM Lane V/C Ratio	0.035	-	-	-	0.061
HCM Control Delay (s)	9.4	0	-	-	15.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

APPENDIX E
2012 Traffic Study Report

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

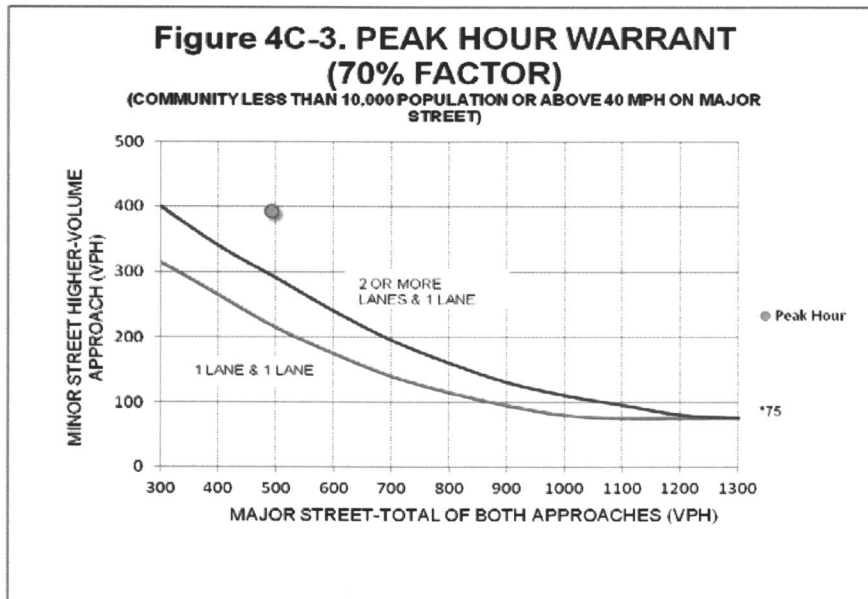
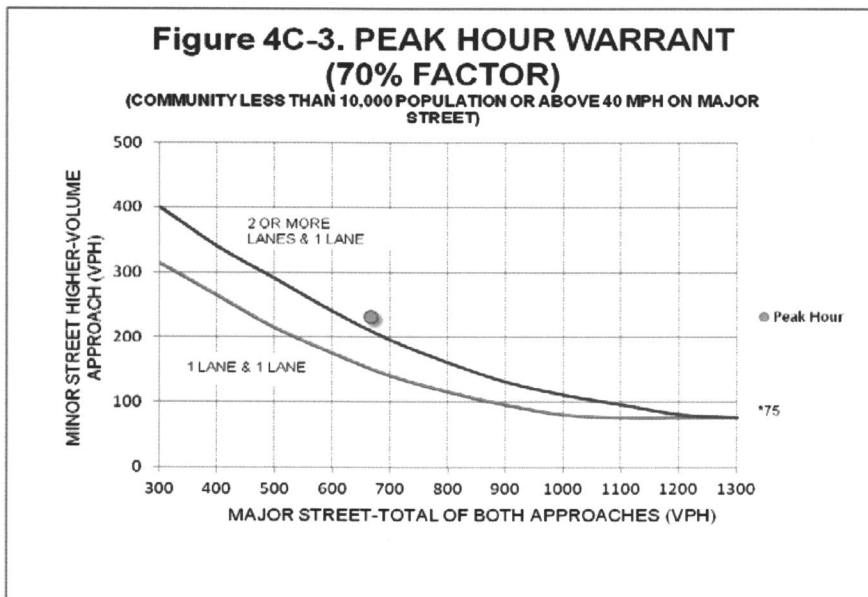


Exhibit 1B: Peak Hour Vehicle Volume Signal Warrant

PM Peak Hour

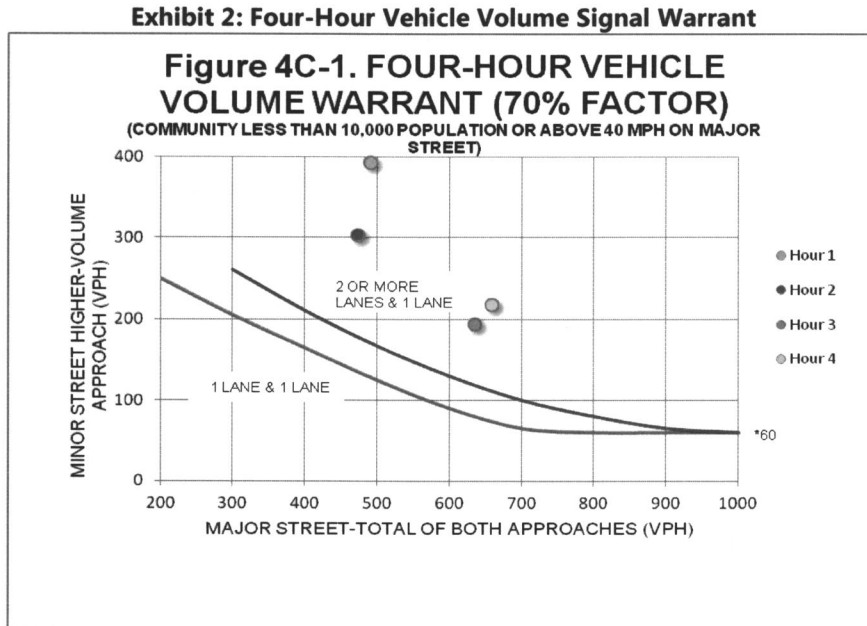


Source: MUTCD, Federal Highway Administration, 2009; Fehr & Peer, 2012



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 & Peer, 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:

- *Frear 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 Type¹	AM Peak Hour		PM Peak Hour	
		Delay²	LOS	Delay²	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:

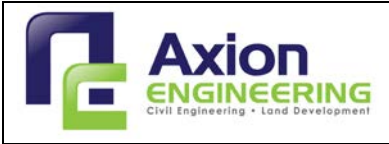
- Village Green Commercial Center (southeast corner of Pyramid Highway/Calle de la Plata intersection)
- Campo Rico Business Center (north of Calle de la Plata along Pyramid Highway)
- Calle de la Plata Retail Project (northwest corner of Pyramid Highway/Calle de la Plata intersection)

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.

FEASIBILITY STUDY





August 28th, 2015

Mr. Garrett Gordon, Partner
 Lewis Roca Rothgerber, LLP
 50 West Liberty Street, Suite 410
 Reno, NV 89501

**Re: 370 Calle De La Plata, APN 534-562-07
 Infrastructure Feasibility Study Update**

Dear Garrett:

Axion Engineering has reviewed the Infrastructure Feasibility Study prepared by Wood Rodgers for the project know as Village at the Peak previously proposed for the above listed property and have found that the study is applicable to the currently proposed single family residential project. It is our understanding that the proposed residential project will consist of 119 single family residential units rather than 360 multi-family units originally planned for.

The following items however should be updated to reflect the single family residential project:

SANITARY SEWER

The single family residential project will generate approximately two thirds less sewage flow than the multi-family project. Using the Washoe County Department of Water Resources design criteria the revised peak daily flow is as follows:

Land Use	Acreage	Residential Unit Count	Flow per Unit	Average Daily Flow	Peaking Factor	Peak Daily Flow (gpd)
Residential (MDS)	39.83	119	270 gpd/unit	32,130 gpd	3	96,390
Total	39.83					96,390

TMWA WATER RIGHTS

Project Site: 39.83+/- Acres

Medium Density Suburban – 3 dwelling units per acre

- $39.83 * 3 \text{ DU/Acre} = 119.49 \text{ units}$
- 119 units assumed to be approximately 8,000 sf each
- Landscape (estimated) = 2.0 AFY
- Per TMWA Rule 7:
 - $1 \div (1.1 + (10,000/\text{Lot Size})) =$
 - $1 \div (1.1 + (10,000/8,000)) = 0.4255 \text{ per unit}$
 - $0.4255 * 119 = \underline{50.64 \text{ AFY}}$

Total Residential Water Rights – 50.64 + 2 = 52.64

- Total Water Rights if Surface rights are used:

$$52.64 * 1.11 = 58.43 \text{ AFY}$$

Axion Engineering thanks you for the opportunity to submit this proposal and looks forward to working with you toward the successful completion of the Quivera Lane project.

Sincerely,
Axion Engineering, LLC

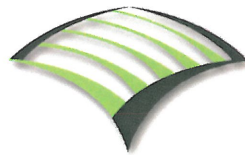
Gary Guzelis
Gary K. Guzelis, P.E.

Village at the Peak

Prepared for:

Sugarloaf Peak, LLC

Prepared by:



WOOD RODGERS

DEVELOPING INNOVATIVE DESIGN SOLUTIONS

5440 Reno Corporate Drive

Tel: 775.823.4068

Reno, NV 89511

Fax: 775.823.4066

August 2014

jn: 2572

INFRASTRUCTURE FEASIBILITY STUDY

PURPOSE

The purpose of this feasibility study is to fulfill the requirements of the Washoe County Spanish Springs Area Plan (Area Plan) with respect to a Master Plan Amendment to land use. Specifically, this report will address issues as outlined in the Spanish Springs Area Plan for intensification and as shown below:

A feasibility study (has) been conducted, commissioned and paid for by the applicant, 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 Water Resources. The Department of Water Resources will establish and maintain the standards and methodologies for these feasibility studies.

PROJECT LOCATION

The project area is located northeast of the intersection of Calle de la Plata and Pyramid Lake Highway in Unincorporated Washoe County. The project encompasses one parcel (APN 534-562-07, consisting of 39.83±) owned by Sugarloaf Peak LLC. Please reference to location maps included in the main application packet.

PROJECT DESCRIPTION

The parcel to be intensified is currently a combination of 20 acres of Industrial (I), 17.84 acres of Commercial (C) and 1.99 acres of Open Space (OS) according to the Master Plan. The proposed intensification will call for all 39.83± acres to be Suburban Residential to allow for multi-family development. The Donovan Ranch subdivision (MDS) is north of the site, GR is east of the site, Commercial (C) and Industrial (I) are west of the site, and the Village Green Business Park (BP), NC and OS are south of the site. Subheadings of this report will cover various issues regarding the intensification including sanitary sewer, domestic water and effluent water, existing and required infrastructure, onsite and offsite storm drainage issues, FEMA flood zone information, and dry utilities including gas, electric, etc. Please reference to applicable maps within the body of the main application packet for zoning, intensity, etc.

DOMESTIC WATER

The domestic water system within the area is under the jurisdiction of the Washoe County Department of Water Resources (WCDWR). Domestic wells in the area and wholesale water purchase from the Truckee Meadows Water Authority (TMWA) provide water to the WCDWR system. The following outlines possibilities with respect to domestic water service for the property in the ultimate build out condition. Although the following represent possibilities for service and storage in the area, a “Discovery” will be necessary through WCDWR to determine the full extent of necessary improvements/upgrades to the existing system, if any, and possible necessity of two-way service to the site so that lines brought to the site are not radial (dead-end):

Service

- A 12” water line exists parallel to the west side of Pyramid Highway approximately 1,715 feet west of the northwest corner of the subject property. Issues with this line include the need for a private easement from the owners of APN 534-571-01 and 04, encroachment permit and jack and bore with respect to Pyramid Highway NDOT right of way, and capacity in the existing 12” line to service the site.
- A 16” water line exists at the intersection of El Caballo Trail and Calle de la Plata east of the site. This line is a second line to the Spring Creek Northeast water storage tank. Construction of this connection could be completed within the Right-of-Way of Calle de la Plata outside of the existing pavement limits, but requires approximately 2,500 lineal feet of water line to be constructed.

Storage

- The 2 million gallon (MG) Spring Creek Northeast water storage tank is located approximately 1 mile from the subject property in the eastern portion of the Donovan Ranch project.

Please reference to **Figure 1** for locations of potential connection points for domestic water.

SANITARY SEWER

Sanitary Sewer exists to the north and west of the subject property. The sanitary sewer system within the area is under the jurisdiction of Washoe County Department of Water Resources (WCDWR). The following outlines possibilities with respect to sewerage of the property in the ultimate buildout condition:

- Option 1 is to utilize the existing sanitary sewer line in the southwest cul-de-sac of the Donovan Ranch development. This line services approximately 390 residential units of Donovan Ranch and ultimately is a 10" line which runs north parallel to Pyramid Highway to the existing Pebble Creek lift station. The 10" line and the lift station and subsequent force main would need to be analyzed for the additional sewage flow that would be placed in to it due to development of the subject property. This option would require approximately 2,300 lineal feet of offsite sanitary sewer to the site, and a private easement from the owners of 534-571-01. Additionally, the cul-de-sac right of way and the northern property boundary of the subject property is separated by private property owned by Washoe County which would require an easement from Washoe County.
- Option 2 is to construct approximately 2,500 lineal feet of sanitary sewer west on Calle de la Plata (jack and bore would be required under Pyramid Highway as it is a Nevada Department of Transportation (NDOT) right of way) to an existing 8" line approximately 900 feet west of Pyramid Highway in West Calle de la Plata. Again this line would need to be analyzed for the additional sewage flow that would be placed in to it due to development of the subject property. As the alignment would utilize existing Washoe County and NDOT rights of way, encroachment permits would be required, but no private easements.
- Option 3 would be to utilize both Option 1 and Option 2 should greater capacity be needed.

Total Sanitary Sewer outflow from the proposed intensification is as follows (residential unit count for project is 360 multi-family units):

Land Use	Acreage (acres)	Residential Unit Count	Average Daily Flow	Average Daily Flow (gpd)	Peaking Factor	Peak Daily Flow (gpd)
Residential (HDS)	39.83	360	270 gpd/unit	97,200	3	291,600
Total	39.83			97,200		291,600

* Flow rates per WCDWR Draft Sewer Design Standards. Please reference to the **Appendix**.

Please reference to **Figure 1** for locations of potential connection points for sanitary sewer.

For purposes of comparison, an 8" sanitary sewer line at the minimum slope of 0.5% at 75% capacity (minimum slope and maximum capacity per WCDWR standards) can accommodate approximately 545,500 gallons per day (gpd). A 10" sanitary sewer line at the minimum slope of 0.33% at 75% capacity can accommodate approximately 803,000 gpd. It should also be noted that the sanitary sewer within the area is under jurisdiction of WCDWR. However, sanitary sewer from this area feed south into the City of Sparks system and ultimately feeds to the Truckee Meadows Water Reclamation Facility (TMWRF). Through an interlocal agreement with the City of Sparks, WCDWR applies a reduction factor to the sewer connection fee of 75%, bringing the fee from \$5,400 per residential unit to \$4,050. A connection fee in the amount of \$5,618 per residential unit is then required to be paid to the benefit of the City of Sparks for use of their system. As it appears that the proposed intensification will not increase the total unit amount within the Area Plan, the total unit count with this intensification should fall within the agreement parameters.

DRY UTILITIES

NV Energy currently has electrical and gas mains running parallel to the west side of Pyramid Highway servicing properties to the north. In order to gage whether or not additional infrastructure would be necessary to service the subject property, a discovery would need to be performed by NV Energy, but is not anticipated.

Please reference to **Figure 1** for locations of potential connection points for dry utilities.

RECLAIMED WATER

Should Reclaimed Water be used for irrigation within the future development of the site, infrastructure under the jurisdiction of the City of Sparks exists within Calle de la Plata west of Pyramid Highway.

Please reference to **Figure 1** for locations of potential connection points for Reclaimed Water.

FEMA FLOOD ZONE MITIGATION/STORM DRAINAGE

FEMA Flood Zone Mitigation

The North Spanish Springs Detention Facility (NSSDF) and associated appurtenances, including a sedimentation basin, were constructed in the late 2000's to alleviate flooding concerns west of Pyramid Lake Highway. The sedimentation basin and channel are just south of the site, and channelize water from the Griffith Canyon drainage (Spanish Springs wash) east of the site. FEMA flood zone maps have been updated to account for the detention facility. However, a FEMA designated Flood Zone AO with a Depth of 1 foot still inundates portions of the southern portion of the site (reference to **Figure 2** for potential necessary drainage facilities, detention and reference the **Appendix** for FEMA information). It is anticipated that a trapezoidal channel will need to be constructed along the eastern perimeter of the site to channelize the flood flows west along the north side of Calle de la Plata, and a culvert will be constructed under Calle de la Plata to convey flows to existing channel along the south side of Calle de la Plata and ultimately the sedimentation basin. At the time of final design for the site, a Conditional Letter of Map Revision (CLOMR) should be prepared and submitted to FEMA for approval. After construction of the facilities a Letter of Map Revision (LOMR) should be prepared and submitted to FEMA for approval, and the area of Zone AO can then be removed from the site.

Storm Drainage

The portion of the site described previously naturally drains to the southwest for eventual outflow south and west. The remaining portion of the site naturally drains to the northwest for eventual outflow to the Boneyard Flat area. Final design of the site should include a trapezoidal channel that will cut off existing flows from the east and carry them to the northwest corner of the site. As the site is designed and developed, it is anticipated that storm drainage facilities onsite will drain to the channel and to the northwest. As increases in peak flows and volumes from storm drainage will need to be mitigated to the existing condition, a detention/retention basin is anticipated at the northwest corner of the site. Flows will then be released as per the existing condition to the adjacent parcel to the west (APN 534-571-01) either via sheet flow or in conjunction with the property owner in a channel to the north and west across said parcel.

**TMWA WATER RIGHTS - METHODOLOGY FOR CALCULATING DEMAND AND WATER RESOURCES
REQUIREMENTS – WATER RIGHTS SUBJECT TO TMWA RULE 7**

Project Site: 39.83± Acres

Suburban Residential – Total Unit Count – 360 Multi-Family Units

- 360 multi-family units – 0.12 AFY/per unit = $360 \times 0.12 = 43.2$ AFY
- Landscape (estimated) = 9.0 AFY
- **TOTAL WATER RIGHTS RESIDENTIAL AREA**
= $43.2 + 9.0 = 52.2$ AFY

TOTAL WATER RIGHTS WITH 1.11 TRUCKEE RIVER RIGHTS MULTIPLIER

- $52.2 \times 1.11 = 57.9$ AFY

* See Appendix for TMWA Rule 7 excerpts.

** Should reclaimed water be used for irrigation purposes, applicable landscaping water rights would not be required. However, City of Sparks' reclaimed rights may need to be secured.

CONCLUSION

In conclusion, the findings included in this Infrastructure Feasibility Report support the requirements of the Area with respect to a Master Plan Amendments, specifically, *(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 Water Resources.*

APPENDIX

(WATER/SEWER/RECLAIMED WATER/DRY UTILITIES EXHIBIT)

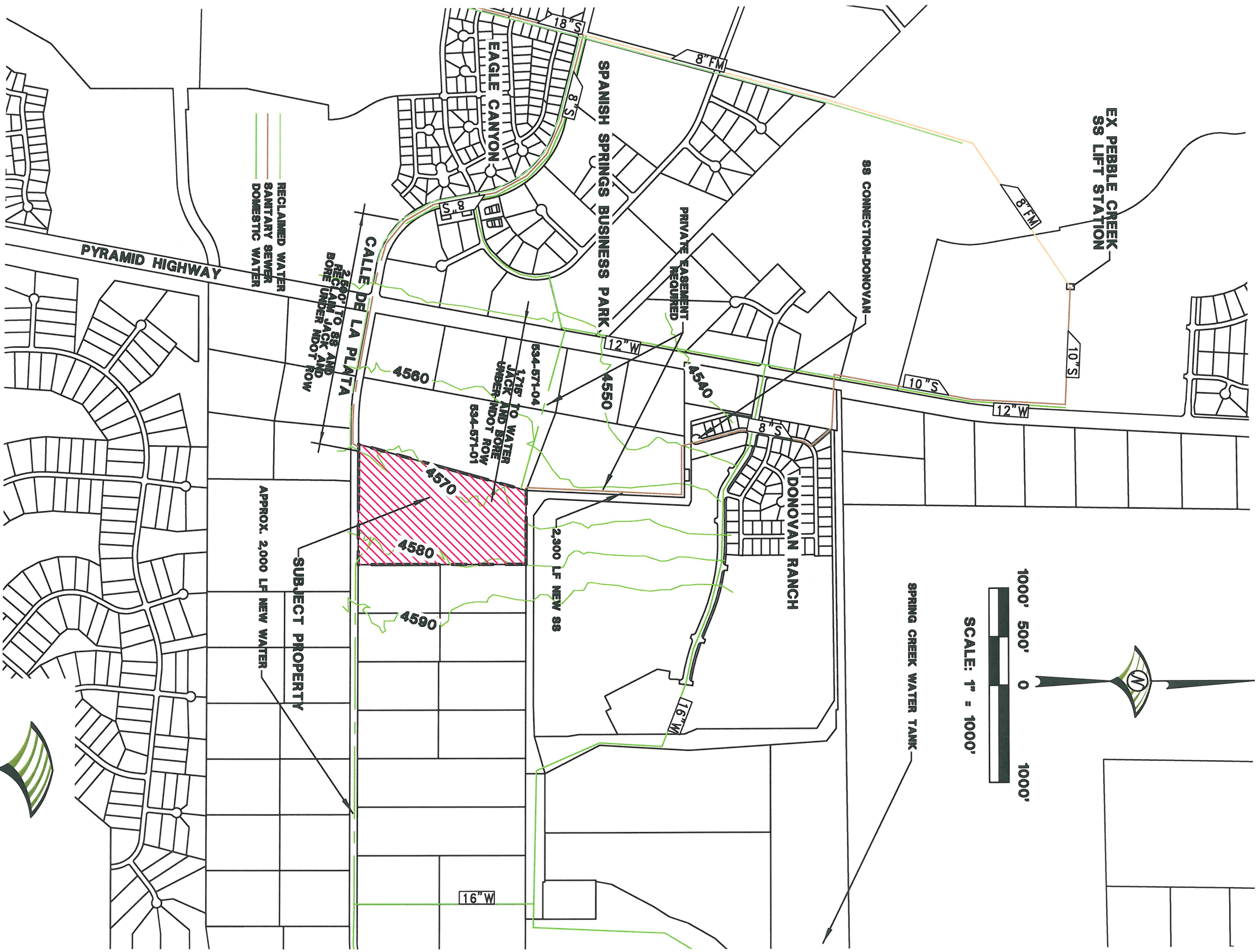
FIGURE 1

VILLAGE AT THE PEAK MASTER PLAN AMENDMENT INFRASTRUCTURE FEASIBILITY STUDY

WASHOE COUNTY

NEVADA

AUGUST 2014



SCALE: 1" = 1000'

* NV ENERGY GAS AND ELECTRIC EXISTS ADJACENT TO THE WEST SIDE OF PYRAMID HIGHWAY WEST OF THE SITE



WOOD ROGERS
 DEVELOPING INNOVATIVE DESIGN SOLUTIONS
 5440 Reno Corporate Drive Reno, NV 89511
 Tel 775.823.4068 Fax 775.823.4066

(FEMA/STORM DRAINAGE EXHIBIT)

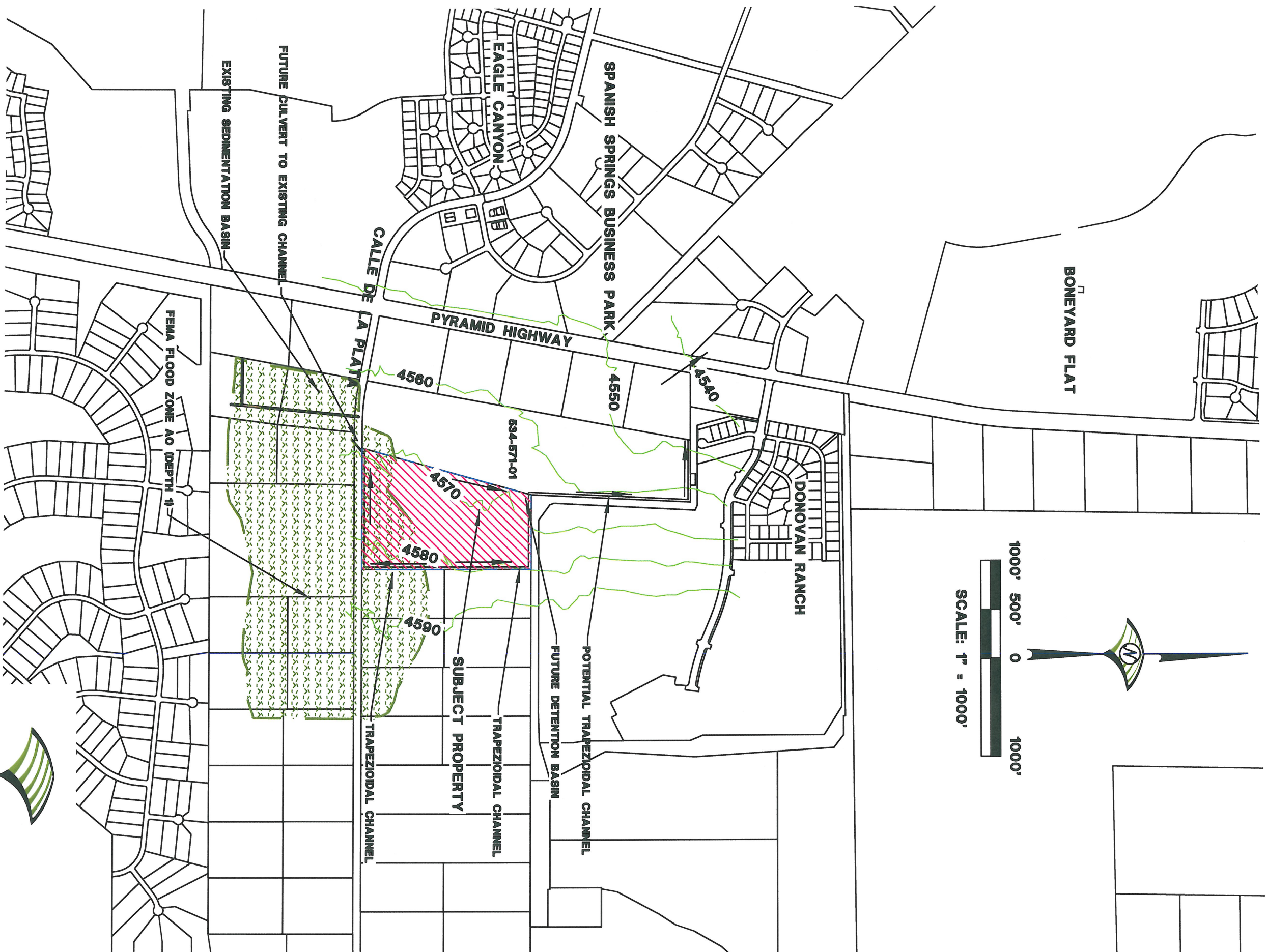
FIGURE 2

VILLAGE AT THE PEAK MASTER PLAN AMENDMENT
INFRASTRUCTURE FEASIBILITY STUDY

WASHOE COUNTY

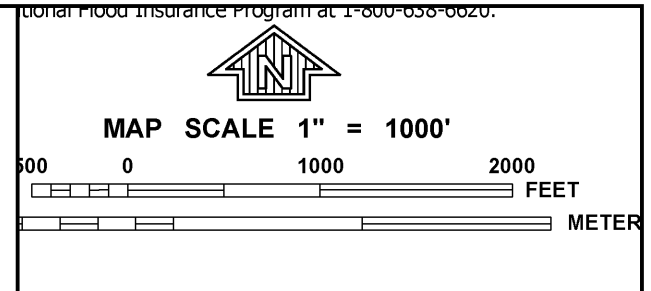
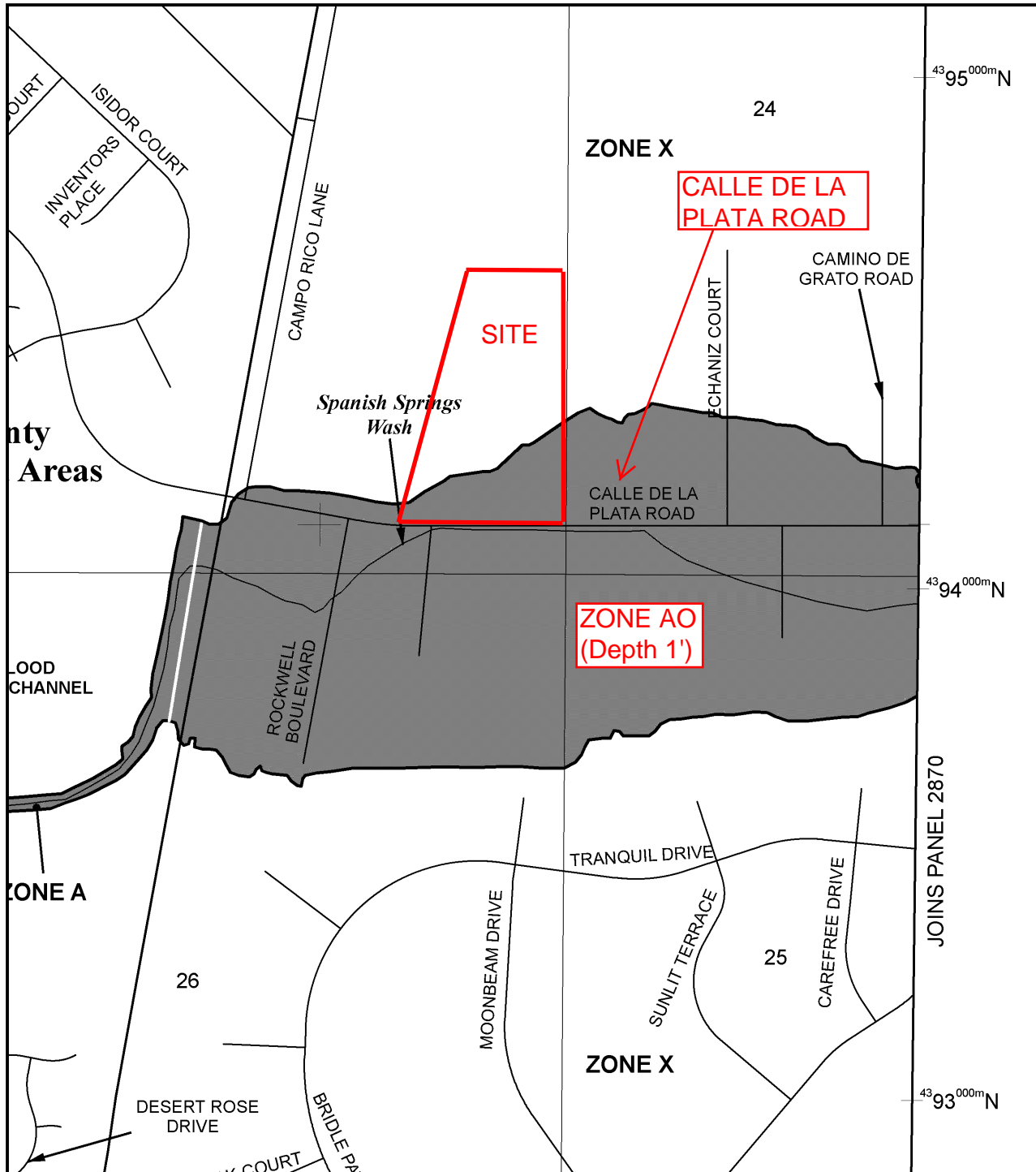
NEVADA

AUGUST 2014



FEMA FLOOD MAP





PANEL 2865G

FIRM
FLOOD INSURANCE RATE MAP

**WASHOE COUNTY,
NEVADA
AND INCORPORATED AREAS**

PANEL 2865 OF 3475
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
SPARKS, CITY OF	320021	2865	G
WASHOE COUNTY	320019	2865	G

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
32031C2865G

MAP REVISED
MARCH 16, 2009

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Exhibit H: Public Correspondence
MPA15-004 & RZA15-006

From: dog karma777@sbcglobal.net
Sent: Thursday, November 05, 2015 12:40 PM
To: Pelham, Roger; Mullin, Kelly
Cc: karma777@sbcglobal.net
Subject: Re: CITIZEN INPUT //corrected version

Corrected version, please use this version. Thanks Dan On
Nov 5, 2015, at 12:25 PM, dog <karma777@sbcglobal.net>
wrote:

> Nov. 5, 2015

> Please include my written inputs for both projects, 350 & 370 Calla de la Plata. My inputs are the same for both applications as they are essentially asking for the same Residential up Zoning.

>

> Ref: Spanish Springs Area Plan.

>

> 1. The SS area plan clearly calls for a "Transition Zone" that is not being applied to these residential up zoning requests. The SS area plans Character Statement paragraphs 2&3 address this issue. "The Suburban core, together with the transition zone, will be known as the Suburban Character Management Area (SCMA)". I see no Transition Zone mitigation in the applications. The SS Area Plan Character Statement clearly states "This area will contain all commercial land use designations and residential densities greater than one unit per ten acres". There are numerous large lot (10 acres) parcels adjacent to these requested up zoning applications with no Transition Zones. I own a 10 acre parcel that is zoned GR, 1du per parcel. I feel it is unfair to the existing property owners to zone MDS 3du per acre next to existing parcels that are zoned 1du per ten acres. Again there are no Transition Zones. The Transition Zones are a part of and are included in the SS SMCA.

>

> Recommendation: Apply a Transition Zone of LDS 1du per acre adjacent to all existing developed property. This will provide a buffer that is more acceptable.

>

> 2. LDS (1du per acre) versus requested MDS (3du per acre) up zoning on the East side of Pyramid Highway. When the SS area plan was drafted the intent was to keep the land in the SS SCMA on the East side of Pyramid Highway zoned to a maximum density of LDS (1 du per acre). I was directly involved as a citizen in its drafting along with County Staff and the SS CAB.

>

> Paragraph 2 of the Character Statement states: "This suburban core includes a broad mix of non-residential uses together with residential densities of up to three dwelling units per acre." It further states: "These suburban land uses are located predominately, but not exclusively, on the West side of Pyramid Highway."

>

> Currently there are no MDS (3du per acre) zoned property on the East side of Pyramid Highway. I am concerned that if we let these developers increase their properties zoning to MDS it will open up any other developer on the East side of Pyramid Highway to use the MDS zoning. This will set a bad precedent.

>

> Recommendation: Keep LDS (1du per acre) the maximum zoning density on the East side of Pyramid Highway as anticipated in the SS Character Statement.

>

Exhibit H: Public Correspondence

MPA15-004 & RZA15-006

> Please deny the requested up zoning request of MDS (3du per acre) and limit the applications to LDS (1du per acre). Also require the developments to comply with the Transition Zones addressed in the SS Area Plan Character Statement.

>

> 3. Water. Both developers said that their water rights are Truckee Meadow water rights. The developers both said that they will not be using groundwater. This is technically correct but not true. I requested from County staff to have TMWA attend our 4 Nov 2015 CAB to brief the citizens on the SS area water system. They could not attend. I know that there are 3-4 commercial wells that supplement water use during high peak times. The citizens that are on wells are concerned about the water table level with significantly higher density. Seems that no one wants to be straight up about our valley's water. The developers do not know how it works, nor county staff.

>

> Recommendation: Have TMWA available for the Planning Commission to brief the board if questions arise!

>

> Respectfully Submitted,

>

> Dan Herman

> Campo Rico Ln

Exhibit I
Agency Comments
MPA15-004 & RZA15-006



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

District II
310 Galletti Way
Sparks, Nevada 89431
(775) 834-8300 FAX (775) 834-8390

BRIAN SANDOVAL, Governor

RUDY MALFABON, P.E., Director

September 25, 2015

Washoe County Community Service Department
Planning and Development Division
P.O. Box 11130
Reno, NV 89520-0027

MPA15-003
MPA15-004
Sugarloaf Estates

Attention: Ms. Kelly Mullin, Planner

Dear Ms. Mullin:

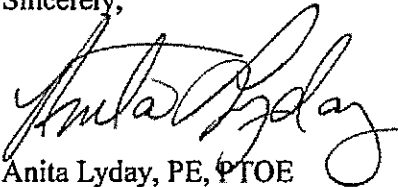
I have reviewed the master plan amendment to the Washoe County. I have the following comments:

1. Prior to any grading adjacent to the Nevada Department of Transportation right-of-way, a Drainage Report, including a grading plan, and a Drainage Form must be submitted to the Permit office. A Drainage Information Form is attached. Please contact the Permit Office at (775) 834-8330 for more information.
2. The Nevada Department of Transportation will require an occupancy permit for any work performed within the State's right-of-way. Please contact the Permit Office at (775) 834-8330 for more information regarding the occupancy permit.
3. Developer is encouraged to coordinate traffic study review and seek NDOT traffic study approval early in the development planning process. It is likely the volumes created with these projects will warrant the installation of the traffic signal or alternative traffic mitigation at the intersection of SR 445 and Calle de la Platta.
4. It appears the proposed development could have significant impact to SR 445 (Pyramid Hwy). NDOT currently does not have plans to upgrade this roadway. NDOT suggest considering any potential impact to the roadway and any required mitigation. Any required mitigation will require a permanent encroachment permit and appropriate coordination with NDOT District II staff, NDOT Headquarters Traffic staff, and NDOT Headquarters Design staff.
5. SR 445 (Pyramid Hwy) has a posted speed of 55 mph through the project limits. A deceleration/right turn lane will be required from northbound SR 445 to eastbound Calle de la Platta.
6. Left turn/deceleration lanes will be required on southbound SR 445 to eastbound Calle de la Platta.

7. The state defers to municipal government for land use development decisions. Public involvement for Development related improvements within the NDOT right-of-way should be considered during the municipal land use development public involvement process. Significant public improvements within the NDOT right-of-way developed after the municipal land use development public involvement process may require additional public involvement. It is the responsibility of the permit applicant to perform such additional public involvement. We would encourage such public involvement to be part of a municipal land use development process.

Thank you for the opportunity to review this development proposal. The Department reserves the right to incorporate further changes and/or comments as the design review advances. I look forward to working with you and your team, and completing a successful project. Please feel free to me at (775)834-8320, if you have any further questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Anita Lyday". The signature is fluid and cursive, with a large loop at the end.

Anita Lyday, PE, PTOE
Urban Traffic Engineer

cc: File



REGIONAL TRANSPORTATION COMMISSION

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

October 6, 2015

FR: Chrono/PL 183-15

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

RE: MPA15-004/RZA15-006 (Sugarloaf Ranch Estates)

Dear Roger,

The applicant is requesting a master plan amendment and a regulatory zone amendment on approximately 39.84 acres located on the north side of Calle de la Plata Drive east of Pyramid Highway.

The Regional Transportation Plan (RTP) identifies Pyramid Highway from Queen Way to Calle de Plata Drive as an arterial with high access control (HAC). Calle de la Plata Drive, east of Pyramid Highway is not designated as a regional road. To maintain arterial capacity, the following RTP access management standards should be met.

Access Management Standards-Arterials ¹ and Collectors							
Access Management Class	Posted Speeds	Signals Per Mile and Spacing ²	Median Type	Left From Major Street? (Spacing from signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways?	Driveway Spacing ³
High Access Control	45-55 mph	2 or less Minimum spacing 2350 feet	Raised w/channelized turn pockets	Yes 750 ft. minimum	Only at signalized locations	Yes ⁴	250 ft./500 ft.

¹ On-street parking shall not be allowed on any new arterials. Elimination of existing on-street parking shall be considered a priority for major and minor arterials operating at or below the policy level of service.

² Minimum signal spacing is for planning purposes only; additional analysis must be made of proposed new signals in the context of planned signalized intersections, and other relevant factors impacting corridor level of service.

³ Minimum spacing from signalized intersections/spacing other driveways.

⁴ If there are more than 30 inbound, right-turn movements during the peak-hour.

The policy Level of Service (LOS) standard for Pyramid Highway is E. New intersections or changes to existing intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridor. This project should be required to meet all the conditions necessary to complete road improvements to maintain policy LOS standards.

The 2035 RTP identifies the section of Pyramid Highway from Sparks Boulevard to Calle de la Plata Drive as a future 6-lane freeway as part of the Pyramid Highway/Sun Valley/US 395 Connector. Design and right of way are anticipated in the 2023-2035 timeframe with the construction after 2035. The Federal Highway Administration, in cooperation with the Nevada Department of Transportation (NDOT) and the RTC, has issued a draft Environmental Impact Statement for the proposed US 395/Pyramid Connection. For more information, please see the website at PyramidUS395Connection.com. For further information on the US 395 Connector, please contact Doug Maloy at 335-1865.

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

The Traffic Impact Study (TIS) prepared by Traffic Works dated September 15, 2015 was submitted with the application. The study analyzed the two access points on Calle de la Plata Drive serving the project development and the intersection at Pyramid Highway.

A review of the Traffic Impact Study (TIS) found the following:

1. The TIS evaluated the Manual on Uniform Traffic Control Devices (MUTCD) traffic signal Warrant 2 – Four-Hour Vehicular Volumes and Warrant 3 – Peak Hour for the Pyramid Highway/Calle de la Plata Drive intersection under the existing and existing plus project conditions.
 - a. When evaluating traffic volumes for traffic signal warrants, it is accepted practice to discount right turn traffic from the total minor-street approach volume. Right turn traffic can generally proceed with minimal delay without a traffic signal.
 - b. The Four-Hour signal warrant indicates that at least four hours of traffic data lie in the signal-warranted region. However, discounting right turns from the side street traffic drops the two peak hours below the warrant. Although data for the other two hours (non-peak) are not included, it is likely that they would also fall below the threshold, resulting in a conclusion of the signal not being warranted.
 - c. The MUTCD states that the Peak Hour Warrant “shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.” Therefore, the Peak Hour Warrant does not apply to a residential project.
2. Traffic signal warrants are not met with the existing or existing plus project traffic volumes. Additional new development currently under review in the vicinity of Calle de la Plata Drive may increase traffic volumes related to the MUTCD Four-hour Vehicular Volumes Warrant. Additional analysis should be provided to determine if warrants are met, in addition to the evaluation of alternative intersection designs, intersection ahead warning signs/detection, enhanced intersection lighting, etc.

The land use data in the RTC’s travel demand model does not include any residential growth. If this project is approved, we will adjust our travel demand model increasing the land use growth in the TAZ.

Thank you for the opportunity to comment on this project. If you have any questions, please feel free to contact me at 335-1918.

Sincerely,



Debra Goodwin
Planning Administrator

DG/jm

Copies: Bill Whitney, Washoe County Community Services Department
Marchon Miller, Regional Transportation Commission
Tina Wu, Regional Transportation Commission
David Jickling, Regional Transportation Commission
Julie Masterpool, Regional Transportation Commission
Doug Maloy, Regional Transportation Commission
Janelle Thomas, Nevada Department of Transportation District II
Jeremy Smith, Truckee Meadows Regional Planning Agency



Washoe County School District

425 East Ninth Street * P.O. Box 30425 * Reno, NV 89520-3425
Phone (775) 348-0200 * (775) 348-0304 * www.washoeschools.net

Board of Trustees: John Mayer, President * Angela Taylor, Vice President * Barbara McLaurry, Clerk * Veronica Frenkel
* Howard Rosenberg * Lisa Ruggerio * Nick Smith * Traci Davis, Interim Superintendent

05 October 2015

Roger Pelham, Senior Planner
Washoe County Community Services Dept.
1001 E. 9th Street
Reno NV 89512

RE: MPA 15-004 and RZA 15-006 (Sugarloaf Ranch Estates)

Dear Mr Pelham,

The Washoe County School District estimates that the proposed zone change on the 39.84-acre subject property will result in the possibility for 120 new single-family units, which will have some impact on WCSD facilities. This project is currently zoned for the following schools:

Alyce Taylor Elementary – 252 Egyptian Drive, Sparks NV 89431
Opened in 1990

- **Capacity = 643**
- **2014-2015 Enrollment* = 614 (95% of capacity)**
- **Portable units onsite = 2** (4 total classrooms) – Provides temporary space for up to 100 students. However, portables do not provide additional lunchroom, computer lab or playground space and are intended to be temporary measures to be used prior to new school construction. WCSD does not currently have a sufficient funding source for new school construction.
- **Estimated project impact = 33** new ES students (120 single-family units x 0.277 students per unit = 33) – Project will increase enrollment at Taylor to **101%** of capacity.
- **Special Programs** - Taylor has 1 classroom dedicated to special education programs, which reduces the capacity of the school.
- **Overcrowding Strategy** - On September 22, 2015, the WCSD Board of Trustees set 120% of capacity as the conversion threshold for elementary schools to be converted to a multi-track year-round calendar, which increases effective capacity of the school by approximately 25%. This policy will go into effect as of the 2017-2018 school year. Taylor is currently at 95% of base capacity for the 2014-2015 school year. 2015-2016 Count Day enrollment numbers may be higher.



Shaw Middle – 600 Eagle Canyon Drive, Sparks NV 89436 – Opened in 2004

- **Capacity = 1072**
- **2014-2015 Enrollment* = 1008 (94% of capacity)**
- **Portable units onsite = 2 (4 total classrooms)** – Provides temporary space for up to 100 students. However, portables do not provide additional lunchroom, computer lab or playground/field space and are intended to be temporary measures to be used prior to new school construction. WCSD does not currently have a sufficient funding source for new school construction.
- **Estimated project impact = 8 new MS students (120 single-family units x 0.064 students per unit = 8)** – Project will increase enrollment at Shaw to **95%** of capacity.
- **Special Programs** - Shaw has 3 classrooms dedicated to special education programs, which reduces the capacity of certain classrooms within the school.
- **Overcrowding Strategy** – The Shaw property may be able to accommodate additional portable classroom units if necessary. The caveat regarding the two existing portable classrooms applies to any additional units.

Spanish Springs High – 1065 Eagle Canyon Drive, Sparks NV 89436 – Opened in 2001

- **Capacity = 2160**
- **2014-2015 Enrollment* = 2315 (107% of capacity)**
- **Portable units onsite = 5 (10 total classrooms)** – Provides temporary space for up to 250 students. However, portables do not provide additional lunchroom, computer lab, parking or sports field space and are intended to be temporary measures to be used prior to new school construction. WCSD does not currently have a sufficient funding source for new school construction.
- **Estimated project impact = 16 new HS students (120 single-family units x 0.136 students per unit = 16)** – Project will increase enrollment at Spanish Springs to **108%** of capacity.
- **Special Programs** – Spanish Springs has 4 classrooms dedicated to special education programs, which reduces the capacity of certain classrooms within the school.
- **Overcrowding Strategy** – Topography and parking constraints may not provide enough space for additional portable classroom units on the Spanish Springs High School property.

***Official 2015-2016 enrollment numbers are not available as of the date of this review but are anticipated to be higher at many schools. The District has recently introduced the Data Gallery that provides details of WCSD buildings including capacity, overcrowding, repair needs, upcoming projects, and more. The Data Gallery can be found at: <http://datagallery.washoeschools.net/>**

**Recommended WCSD Condition for MPA 15-004 and RZA 15-006 (Sugarloaf Ranch Estates):
A disclosure shall be made by the developer to each homebuyer on their closing documents that K-12 students in this subdivision may be assigned to the nearest WCSD school(s) with available capacity in the event that the zoned schools cannot accommodate additional students.**

Thank you for the opportunity to comment.



Mike Boster
School Planner
14101 Old Virginia Road
Reno NV USA 89521
Washoe County School District Capital Projects
775.789.3810
mboster@washoeschools.net

Amy Ray
Fire Marshal



Tim Leighton
Division Chief

Charles A. Moore
Fire Chief

October 7, 2015

Washoe County Community Services Department
1001 East Ninth Street
Reno, NV 89512

Re: Master Plan Amendment Case No. RZA 15-006 (Sugarloaf Estates)

The Truckee Meadows Fire Protection District (TMFPD) will approve the above MPA with the following conditions:

- Any developments on the property shall meet the requirements of WCC 60.
- Plans shall be submitted for review and approval to TMFPD.
- A Vegetation Management Plan is required for the project in accordance with the requirements of the *International Wildland Urban Interface Code, 2012 Ed.* shall be submitted for approval by TMFPD.
- HOA and CC& R requirements and conditions shall be submitted for review, comment and approval by TMFPD prior to recording, adoption and use.
- Minimum cul-de-sac radius shall be 45 feet for fire department use.
- Rolled curbing is required on roundabouts for fire department use.
- Emergency/secondary emergency access shall be provided for the project, not contingent on future adjacent project development, but at time of the submission of the subdivision map. This easement shall be maintained by the subdivision and shall meet the requirements for access in accordance with WC Code 60.
- Open spaces and drainages shall be maintained in accordance with WC Code 60 and conditions placed in the HOA and CC&R documents ensuring vegetation management and maintenance.

Please contact me with any questions at (775) 326-6005.

Thank you,

Amy Ray
Fire Marshal

Amy Ray
Fire Marshal



Tim Leighton
Division Chief

Charles A. Moore
Fire Chief

October 7, 2015

Washoe County Community Services Department
1001 East Ninth Street
Reno, NV 89512

Re: Master Plan Amendment Case No. MPA 15-004 (Sugarloaf Estates)

The Truckee Meadows Fire Protection District (TMFPD) will approve the above MPA with the following conditions:

- Any developments on the property shall meet the requirements of WCC 60.
- Plans shall be submitted for review and approval to TMFPD.
- A Vegetation Management Plan is required for the project in accordance with the requirements of the *International Wildland Urban Interface Code, 2012 Ed.* shall be submitted for approval by TMFPD.
- HOA and CC& R requirements and conditions shall be submitted for review, comment and approval by TMFPD prior to recording, adoption and use.
- Minimum cul-de-sac radius shall be 45 feet for fire department use.
- Rolled curbing is required on roundabouts for fire department use.
- Emergency/secondary emergency access shall be provided for the project, not contingent on future adjacent project development, but at time of the submission of the subdivision map. This easement shall be maintained by the subdivision and shall meet the requirements for access in accordance with WC Code 60.
- Open spaces and drainages shall be maintained in accordance with WC Code 60 and conditions placed in the HOA and CC&R documents ensuring vegetation management and maintenance.

Please contact me with any questions at (775) 326-6005.

Thank you,

Amy Ray
Fire Marshal

Pelham, Roger

From: Corbridge, Kimble
Sent: Tuesday, October 06, 2015 8:53 AM
To: Mullin, Kelly; Pelham, Roger
Cc: Searcy, Adam; Crump, Eric S; Smith, Dwayne E.; Vesely, Leo; Lawson, Clara
Subject: RE: MPA15-004 and RZA15-006 Item 2

Sorry Kelly this was to go to Roger.

From: Corbridge, Kimble
Sent: Tuesday, October 06, 2015 8:07 AM
To: Mullin, Kelly
Cc: Searcy, Adam; Crump, Eric S; Smith, Dwayne E.; Vesely, Leo; Lawson, Clara
Subject: MPA15-004 and RZA15-006 Item 2

Kelly,
I have reviewed the referenced Master Plan Amendment and Regulatory Zone Amendment and have no comments or conditions from the Roads perspective.
Thx,
Kimble

Kimble O. Corbridge, P.E., CFM
Washoe County Community Services Department
KCorbridge@washoecounty.us | o 775.328.2041 | f 775.328.3699 | 1001 E. Ninth St., A-255,
Reno, NV 89512



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Washoe County
COMMUNITY SERVICES DEPARTMENT
Engineering and Capital Projects

November 3, 2015

To: Roger Pelham, Senior Planner, Community Services Department

From: Timothy Simpson, P.E., Environmental Engineer II

Subject: Master Plan Amendment MPA15-004 and
Regulatory Zone Amendment RZA15-006
Sugarloaf Ranch Estates APN: 534-562-07

The Community Services Department (CSD) has reviewed the subject application and has the following comments:

The applicant is requesting to amend the Spanish Springs Area Plan. The amendment request would redesignate one property of +39.83-acres from a mix of Industrial (I), Commercial (C) and Open Space (OS) to Suburban Residential (SR). See attached map. The subject property is located on the north side of Calle De La Plata approximately 1400 feet east of the intersection of Pyramid Highway and Calle de la Plata and is within the Suburban Character management Area (SCMA) of the Spanish Springs Area Plan. The subject property is within the unincorporated portion of the Washoe County Truckee Meadows Services Area (TMSA).

SEWAGE COLLECTION CONSIDERATIONS

The properties listed on this Master Plan Amendment are within Washoe County's sewer service area.

The applicant's Engineer shall provide a sewer report to the DWR to ensure the proposed density increase by the land use change does not adversely affect any sewer infrastructure.

CONCLUSION

The CSD is current preparing a facility plan for the Spanish Springs Area. This document identities the potential for significant off-site sewer improvements that the Applicant will need to construct in order to obtain service from the Community Services Department.



**Washoe-Storey
Conservation
District**

Natural Resource
Conservation Service
1365 Corporate Blvd.
Reno, NV 89502

Tel: (775) 857-8500
ext. 131
Fax: (775) 857-8525

Board of Supervisors:

Bret Tyler
Chairman

James Shaffer
Secretary
County Appointee

Kevin Roukey
Director

Tory Friedmen
Supervisor

Spencer Scott
Supervisor

James Muntin
Supervisor

OPEN
City Appointee

**Roger Pelham, MPA, Senior Planner
Kelly Mullin, Planner
Washoe County Community Services Department
Planning and Development Division
1001 E. Ninth St., Bldg. A
Reno, NV 89512**

September 29, 2015

Subject: August Agency Review – Case Nos. – MPA15-003 (Sugarloaf Estates); RZA15-005 (Sugarloaf Estates); MPA15-004 (Sugarloaf Ranch Estates); RZA15-006 (Sugarloaf Ranch Estates)

Roger,

Thank you for providing us the August Agency Review and the opportunity to review and provide comments. We have reviewed the subject proposed projects as requested and we have the following comments:

Master Plan Amendment Case Number MPA15-003 (Sugarloaf Estates)

The proposed project is to approve an amendment to the Washoe County Master Plan, Spanish Springs Area Plan to change the Master Plan Designation on one parcel of +/- 58.49 acres from a mix of Suburban Residential (SR), Industrial (I) and Commercial (C) to Suburban Residential (SR). The proposed project is located on the north side of Calle De La Plata, approximately 0.2 miles east of its intersection with Pyramid Highway. We have the following comments and recommendations on this proposed project:

1. The applicant states on page 14, paragraph 5 under the heading of Future Development states..." As a common open space development, covenants, conditions, and restrictions (CC&R's) will be recorded and a homeowners association (HOA) will be created to maintain common areas and open space. With the subsequent tentative map application, specific details will be provided in regards to landscaping, fencing, etc. The project will provide constancy with the theming and development standards included in the Spanish Springs Area Plan. Furthermore, by clustering units, conservation of natural resources, especially water, will be achieved. It is envisioned that significant attention will be given to xeriscaping and drought tolerant plantings within common areas. In terms of the central park, details as to whether this will be dedicated to Washoe County or maintained by the HOA will be determined as part of the tentative map review process." We recommend that the maintenance of common areas should specifically include drainage channels and any flood detention basins that may be constructed in the development area. We also recommend that the developer be required to coordinate with the Washoe/Storey Conservation District to select an appropriate seed mix and other plantings to be used in the development site.
2. LUT.9.1 discussed on page 39 in items a. V and VI state..." Provide financial assurances for any proposed improvements within the open space and Provide mechanisms to assure perpetual maintenance of the open space"... We recommend that the County require inclusion of maintenance of all drainage channels and flood control detention basins in the financial assurances and perpetual maintenance.
3. **Planning and Development Master Plan Amendment, Application Master Plan Amendment Supplemental Information** – In response to Item 5, the applicant states..."The site is undeveloped and contains flat terrain with slopes of less than 2%. The property includes sagebrush, rabbit brush and native grasses. There are no

waterbodies, geologic hazards, cultural resources or historical resources known on the property. Refer to the attached report for a detailed site analysis and photos of the existing condition”...

After an on-site inspection it was observed that there are several ephemeral washes on site, with one, Griffith Canyon, that passes through the property and bisects it. We recommend the County require a complete set of plans illustrating the on-site drainage plan that will handle a 100-year storm event.

4. Item 6a -- Is the property located within the 100-year flood plain? – The applicant checked no. Our review of the County Assessors FEMA flood plain maps indicates that the lower third of the property is within the 100-year flood plain. We recommend the County require the applicant revise their application and include design information on how they intend to handle on-site drainage for this event. During this past year this area experienced several flooding events. We recommend that the County require the applicant to construct appropriate sized trapezoidal channels on the property to channelize the potential flood flows so that they confluence with the existing appurtenances of the existing North Spanish Springs Detention Facility.
5. Item 6d – Does the property contain geologic hazards such as active faults; hillside or mountainous areas; is subject to avalanches, landslides, or flashfloods; is near a stream or riparian area such as the Truckee River, and/or an area of ground water recharge? The applicant checked no. This area is subject to flash flooding. Just this past year the area experienced flash floods that closed the road. Also there is an ephemeral stream that bisects the property. This area is within HUC 16050102, Truckee - California, Nevada Basin. We recommend the County require the applicant to provide plans that address how they plan to control flash flooding and the potential for a 100-year flood event.
6. Item 9 – Water Rights Issues – The applicant has not provided any information with regards to water rights issues. We are concerned that the County would approve a Master Plan amendment without this information. We recommend that the County require the applicant revise their application and provide the required information concerning waters rights.
7. **Regulatory Zone Amendment Supplemental Information** – Item 5 – Does the property contain development constraints such as flood plains or flood ways, wetlands, slopes or hillside in excess of 15%, geologic hazards such as active faults, significant hydrologic resources or major drainages or prime farmland? The applicant checked no. The lower third of the property is within the 100-year floodplain and contains ephemeral channels that are subject to flash flooding. As previously stated, we recommend the County require the applicant to provide plans that address how they plan to control flash flooding and the potential for a 100-year flood event.
8. Item 7 - Water Rights Issues – The applicant has not provided any information with regards to water rights issues. We are concerned that the County would approve a Master Plan amendment without this information. We recommend that the County require the applicant revise their application and provide the required information concerning waters rights.

Regulatory Zone Amendment Case Number RZA15-005 (Sugarloaf Estates)

The proposed project is to approve an amendment to the regulatory zone on one parcel on one parcel of +/- 58.49 acres from a mix of Low Density Suburban (LDS), Open Space (OS), Industrial (I), and Neighborhood Commercial (NC) to Medium Density Suburban (MDS). The proposed project is located on the north side of Calle De La Plata, approximately 0.2 miles east of its intersection with Pyramid Highway. We have the following comments and recommendations on this proposed project:

All of our comments regarding the Master Plan Amendment Case Number MPA15-003 apply to this action as well.

Master Plan Amendment Case Number MPA15-004 (Sugarloaf Ranch Estates)

The proposed project is to approve an amendment to the Washoe County Master Plan, Spanish Springs Area Plan to change the Master Plan Designation on one parcel of +/- 39.84 acres from a mix of Industrial (I) and Commercial (C) and Open Space (OS) to Suburban Residential (SR). The proposed project is located on the north side of Calle De La Plata, approximately 0.2 miles east of its intersection with Pyramid Highway. We have the following comments and recommendations on this proposed project:

All of our comments regarding the Master Plan Amendment Case Number MPA15-003 apply to this action as well, with the exception that the applicant acknowledged that the property is within the 100-year flood plain and in this case the applicant did provide water rights information.

Regulatory Zone Amendment Case Number RZA15-006 (Sugarloaf Ranch Estates)

The proposed project is to approve an amendment to the regulatory zone on one parcel on one parcel of +/- 39.84 acres from a mix of Open Space (OS), Industrial (I), and Neighborhood Commercial (NC) to Medium Density Suburban (MDS). The proposed project is located on the north side of Calle De La Plata, approximately 0.2 miles east of its intersection with Pyramid Highway. We have the following comments and recommendations on this proposed project:

All of our comments regarding the Master Plan Amendment Case Number MPA15-003 apply to this action as well, with the exception that the applicant acknowledged that the property is within the 100-year flood plain and in this case the applicant did provide water rights information.

If these Master Plan Amendments and Regulatory Zone Amendments are approved and the projects move forward to tentative map we would appreciate to continue being included on the agency review list.

These are our comments and recommendations for the subject projects. We appreciate the opportunity to provide comments and recommendations on projects that may have impacts on our natural resources. Should you have any further questions please contact Kevin J. Roukey by phone at 775-232-1571 or email kevinjr_51@att.net.

Sincerely,

Kevin J. Roukey, District Coordinator
Washoe/Storey Conservation District