



Planning Commission Staff Report

Meeting Date: April 5, 2016

Subject: Tentative Subdivision Map Case Number: TM16-001
Applicant(s): Towne Development of Sacramento, Inc.
Agenda Item Number: 9B
Project Summary: 94 lot common open space subdivision
Recommendation: Approval with Conditions
Prepared by: Trevor Lloyd - Senior Planner
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Description

Tentative Map Case Number TM16-001 (Colina Rosa) – Hearing, discussion, and possible action to approve a 94 lot common open space subdivision on two parcels totaling 20.1 acres.

- Applicant: Towne Development of Sacramento, Inc.
- Property Owner: Bernard Trust
- Location: 3800 Mount Rose Highway and 5185 Edmonton Dr.
- Assessor's Parcel Number(s): 049-402-02; 049-402-07
- Parcel Size: 20.1
- Master Plan Category: Commercial
- Regulatory Zone: Neighborhood Commercial (NC)
- Area Plan: Forest Area Plan
- Citizen Advisory Board: South Truckee Meadows/Washoe Valley
- Development Code: Article 608 (Tentative Subdivision Maps) and Article 408 (Common Open Space Development)
- Commission District: 2 – Commissioner Lucey
- Section/Township/Range: Section 30, T18N, R20E, MDM, Washoe County, NV

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Tentative Subdivision Map

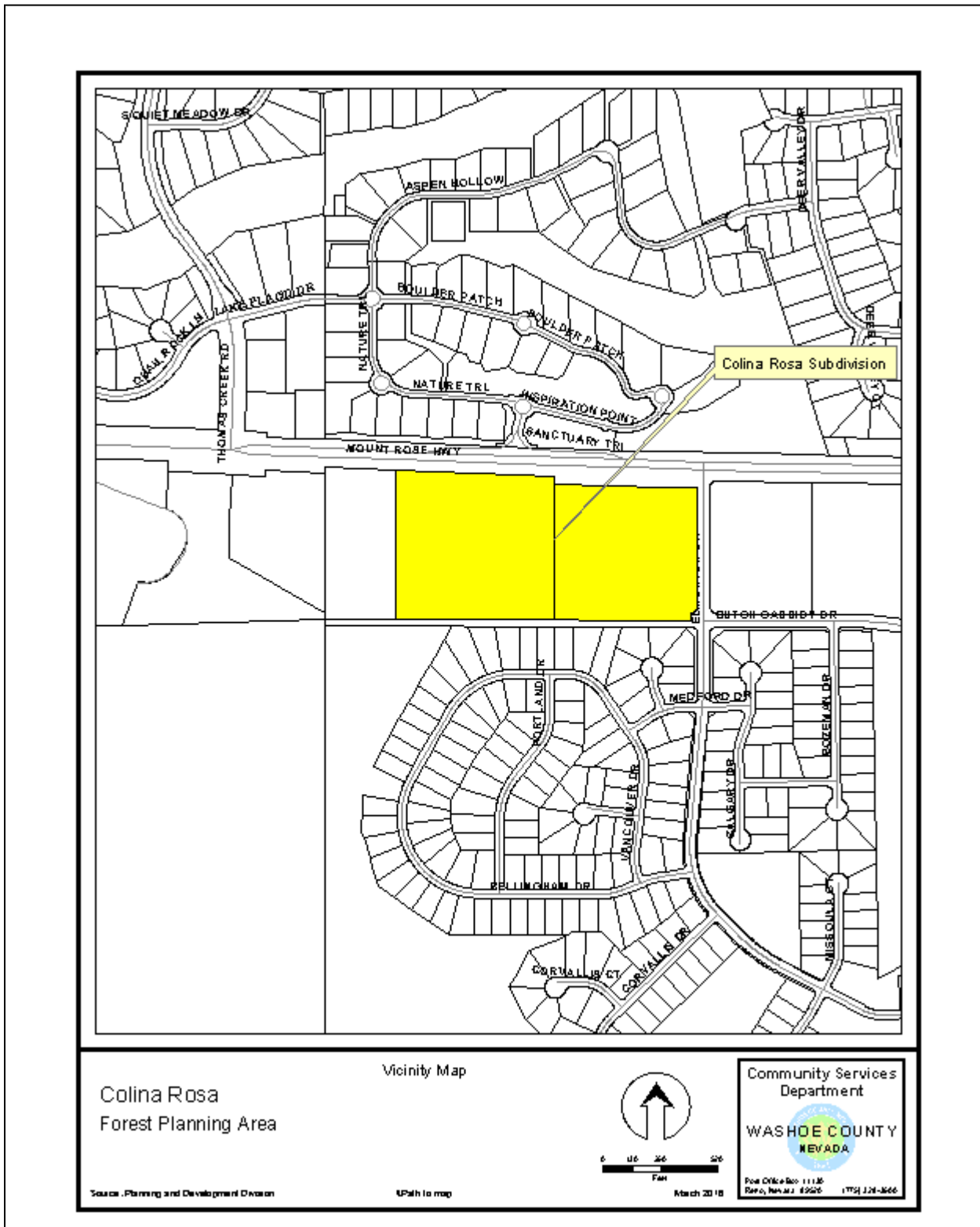
The purpose of a Tentative Subdivision Map is:

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

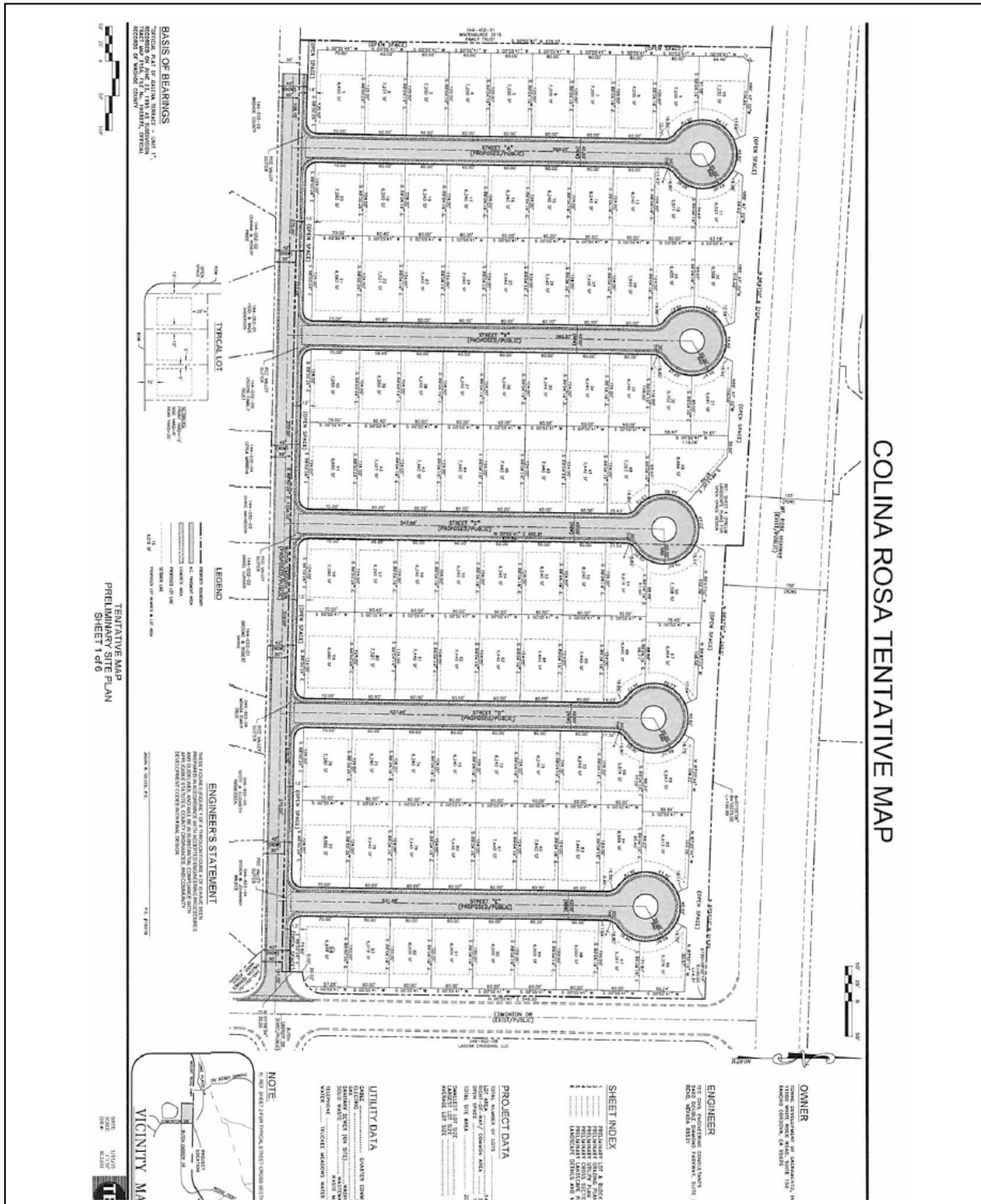
If the Planning Commission grants an approval of the Tentative Subdivision Map, that approval is subject to Conditions of Approval. Conditions of Approval are requirements that need to be completed during different stages of the proposed project. Those stages are typically:

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

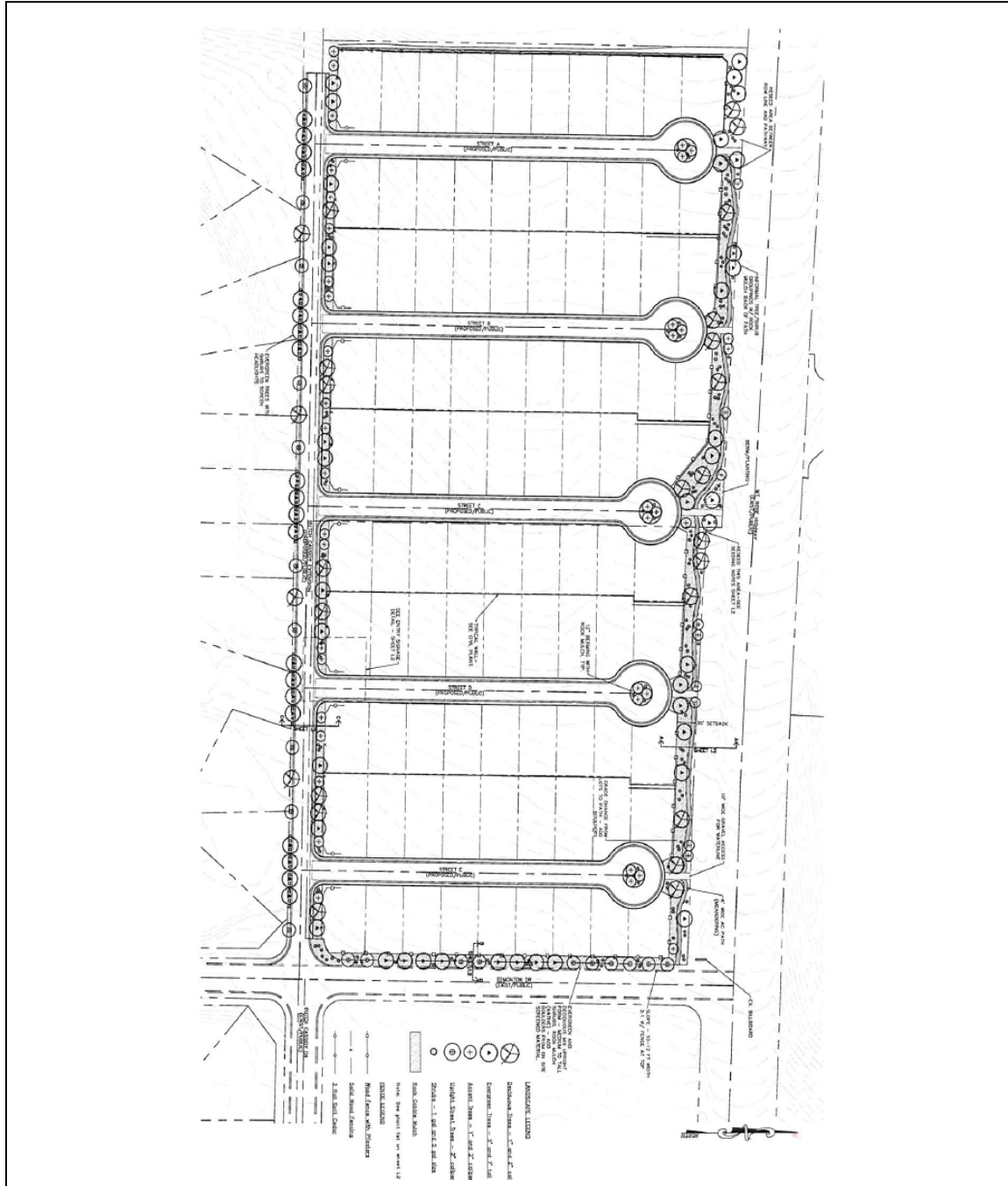
The Conditions of Approval for Tentative Subdivision Map Case Number TM16-001 are attached to this staff report and will be included with the Action Order if the Planning Commission approves the Tentative Subdivision Map application.



Vicinity Map



Site Plan



Landscape Plan

Project Evaluation

The Colina Rosa Subdivision is a proposed common open space development with 94 lots on two existing parcels totaling 20.1 acres. The property has a Commercial (C) master plan category and a Neighborhood Commercial (NC) regulatory zone. The NC regulatory zone allows residential developments at five dwelling units per acre. The property is located within the Mount Rose Scenic Highway Commercial Overlay District (MRSCHOD). The Forest Area Plan anticipates residential developments within the MRSCHOD overlay district and therefore exempts the requirement of a special use permit for residential developments within this district. The project density is 4.68 dwelling units per acre, and lots will range in size from 5,260 square feet to 8,680 square feet with an average lot size of 6,830 square feet. The proposed density of 4.68 dwelling units per acre is higher than the densities of the surrounding properties to the south (Rolling Hills) and to the north across the Mt. Rose Highway (Monte Rosa), but conforms to the density allowed within the NC Regulatory Zone.

Article 408, Common Open Space Development, permits variations of lot sizes in order to provide common open space areas within a subdivision. With the proposed lot configuration, approximately 1.75 acres of common area/open space will be created. The overall project density is 4.68 units per acre, which is consistent the NC regulatory zone standards. This project will offer common area landscaping around the perimeter along three sides of the subdivision. Sidewalks will be constructed along all of the interior streets, and a trail along the north boundary will help tie pedestrian access from each of the five proposed cul-de-sacs.

No direct access from Mt. Rose Highway is being proposed. The primary means of access is proposed from the extension of Butch Cassidy Drive. The proposed development will help Washoe County accommodate the large influx of new residents that are anticipated resulting from economic developments occurring throughout the region.

There is an existing billboard located in the northeast corner of the property. The billboard will be removed prior to the issuance of the first building permit on the project site.

Project Design

The subdivision will be designed to extend Butch Cassidy Drive to the west end of the property and build five cul-de-sac streets from Butch Cassidy Drive as the means of access for the development. The project has been designed to provide a large amount of pedestrian access. Butch Cassidy Drive and all of the internal streets will have sidewalks, and the north side of the property will include a six foot wide meandering pedestrian path. The applicant has proposed a large amount of landscaping around the perimeter of the property on three sides. Landscaping will also be placed on the south side of Butch Cassidy Drive abutting the Galena Terrace Subdivision. Specifically Evergreen trees with interspersed shrubs will be place along Butch Cassidy Drive opposite each of the internal streets to help block headlights for the residents within Galena Terrace.

Common Open Space

The function of a common open space development is to set forth regulations to permit variation of lot size, including density transfer subdivisions, in order to preserve or provide open space, protect natural and scenic resources, achieve a more efficient use of land, minimize road building, and encourage a sense of community. The subdivision is designed to cluster

development within the interior of the property and assign common open space along the perimeter of the property. The proposed design will result in approximately 1.75 acres of common open space which is primarily landscaping and pedestrian trails. The common open space will be designated common area on the final map and will be permanently maintained by the homeowner's association (HOA), which will be required within the Conditions, Covenants and Restrictions (CC&Rs).

Drainage and flooding

The subject property is located outside of the 100 year floodplain. A 15-inch Washoe County storm drain is stubbed to the southeast corner of the project site. All drainage flows originating to the west will be captured on the west edge of the proposed development and conveyed around or through the property. Washoe County will require appropriately sized onsite detention to mitigate the increased drainage flow resulting from the project.

Wall heights

The proposed grading plans show retaining walls that are up to eight feet in height. Washoe County Code Section 110.204.05(f) (Mt. Rose Scenic Corridor Standards) restricts the height of such walls to a maximum of six feet tall. Additionally, any walls within thirty feet of the northern property line abutting Mt. Rose Highway are limited to 4½ feet in height. As such, the proposed walls will be terraced where necessary to ensure compliance with County Code and the Mt. Rose Scenic Corridor standards.

Special Setbacks

The proposed lot sizes are relatively small, and the required setbacks within the Neighborhood Commercial regulatory zones would greatly restrict the placement of homes within the lots. The applicant is requesting a modification to the established setbacks from 15 feet to 5 feet for the side yard setback. These special setbacks are necessary to allow for the placement of normally sized homes on the proposed relatively narrow lots. The Planning Commission has the authority to grant this modification with the approval of this tentative map. The creation of special setbacks is not unique in Washoe County. In fact, many subdivisions within close proximity of this site have special setbacks, including Arrowcreek, Saddlehorn and Montreux.

Site Analysis

The project site is currently undeveloped and vegetated with sagebrush and native grasses. The property is bordered by undeveloped hillside to the west, single-family residences with densities of approximately 1/3 acre to the South, Mt. Rose Highway to the north and Edmonton Drive to the east. The property slopes gently to moderately downward from the northwest to the southeast. The site has several boulders present, some up to 10 feet in diameter. A billboard is located at the northeast corner and electrical panels/boxes are at the southeast corner. A jeep trail crosses along the southern boundary in an east-west direction. The Development Suitability Map for the Forest Area Plan identifies this property as most suitable for development.

Traffic and Circulation

The submitted traffic study reviews performance of the circulated network within and around the proposed subdivision. Comments have been received from Washoe County staff, the Regional

Transportation Commission (RTC) and the Nevada Department of Transportation (NDOT) in response to the proposed application and traffic report. According to the traffic report, the proposed development will generate 895 average daily trips, with 71 trips occurring during the AM peak hour and 94 trips occurring in the PM peak hour.

According to the traffic study prepared by Solaegui Engineers, LTD, most of the intersection/roadway movements accessing into and out of the proposed subdivision will operate at Level of Service (LOS) C or better following the buildout of the development. However, the Mt. Rose Highway/Edmonton Drive intersection westbound left turn movement operates at LOS E during the AM and PM peak hours, and the 2025 projected base volumes anticipate a LOS F during the AM and PM peak hours. The project is anticipated to add only five AM peak hour vehicles and four PM peak hour vehicles to the westbound left turn movement.

Staff has received comments from neighboring residents expressing a desire to see a traffic signal installed at the intersection of Mt. Rose Highway and Edmonton Drive. However, according to the NDOT Engineer, the residential development density does not generate volumes to meet the signal warrant requirements. Also, Mount Rose Highway is designated a rural minor arterial; the existing space between the intersection of Thomas Creek Road and Edmonton Drive does not meet the minimum spacing requirement for the purpose of installing a traffic signal. For these reasons, a traffic signal will not be required at this location.

NDOT will likely require the construction of an eastbound deceleration lane and an update to the existing traffic impact study to review possible mitigation strategies such as a 'High-T' intersection, right in/right out design and other possible intersection solutions to enhance safety. A raised 'pork chop' island, similar to the approach at De Spain Lane for a right in/right out only may be the most economical and safest solution to mitigate the traffic concerns raised by NDOT.

Water and Sewer Service

Community water and sewer service will be provided consistent with Article 422, *Water and Sewer Resource Requirements*. Sanitary sewer will be provided by Washoe County and treatment will be at the South Truckee Meadows Water Reclamation Facility. Water service will be provided by the Truckee Meadows Water Authority (TMWA). TMWA has provided an acknowledgement of Water Services letter stipulating that the applicant satisfy certain conditions, including the dedication of water resources, approval of the water supply plan by the Health District, the execution of a Water Service Agreement, payment of fees, and the construction and dedication of infrastructure in compliance with TMWA regulations.

As noted earlier, Washoe County will provide sanitary sewer service for this project. The development will connect to an existing 8-inch diameter sanitary sewer stub that extends west from the intersection of Edmonton and Butch Cassidy Drive. From that point the sanitary sewage will be conveyed to the existing 15-inch sewer main located on the north side of Mount Rose Highway in Sundance Drive. The sewage will then be conveyed to the South Truckee Meadows Water Reclamation Facility.

Fire Services

Fire services will be provided by the Truckee Meadows Fire Protection District (TMFPD). The nearest fire station is located on Arrowcreek Parkway approximately 1.5 miles from the

development site. The property is located within a high wildland urban interface location. Fire hydrants will be required to meet minimum location and fire flow requirements. TMFPD will review proposed landscaping and fencing materials.

South Truckee Meadows/Washoe Valley Citizen Advisory Board (STM/WV CAB)

The proposed project was presented by the applicant's representative at the regularly scheduled STM/WV Citizen Advisory Board meeting on February 11, 2016. The CAB recommended approval with conditions from Washoe County and NDOT to mitigate the issues that were voiced by the public. Below are some of the issues raised by the CAB:

- Mt. Rose Highway may need to be widened
- New access should be provided from Thomas Creek.
- Emergency access?
- Concerns were raised about the traffic study, specifically pertaining to the time frames used in the study; accuracy of the growth rates in the area; accuracy of the south bound approach in the report; whether a traffic signal is warranted, the traffic study should explore this more closely; possible inconsistencies – some people are not confident about the traffic study; NDOT will be required to approve the new access points/improvements along Mt. Rose Highway; Did the traffic study take all of the student traffic into consideration? Kids are involved in accidents that were not reported in the study; The traffic study was conducted in December – January time period when students are not in school;
- One resident expressed opposition to a new traffic light because Mt. Rose gets icy.
- The high school students should still be able to use Edmonton to access the school.
- A resident was concerned that there is no pull off from Mt. Rose to monitor Edmonton. Mt. Rose is on a slant at this location and it isn't safe, especially with ice.
- Concern was expressed regarding available water rights.
- Concern was raised about overcrowding of the area schools and whether kids would have to be bused to other schools.
- Concerns were raised about possible wildfires starting from backyard BBQ's. Asked about possible fire breaks or buffers;
- Increased car traffic noise and headlights directed into existing homes; Could a sound wall be constructed?
- Can a berm be installed along Mt. Rose Highway?
- Concern was raised regarding drainage and possible flooding into adjoining neighborhoods.
- What will be make-up of one-story vs. two-story homes? Custom or track homes?
- Is it possible to install a round-about at Edmonton and Butch Cassidy?
- Will the left hand turn lane into Edmonton from Mt. Rose be eliminated?
- Who will maintain landscaping?
- What will happen to RV access currently using the dirt road where Butch Cassidy extension will be? Will the proposed trees at these locations block access?
- Will drought tolerant landscaping be utilized? Will HOA or architectural committee enforce this?
- Concern was expressed regarding the articulation of homes along Edmonton. This could create a walled effect based on the shallow depth of these lots with big homes proposed.
- Sidewalks should be extended past the last properties along Butch Cassidy.

- Will the new developer help with park maintenance for the new park proposed in the Rolling Hills subdivision?

Policy F.2.3 of the Forest Area Plan requires the applicant to provide a statement responding to the community input received from the CAB; this statement has been provided to staff and is included as Exhibit I. In addition to the statement referenced above, the applicants met with the residents of the Rolling Hills subdivision on March 14, 2016 (one month after the CAB meeting) to discuss the issues that were raised at the February 11, 2016 CAB meeting. The applicants were not required to schedule or attend this meeting but chose to meet with the neighbors to answer their questions and possibly resolve outstanding issues. This meeting was very well attended and there was a good deal of discussion regarding traffic, the traffic study, emergency access, general subdivision design, proposed fencing and landscaping, etc.

Forest Area Plan Modifiers

The Forest Area Plan modifiers require a minimum setback of thirty (30) feet along any property line adjoining the Mt. Rose Highway. Any homes or detached structures will be required to be located a minimum of 30 feet from the property line.

Access (including emergency/secondary) onto Mt. Rose Highway shall be in conformance with Nevada Department of Transportation regulations, Washoe County Development Code Article 436, Street Design Standards, and the following provisions: (1) Access to any development shall be restricted to one point for each property or two points provided they are at least 200 feet apart; and (2) If a two-way, divided driveway is proposed, it shall be considered as one access point.

Fences, walls and berms shall be in conformance with Article 406, *Building Placement Standards*, and Article 412, *Landscaping*. Within the setback area, solid fences, walls or berms shall be permitted provided they do not exceed four-and-one-half feet in overall height. Fences and walls shall be constructed of wood, masonry, stone, decorative concrete block, or other textured surfaces. Berms shall be constructed of soil suitable for planting landscaping. Un-textured cinder block walls and chain-link or cyclone fences are prohibited on parcels adjacent to the Mt. Rose Highway between the right-of-way property line and the main structure. Multiple retaining walls shall be separated horizontally by a distance equal to at least the height of the lower retaining wall. The use of color shall be limited to earth tones so that the color blends in with natural surroundings.

Forest Area Plan Policies

- F.2.2 Site development plans in the Forest planning area must submit a plan for the control of noxious weeds. The plan should be developed through consultation with the Washoe County District Health Department, the University of Nevada Cooperative Extension, and/or the Washoe-Storey Conservation District. The control plan will be implemented on a voluntary compliance basis.

Staff Response: This matter has been included in the conditions of approval.

- F.2.3 Applicants required to present their items to the Citizen Advisory Board (CAB) must submit a statement to staff regarding how the final proposal responds to the community input received from the CAB.

Staff Response: The applicants have provided a response letter, refer to Exhibit I.

- F.2.8 All landscape designs will emphasize the use of native and low water requirement vegetation, with non-native integrated sparingly into any landscaped area.

Staff Response: The landscape design plans will be reviewed and approved by the Washoe County Design Review Committee.

- F.2.10 The impact of development on adjacent land uses will be mitigated. The appropriate form of mitigation may include, but will not be limited to, open space buffering or parcel matching and should be determined through a process of community consultation and cooperation. Applicants shall be prepared to demonstrate how the project conforms to this policy.

Staff Response: The development will provide for landscaping and will replace the existing fence along Butch Cassidy Drive in order to mitigate the impacts to the neighbors to the south.

- F.2.15 Consistent with the Goals and Policies of the Land Use and Transportation Element, Common Open Space Development practices should be utilized for all densities equal to or greater than one unit per acre. Landowners who seek to create new parcels but choose not to utilize common open space practices should be able to demonstrate how habitat, recharge areas, and open space will be preserved.

Staff Response: The development will create common open space that includes the landscape areas and walking trails. The property is not large enough to preserve large open space areas.

- F.3.5 The Washoe County Development Code will further incorporate and describe this district. MRSHCOD Development Criteria:

- a. To promote a sense of neighborhood, to promote the functional and aesthetic integration of commercial uses with the community, and to promote the efficient use of resources and infrastructure in the Forest planning area, Commercial development proposals should include a residential component, or be closely integrated with nearby residential development. In order to facilitate this policy, special use permits to establish residential uses in commercial regulatory zones will not be required in the Forest planning area.

Staff Response: This policy precludes the requirement for the submittal of a special use permit for the residential subdivision.

- c. Site development plans, including landscape plans, must be reviewed by the Washoe County Design Review Committee for consistency with the standards and guidelines established under this goal.

Staff Response: The project will require the review and approval by the Washoe County Design Review Committee.

- d. Ingress, egress, and internal circulation must be designed to improve overall traffic safety, improve access for affected adjacent property owners,

consolidate and minimize access to SR 431, promote pedestrian and cycling activity, and mitigate any negative impact to existing development.

Staff Response: The subdivision will include additional emergency access points for the Colina Rosa residents as well as other neighboring residents.

- e. At the request of the Department of Public Works, development proposals shall submit traffic reports and mitigation plans to the Regional Transportation Commission, Nevada Department of Transportation and the Washoe County Departments of Public Works and Community Development for review and approval prior to the approval of tentative maps or the issuance of building permits for the project. Any safety related traffic system improvements must be constructed commensurate with the development authorized as part of the tentative map or building permit.

Staff Response: The traffic study was submitted to the RTC, NDOT and the Washoe County Traffic Engineer. Responses have been received from these agencies and are included in the exhibits to this staff report.

- f. A consistent architectural style shall be used to unify these parcels. This unifying style should recognize the important gateway function of the property in the region. Building materials shall be chosen for their ability to blend with the landscape and should emphasize the use of wood, stone, stucco or related materials.

Staff Response: The architectural style and building materials shall be reviewed by the Washoe County Design Review Committee to ensure a unifying architectural style.

- g. The view of the property, particularly the view shed from SR 431 shall be designed such that site design, architectural styles, lighting, roadways, infrastructure, landscaping and signage blend with the natural features of the land and create a sense of place that is scenic, compatible with the local environment, and establishes a safe and welcoming neighborhood atmosphere.

Staff Response: The subdivision has been designed to blend with the natural features of the land and the surrounding uses.

- h. Whenever possible given existing topography, the site design and architectural style should utilize hillside adaptive architecture.

Staff Response: There are no hillsides located on this property.

- j. Prior to their incorporation into the Development Code, the policies established under Goal Three will be implemented through development agreements, tentative map conditions, improvements plans, CC&Rs, deed restrictions, or other methods deemed as appropriate by the Director of Community Development. When appropriate, Washoe County staff shall establish the implementation measures as conditions of tentative map and site plan approval.

Staff Response: The policies under Goal Three are included within the design of the subdivision or within the conditions of approval and/or within the CC&Rs.

- F.7.3 The grading design standards referred to in F.7.2 are intended to, at a minimum, ensure that disturbed areas shall be finished, fill slopes will not exceed a 3:1 slope, and that hillside grading will establish an undulating naturalistic appearance by creating varying curvilinear contours.

Staff Response: The grading meets all standards referred to in F.7.2 and all provisions of the Washoe County Development Code.

- F.8.1 The State Route (SR) 431 corridor through the planning area is designated a Scenic Corridor as depicted on the Forest Character Management Plan map. The intent of the Scenic Corridor is to:
- c. Ensure that development within the corridor does not diminish the distant vistas available along the corridor.
 - d. Ensure that development within the corridor enhances the near vistas available along the corridor and does not create a tunnel effect.

Staff Response: The proposed development will ensure adequate setbacks from the Mt. Rose Highway and will not diminish the vistas along the corridor nor create a tunnel effect.

- F.9.1 Prior to the approval of master plan amendments, tentative maps, or public-initiated capital improvements in the Forest planning area, the Nevada State Historic Preservation Office will be contacted and, if the department requests, an appropriate archaeological investigation will be conducted.

Staff Response: The application was submitted to the Nevada State Historic Preservation Office (SHPO). As of the writing of this staff report, Washoe county has not received any comments from SHPO.

- F.13.1 Development proposals, with the exception of single family homes and uses accessory to single family homes, within the Forest planning area will include detailed soils and geo-technical studies sufficient to:
- a. Ensure structural integrity of roads and buildings.
 - b. Provide adequate setbacks from potentially active faults or other hazards.
 - c. Minimize erosion potential.
 - d. Tentative subdivision maps must identify the locations of all active faults.

Staff Response: According to the geotechnical report provided with the application, there are no active faults located on the property.

- F.14.1 Prior to the approval of master plan amendments, tentative maps, public initiated capital improvements, or any project impacting 10 or more acres in the Forest Planning Area, the Nevada Department of Wildlife will be contacted and given an opportunity to provide conservation, preservation, or other wildlife and habitat management input to the project.

Staff Response: The application was submitted for review to the Nevada Department of Wildlife. As of the writing of this staff report, Washoe County has not received any comments.

- F.17.1 Development proposals must be consistent with Regional Water Plan Policies:
- 1.3.b, "Protection and Enhancement of Groundwater Recharge";
 - 1.3.d, "Water Resources and Land Use";
 - 1.3.e, "Water Resource Commitments"; and
 - 1.3.g, "Groundwater Resource Development and Management of Water Quality."

Staff Response: The development will comply with all of the Regional Water Plan Policies.

Staff Comment on Required Findings

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

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

Staff Comment: The proposed tentative map meets all of the applicable goals and policies of the Master Plan and the Forest Area Plan.

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

Staff Comment: The proposed tentative map meets all of the density, lot size and common open space criteria of the Master Plan and the Forest Area Plan. The proposed development is below the allowable density of 5 units per acre allowed in Neighborhood Commercial regulatory zone.

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

Staff Comment: The site is physically suited for the type of development proposed. Although somewhat smaller lot sized than the adjacent subdivision, the proposed development is a single family detached subdivision, surrounded by single family detached subdivisions.

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

Staff Comment: There are adequate services available to serve the proposed development.

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

Staff Comment: The proposed development is not located within an environmentally sensitive location. The proposed improvements will not cause substantial environmental damage or harm to endangered plants, wildlife or their habitat.

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

Staff Comment: Due to the location and design of the subdivision and type of improvements, this development is not likely to cause significant public health problems.

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

Staff Comment: There are currently no public easements through this property. The design of the subdivision will include emergency access and pedestrian sidewalks and trails that may be used by future residents of the development as well as residents from neighboring developments.

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

Staff Comment: The design of the subdivision provides access to surrounding adjacent lands and provides appropriate secondary access for emergency vehicles.

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

Staff Comment: The portion of the property that will be improved with the Butch Cassidy Drive extension that will be dedicated to Washoe County is consistent with the Master Plan goals and policies.

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

Staff Comment: To the extent feasible, the development will include building materials to allow for passive or natural heating and cooling opportunities.

Recommendation

Those agencies which reviewed the application recommended conditions in support of approval of the project. Therefore, after a thorough analysis and review, Tentative Subdivision Map Case Number TM16-001 is being recommended for approval with conditions. Staff offers the following motion for the Board's consideration.

Motion

I move that after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission approve Tentative Subdivision Map Case Number TM16-001 for Colina Rosa with the conditions of approval included as Exhibit A in the staff report for this item, having made all ten findings in accordance with Washoe County Section 110.608.25:

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

Appeal Process

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

xc: Applicant: Donald Bernard, 2500 E Lakeridge Shores Drive, Reno, NV 89519

Property Owner: Towne Development of Sacramento, Inc. Attn: Michael Richter, 11060 White Rock Road, Suite 150, Sacramento, CA 95670

Representatives: KLS Planning and Design, Attn: John Krmpotic, 9480 Double Diamond Pkwy, Reno, NV 89521

Representatives: TEC Engineering, Attn: Jason Gilles, 9480 Double Diamond Pkwy, Reno, NV 89521



EXHIBIT A

Conditions of Approval

Tentative Subdivision Map Case Number TM16-001

The project approved under Tentative Subdivision Map Case Number TM16-001 shall be carried out in accordance with the Conditions of Approval granted by the Planning Commission on April 5, 2016. Conditions of Approval are requirements placed on a permit or development by each reviewing agency. These Conditions of Approval may require submittal of documents, applications, fees, inspections, amendments to plans, and more. These conditions do not relieve the applicant of the obligation to obtain any other approvals and licenses from relevant authorities required under any other act or to abide by all other generally applicable Codes, and neither these conditions nor the approval by the County of this project/use override or negate any other applicable restrictions on uses or development on the property.

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

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

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

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

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

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

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

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

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

- **The RENO-TAHOE AIRPORT AUTHORITY is directed and governed by its own Board. Therefore, any conditions set by the Reno-Tahoe Airport Authority must be appealed to their Board of Trustees.**
- **The NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) is directed and governed by its own board. Therefore, any conditions set by the Nevada Department of Transportation must be appealed to that Board.**

<p style="text-align: center;">STANDARD CONSIDERATIONS FOR SUBDIVISIONS Nevada Revised Statutes 278.349</p>

Pursuant to NRS 278.349, when contemplating action on a Tentative Subdivision Map, the governing body or the Planning Commission, if it is authorized to take final action on a tentative map, shall consider:

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

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

Washoe County Planning and Development Division

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

Contact Name – Trevor Lloyd, 775.328.3620

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

The Tentative Map for TM16-001 for Colina Rosa was APPROVED BY THE WASHOE COUNTY PLANNING COMMISSION ON April 5, 2016.

THIS FINAL MAP, MAP NAME AND UNIT/PHASE #, MEETS ALL APPLICABLE STATUTES, ORDINANCES AND CODE PROVISIONS, IS IN SUBSTANTIAL CONFORMANCE WITH THE TENTATIVE MAP AND ITS CONDITIONS, WHICH ARE INCORPORATED HEREIN BY THIS REFERENCE, AND THOSE CONDITIONS HAVE BEEN SATISFIED FOR RECORDATION OF THIS MAP, EXCEPT THAT THE "OPERATIONAL CONDITIONS" CONTAINED IN THE RECORDED ACTION ORDER SHALL REMAIN IN FULL FORCE AND EFFECT IN PERPETUITY.

IF ALL LOTS ON THIS MAP ARE REVERTED TO ACREAGE AND A NEW SUBDIVISION APPROVAL IS OBTAINED AT A FUTURE DATE, THE PROVISIONS OF THIS APPROVAL SHALL BE NULL AND VOID, UPON APPROVAL BY WASHOE COUNTY OF THOSE ACTIONS.

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

THE NEXT FINAL MAP FOR TM16-001 MUST BE APPROVED AND ACCEPTED FOR RECORDATION BY THE PLANNING AND DEVELOPMENT DIVISION DIRECTOR ON OR BEFORE THE EXPIRATION DATE, THE _____ DAY OF _____, 20____, OR AN EXTENSION OF TIME FOR THE TENTATIVE MAP MUST BE APPROVED BY THE WASHOE COUNTY PLANNING COMMISSION ON OR BEFORE SAID DATE.

THIS FINAL MAP IS APPROVED AND ACCEPTED FOR RECORDATION THIS _____ DAY OF _____, 20____ BY THE PLANNING AND DEVELOPMENT DIVISION DIRECTOR. THE OFFER OF DEDICATION FOR STREETS, SEWERS, ETC. IS REJECTED AT THIS TIME, BUT WILL REMAIN OPEN IN ACCORDANCE WITH NRS CHAPTER 278.

WHILLIAM H. WHITNEY, DIRECTOR OF THE PLANNING AND DEVELOPMENT DIVISION

- g. Prior to acceptance of public improvements and release of any financial assurances, the developer shall furnish to the Engineering Division a complete set of reproducible as-built construction drawings prepared by a civil engineer registered in the State of Nevada.
- h. The applicant shall record the Action Order with the County Recorder. A copy of the recorded Action Order stating conditional approval of this tentative map shall be attached to all applications for administrative permits issued by Washoe County.
- i. The developer shall be required to participate in any applicable General Improvement District or Special Assessment District formed by Washoe County.
- j. A note shall be placed on all grading plans and construction drawings stating:

NOTE

Should any prehistoric or historic remains/artifacts be discovered during site development, work shall temporarily be halted at the specific site and the State Historic Preservation Office of the Department of Museums, Library and Arts shall be notified to record and photograph the site. The period of temporary delay shall be limited to a maximum of two (2) working days from the date of notification.

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

NOTE

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

- l. The developer shall provide written approval from the U.S. Postal Service concerning the installation and type of mail delivery facilities. The system, other than individual mailboxes, must be shown on the project construction plans and installed as part of the on-site improvements.
- m. The developer and all successors shall direct any potential purchaser of the site to meet with the Planning and Development Division to review conditions of approval prior to the final sale of the site. Any subsequent purchasers of the site shall notify the Planning and Development Division of the name, address, telephone number and contact person of the new purchaser within thirty (30) days of the final sale.
- n. Prior to the issuance of the first building permit by Washoe County, the applicant shall remove the billboard from the project site (APN: 049-402-07) and place a restrictive covenant on the property that prohibits the further erection of future billboards, with Washoe County made a part to the covenant. The District Attorney's Office and the Planning and Development Division shall determine compliance with this condition.
- o. Prior to any ground disturbing activity, the applicant shall submit a landscaping/architectural design plan to the Planning and Development Division for review and approval by the Design Review Committee. Said plan shall address, but not be limited to: signage, exterior lighting, fencing, landscaping design to include walking trails, landscaping material that emphasizes the use of native and low water requirement vegetation (if plant material: type, size at time of planting, maturation size at full growth, period of time between planting and full growth), landscaping location, landscaping irrigation system, and financial assurances that landscaping will be planted and maintained.
- p. A certification letter or series of letters by a registered landscape architect or other persons permitted to prepare landscaping and irrigation plans pursuant to N.R.S. 623A shall be submitted to and approved by the Planning and Development Division / Design Review Committee. The letter(s) shall certify that all applicable landscaping provisions of Articles 408, 410 and 412 of the Development Code have been met. Any landscaping plans and the letter shall be wet-stamped. The letter shall indicate any provisions of the code that the Director of the Planning and Development Division has waived.
- q. All landscaping shall be maintained in accordance with the provisions found in Washoe County Code Section 110.412.75, *Maintenance*. A three-year maintenance plan shall be submitted by a licensed landscape architect registered in the State of Nevada to the Planning and Development Division prior to a Certificate of Occupancy. The plan shall be wet-stamped.
- r. Failure to comply with the conditions of approval shall render this approval null and void.
- s. Conditions, covenants, and restrictions (CC&Rs), including any supplemental CC&Rs, shall be submitted to the Planning and Development staff for review and

subsequent forwarding to the District Attorney for review and approval. The final CC&Rs shall be signed and notarized by the owner(s) and submitted to the Planning and Development Division with the recordation fee prior to the recordation of the final map. The CC&Rs shall require all phases and units of the subdivision approved under this tentative map to be subject to the same CC&Rs. Washoe County shall be made a party to the applicable provisions of the CC&Rs to the satisfaction of the District Attorney's Office. Said CC&Rs shall specifically address the potential for liens against the properties and the individual property owners' responsibilities for the funding of maintenance, replacement, and perpetuation of the following items, at a minimum:

1. Maintenance of public access easements, common areas, and common open spaces. Provisions shall be made to monitor and maintain, for a period of three (3) years regardless of ownership, a maintenance plan for the common open space area. The maintenance plan for the common open space area shall, as a minimum, address the following:
 - a. Vegetation management;
 - b. Watershed management;
 - c. Debris and litter removal;
 - d. Fire access and suppression; and
 - e. Maintenance of public access and/or maintenance of limitations to public access.
2. All drainage facilities and roadways not maintained by Washoe County shall be privately maintained and perpetually funded by the homeowners association.
3. All open space identified as common area on the final map shall be privately maintained and perpetually funded by the homeowners association. The deed to the open space and common area shall reflect perpetual dedication for that purpose. The maintenance of the common areas and related improvements shall be addressed in the CC&Rs to the satisfaction of the District Attorney's Office.
4. All outdoor lighting on buildings and streets within the subdivision shall be down-shielded.
6. Washoe County will not assume responsibility for maintenance of the private street system of the development nor will Washoe County accept the streets for dedication to Washoe County unless the streets meet those Washoe County standards in effect at the time of offer for dedication.
7. Mandatory solid waste collection.

8. Fence material (if any), height, and location limitations, and re-fencing standards. Replacement fence must be compatible in materials, finish and location of existing fence.
- t. The common open space owned by the homeowners association shall be noted on the final map as “common open space” and the related deed of conveyance shall specifically provide for the preservation of the common open space in perpetuity. The deed to the open space and common area shall reflect perpetual dedication for that purpose. The deed shall be presented with the CC&Rs for review by the Planning and Development staff and the District Attorney.
- u. Retaining walls, walls and fences shall not exceed 4.5 feet tall within 30 feet of the right of way for Mt. Rose Highway and shall not exceed 6 feet tall anywhere within the development.
- v. The applicant shall submit a noxious weeds control plan. This plan shall be developed through consultation with the Washoe County Health Department, the University of Nevada Cooperative Extension, and/or the Washoe-Storey Conservation District.
- w. The side yard setbacks throughout the subdivisions shall be reduced from 15 feet to 5 feet.
- x. To protect the mountain views to the best extent possible, no two story homes shall be located along the northern property line abutting Mt. Rose Highway.
- y. In order to add articulation and visual interest and avoid a tunnel effect along Edmonton Drive, two story homes shall not be allowed on consecutive adjoining lots along the eastern property line abutting Edmonton Drive.
- z. The following note shall be included on all final maps:

NOTE

No commercial uses other than those allowed under Chapter 25 (Home Based Businesses) shall be allowed on any lot within this subdivision.

Washoe County Engineering and Capital Projects Division

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

Contact Name – Leo Vesely, 775.328.2313

- a. Final maps and final construction drawings shall comply with all applicable statutes, ordinances, rules, regulations, and policies in effect at the time of submittal of the tentative map or, if requested by the developer and approved by the applicable agency, those in effect at the time of approval of the final map.
- b. Prior to acceptance of public improvements and release of any financial assurances, the developer shall furnish to the water and sewer provider(s) and

Engineering Division a complete set of reproducible as-built construction drawings prepared by a civil engineer registered in the State of Nevada.

- c. The developer shall be required to participate in any applicable General Improvement District or Special Assessment District formed by Washoe County. The applicable County Department shall be responsible for determining compliance with this condition.
- d. The developer shall provide written approval from the U.S. Postal Service concerning the installation and type of mail delivery facilities. The system, other than individual mailboxes, must be shown on the project construction plans and installed as part of the onsite improvements. The County Engineer shall determine compliance with this condition.
- e. All open space shall be identified as common area on the final map. A note on the final map shall indicate that all common areas shall be privately maintained and perpetually funded by the Homeowners Association. Should the Homeowners Association terminate, maintenance responsibilities shall continue and shall be borne by the subdivision residents that are included in the final map. The County Engineer shall determine compliance with this condition. The maintenance of the common areas shall also be addressed in the CC&Rs to the satisfaction of the District Attorney's Office.
- f. Any existing easements or utilities that conflict with the development shall be relocated, quitclaimed, and/or abandoned, as appropriate. The County Engineer shall determine compliance with this condition.
- g. Any easement documents recorded for the project shall include an exhibit map that shows the location and limits of the easement in relationship to the project. The County Engineer shall determine compliance with this condition.
- h. A complete set of construction improvement drawings, including an onsite grading plan, shall be submitted to the County Engineer for approval prior to finalization of any portion of the tentative map. Grading shall comply with best management practices (BMP's) and shall include detailed plans for grading and drainage for lots, project roadways, erosion control (including BMP locations and installation details), slope stabilization and mosquito abatement. A conceptual grading and drainage scheme shall be indicated for each lot on the grading plan. If drainage from one lot to another is proposed, then appropriate drainage easements shall be provided. Disposal of any excavated material onsite shall be indicated on the grading plans. The County Engineer shall determine compliance with this condition.
- i. A grading bond of \$2,000/acre of disturbed area shall be provided to the Engineering and Capital Projects Division prior to issuance of a grading permit.
- j. The conditional approval of this tentative map shall not be construed as final approval of the drainage facilities shown on the tentative map. Final approval of the drainage facilities will occur during the final map review and will be based upon the final hydrology report.

- k. Prior to finalization of the first final map, a master hydrology/hydraulic report and a master storm drainage plan shall be submitted to the County Engineer for approval.
- l. Prior to finalization of any portion of the tentative map, a final, detailed hydrology/hydraulic report for that unit shall be submitted to the County Engineer. All storm drainage improvements necessary to serve the project shall be designed and constructed to County standards and specifications and/or financial assurances in an appropriate form and amount shall be provided. The County Engineer shall determine compliance with this condition.
- m. Standard reinforced concrete headwalls or other approved alternatives shall be placed on the inlet and outlet of all drainage structures, and grouted rock riprap shall be used to prevent erosion at the inlets and outlets of all culverts to the satisfaction of the Engineering Division.
- n. The developer shall provide pretreatment for petrochemicals and silt for all storm drainage leaving the site to the satisfaction of the Engineering and Capital Projects Division.
- o. The Truckee Meadows Regional Stormwater Quality Management Program Construction Permit Submittal Checklist and Inspection Fee shall be submitted with each final map. The County Engineer shall determine compliance with this condition.
- p. Drainage swales that drain more than two lots are not allowed to flow over the curb into the street; these flows shall be intercepted by an acceptable storm drain inlet and routed into the storm drain system. The County Engineer shall determine compliance with this condition.
- q. A note on the final map shall indicate that all drainage facilities not maintained by Washoe County shall be privately maintained and perpetually funded by a homeowners association. The maintenance and funding of these drainage facilities shall also be addressed in the CC&Rs to the satisfaction of the District Attorney's Office. The County Engineer shall determine compliance with this condition.
- r. The maximum permissible flow velocity (that which does not cause scour) shall be determined for all proposed channels and open ditches. The determination shall be based on a geotechnical analysis of the channel soil, proposed channel lining and channel cross section, and it shall be in accordance with acceptable engineering publications/calculations. Approved linings shall be provided for all proposed channels and open ditches such that the 100-year flows do not exceed the maximum permissible flow velocity. The County Engineer shall determine compliance with this condition.
- s. The conveyance channel along Butch Cassidy shall be free of landscaping improvements such as trees and shrubs. Any landscape improvements proposed for this area shall be compatible with the drainage facility and allow for direct maintenance access from the roadway. The County Engineer shall determine compliance with this condition.

- t. The applicant shall provide pretreatment for petrochemicals and silt for all storm drainage from the site to the satisfaction of the County Engineer. The County Engineer shall determine compliance with this condition.
- u. All slopes steeper than 3:1 shall be mechanically stabilized to control erosion. As an alternative to riprap, an engineered solution (geofabric, etc.) may be acceptable. The County Engineer shall determine compliance with this condition.
- v. Maintenance access and drainage easements shall be provided for all existing and proposed drainage facilities. The County Engineer shall determine compliance with this condition.
- w. Drainage easements shall be provided across individual lots on the official map for all storm runoff that crosses more than one lot. Said drainage easement shall be maintained by the property owner. The County Engineer shall determine compliance with this condition.
- x. Common Area drainage towards residential lots shall be intercepted and routed to appropriate storm drainage facilities. The County Engineer shall determine compliance with this condition.
- y. The interceptor ditch on the western boundary of the development shall be sized to accommodate the 100 year storm event plus appropriate freeboard and shall also address additional capacity needed to account for sediment loading. The County Engineer shall determine compliance with this condition.
- z. Appropriately sized onsite detention shall be provided to mitigate the increased project flow and to meter flows into the existing storm drain such that the storm drain capacity is not exceeded. The County Engineer shall determine compliance with this condition.
- aa. All proposed detention basins shall be sited within Common Area Open Space and shall be the responsibility of the homeowners association to perpetually maintain. Paved vehicle access shall be provided to detention basins. The County Engineer shall determine compliance with this condition.
- bb. All roadway improvements necessary to serve the project shall be designed and constructed to County standards and specifications and/or financial assurances in an appropriate form and amount shall be provided. The County Engineer shall determine compliance with this condition.
- cc. Butch Cassidy Drive shall be extended westward to the western boundary of the development. New curb and gutter improvements on Butch Cassidy shall align with existing curb and gutter improvements. Right-of-way necessary to allow for the alignment of curb and gutter improvements shall be provided. The County Engineer shall determine compliance with this condition.
- dd. A secondary emergency access or approved alternative shall be provided to the satisfaction of the County Engineer. The County Engineer shall determine compliance with this condition.
- ee. Street names shall be reviewed and approved by the Regional Street Naming Coordinator.

- ff. Proposed landscaping and/or fencing along street rights-of-way and/or within median islands shall be designed to meet American Association of State Highway and Transportation Officials (AASHTO) sight distances and safety guidelines. No tree shall overhang the curb line of any public street. Median islands within standard Washoe County cul-de-sac bulbs are not permitted. The County Engineer shall determine compliance with this condition.
- gg. For any utilities placed in existing County streets, the streets shall be repaired to the satisfaction of the County Engineer. At a minimum, this will require full depth removal and replacement of asphalt for half the street width, or replacement of non-woven pavement reinforcing fabric with a 2" asphalt overlay for half the street width. Type II slurry seal is required for the entire street width with either option. Full width street improvements may be required if the proposed utility location is too close to the centerline of the existing street.
- hh. Streetlights shall be constructed to Washoe County standards at locations to be determined at the final design stage. The County Engineer shall determine compliance with this condition.
- ii. AASHTO clear zones shall be determined for all streets adjacent to retaining walls or slopes steeper than 3:1. If a recoverable or traversable clear zone cannot be provided, an analysis to determine if barriers are warranted shall be submitted for approval. The County Engineer shall determine compliance with this condition.
- jj. Any retaining walls that are adjacent to, provide support for or retain soil from the County right-of-way shall be constructed of reinforced masonry block or reinforced concrete and designed by an engineer licensed in the State of Nevada. The County Engineer shall determine compliance with this condition.
- kk. An adequate easement for snow storage and signage shall be identified on the final plat. The County Engineer shall determine compliance with this condition.
- ll. No retaining walls that retain soil from the County right-of-way shall be located within a plowed snow storage easement. The County Engineer shall determine compliance with this condition.
- mm. All regulatory traffic signs shall meet County standards and the Manual on Uniform Traffic Control Devices.
- nn. An approved occupancy permit shall be obtained from the Nevada Department of Transportation (NDOT), for any work to be done within the NDOT right-of-way and/or for drainage discharges into and storm drainage improvements within their right-of way. A copy of said permit shall be provided to the Engineering Division.

Washoe County Utilities

- 3. The following conditions are requirements of Washoe County Utilities, which shall be responsible for determining compliance with these conditions.

Contact Name – Timothy Simpson, 775.954.4648

- a. All fees shall be paid in accordance with Washoe County Ordinance prior to the approval of each final map.
- b. Improvement plans shall be submitted and approved by Washoe County Utilities prior to approval of the final map. They shall be in compliance with Washoe County Design Standards and be designed by a Professional Engineer licensed to practice in the State of Nevada.
- c. The Applicant shall submit an electronic copy of the street and lot layout for each final map at initial submittal time. The files must be in a format acceptable to Washoe County.
- d. The Developer shall construct and/or provide the financial assurance for the construction of any on-site and off-site sanitary sewer collection systems prior to signature on each final map. The financial assurance must be in a form and amount acceptable to the CSD.
- e. Approved improvement plans shall be used for the construction of on-site and off-site sanitary sewer collection systems. The CSD will be responsible to inspect the construction of the sanitary sewer collection systems.
- f. The sanitary sewer collection systems must be offered for dedication to Washoe County along with the recordation of each final map.
- g. Easements and real property for all sanitary sewer collection systems and appurtenances shall be in accordance with Washoe County Design Standards and offered for dedication to Washoe County along with the recordation of each final map.
- h. A master sanitary sewer report for the entire tentative map shall be prepared and submitted by the applicant's engineer at the time of the initial submittal for the first final map which addresses:
 - i. the estimated sewage flows generated by this project,
 - ii. projected sewage flows from potential or existing development within tributary areas,
 - iii. the impact on capacity of existing infrastructure,
 - iv. slope of pipe, invert elevation and rim elevation for all manholes
 - v. proposed collection line sizes, on-site and off-site alignment, and half-full velocities
- i. No Certificate of Occupancy will be issued until all the potable water and sewer collection facilities necessary to serve each final map have been completed, accepted and completed as-builts drawings delivered to the utility. As-built drawings must be in a format acceptable to Washoe County.
- j. No permanent structures (including rockery or retaining walls, building's, etc.) shall be allowed within or upon any County maintained utility easement.
- k. A minimum 30-foot sanitary sewer and access easement shall be dedicated to Washoe County over any facilities not located in a dedicated right of way.

- I. A minimum 12-foot wide all weather sanitary sewer access road shall be constructed to facilitate access to off-site sanitary sewer manholes.

Washoe County Health District

4. The following conditions are requirements of the Health District, which shall be responsible for determining compliance with these conditions. The District Board of Health has jurisdiction over all public health matters in the Health District. Any conditions set by the Health District must be appealed to the District Board of Health.

Contact Name – James English and J.L. Shaffer, 775.328.2434

- a. Construction plans for the development must be submitted to this Division for approval. The construction drawings must conform to the State of Nevada Regulations Concerning Review of Plans for Subdivisions, Condominiums and Planned Unit Developments, and any applicable requirements of this Division.
- b. Prior to approval of a Final Map for the referenced project and pursuant to NAC 278.370, the developer must have the design engineer or a third person submit to the satisfaction this Division an inspection plan for periodic inspection of the construction of the systems for water supply and community sewerage. The inspection plan must address the following:
 - i. The inspection plan must indicate if an authorized agency, city or county is performing inspection of the construction of the systems for water supply and community sewerage.
 - ii. The design engineer or third person shall, pursuant to the approved inspection plan, periodically certify in writing to this Division that the improvements are being installed in accordance with the approved plans and recognized practices of the trade.
 - iii. The developer must bear the cost of the inspections.
 - iv. The developer may select a third-person inspector but the selection must be approved by the Division or local agency. A third-person inspector must be a disinterested person who is not an employee of the developer.
 - v. A copy of the inspection plan must be included with the Final Map submittal.
- c. Prior to final approval, a “Commitment for Service” letter from the sewage purveyor committing sewer service for the entire proposed development must be submitted to this Division. The letter must indicate that the community facility for treatment will not be caused to exceed its capacity and the discharge permit requirements by this added service, or the facility will be expanded to provide for the added service.
 - i. A copy of this letter must be included with the Final Map submittal.

- d. Prior to final approval, a "Commitment for Water Service" letter from the water purveyor committing adequate water service for the entire proposed development must be submitted to this Division.
 - i. A copy of this letter must be included with the Final Map submittal.
- e. The Final Map application packet must include a letter from Nevada Division of Environmental Protection to this Division certifying their approval of the Final Map.
- f. The Final Map application packet must include a letter from Division of Water Resources certifying their approval of the Final Map.
- g. Pursuant to NAC 278.360 of the State of Nevada Regulations Governing Review of plans for Subdivision, Condominiums, and Planned Unit Developments, the development of the subdivision must be carried on in a manner which will minimize water pollution.
 - i. Construction plans shall clearly show how the subdivision will comply with NAC 278.360.
- h. Prior to approval of the final map, the applicant must submit to this Division the Final Map fee.
- i. The detention basin will require the Health District's standard design of a cobble rock lined low flow channel, one foot deep and 2-3 feet wide connecting the inlet(s) to the outlet pipe. In addition, we will require over excavating below the low flow channel with a cobble lined infiltration trench design 2 feet wide and 3 feet deep the length of the basin to reduce the downstream effects of storm water runoff (Health Regulations Governing the Prevention of Vector-Borne Diseases 040.023).
- j. District Health will require percolation testing at or near the design grade of the proposed detention basin representative materials to determine the soils ability to receive and infiltrate storm water. The maximum drain time of 7 days is required after a storm event per Truckee Meadows Regional Drainage Manual (Section 1302.1. The maximum drain time of 7 days is required as well for nuisance water runoff.
- k. Vegetation planted in the detention basin shall be one foot away from the low flow channel. The following maintenance language shall be noted on the civil plans and in the HOA's CC & R's; "All vegetation, debris and blockages shall require removal in the low flow channel including one foot on either side of the channel on an annual basis. Maintenance of the detention will mitigate insect development by preventing standing water from ponding longer than 7 days." (Health Regulations Governing the Prevention of Vector-Borne Diseases 040.022).
- l. The typical front lot containing turf will require a minimum 24 inch catchment area from the back face of impervious surfaces. The Low Impact Design (LID) will reduce the nuisance water runoff into the infrastructure while minimizing

downstream runoff ((Health Regulations Governing the Prevention of Vector-Borne Diseases 040.038).

- m. Prior to the sign off of the building plans the above detail designs are required on the plans and a scheduled compliance inspection with the Vector-Borne Diseases Program is required for the above condition(s).

Reno-Tahoe Airport Authority

- 5. The following conditions are requirements of the Reno-Tahoe Airport Authority, which shall be responsible for determining compliance with these conditions. The Reno-Tahoe Airport Authority is directed and governed by its own board. Therefore, any conditions set by the Reno-Tahoe Airport Authority must be appealed to their Board of Trustees.

Contact Name – Lissa Butterfield, 775.328.6476

- a. One executed form set of FAA Form 7460-I, Notice of Proposed Construction or Alteration, will be submitted to the Chief, Air Traffic Division, FAA Western-Pacific Regional Office, for obstruction analysis of any new permanent structure or temporary construction equipment which exceeds a height of 5,200 feet AMSL. Permanent structures include but are not limited to light poles, sign poles, residences, fences, roads, new trees etc. Any changes, special requirements, or supplemental information by the FAA, in its review, shall be incorporated.

Nevada Department of Transportation

- 6. The following conditions are requirements of the Nevada Department of Transportation (NDOT), which shall be responsible for determining compliance with these conditions. NDOT is directed and governed by its own board. Therefore, any conditions set by NDOT must be appeal to that board.
 - a. In compliance with NDOT Access Management System and Standards, existing speeds warrant a deceleration lane on Mount Rose Highway in the eastbound direction as referenced in the traffic study (p. 16).
 - b. The Department recommends an update to existing traffic impact study to review possible mitigation strategies such as a 'High-T' intersection, right in/right out design and other possible intersection solutions to enhance safety. A raised 'pork chop' island, similar to the approach at De Spain Lane for a right in/right out only may be the most economical and safest solution. The Department's acceptance of a traffic study is typically valid for one year, provided that the nature of the development does not significantly change.
 - c. Any proposed access deviating from the Department's access management standards should also include a compelling argument encouraging the access and a strong mitigation strategy. Engineering deviation letters of this nature should reference the applicable standard, indicate the proposed alternative with any mitigating features, indicate how the proposal meets the intent of the standard, and indicate why the proposal is reasonable and safe. The letter should also include how denying this deviation would place undue and exceptional hardship on the property owner. Engineering letters should be stamped by a licensed professional engineer. Request to deviate from the

Department's Standards and Guidelines are subject to the approval of the District Engineer.

Truckee Meadows Fire Protection District

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

Contact Name – Amy Ray, 775.326.6005

- a. All cul-de-sac radii shall be a minimum of 45 feet. If parking is allowed, the width shall be a minimum of 50 feet.
- b. Fire hydrants shall be provided. Flow requirements shall be dependent upon square footage of the residences.
- c. The development is located in a HIGH Wildland Urban Interface Area. Exterior construction elements shall be in accordance with Washoe County Codes 60 and 100.
- d. The HOA rules and regulations, including conditions, covenants and restrictions (CC&Rs), any and all landscaping requirements, and fencing requirements shall be submitted for review and approval by TMFPD.
- e. An emergency access shall be provided and shall be a minimum of 20 feet in width and building in accordance with Washoe County Code 60.

Washoe County School District

8. The following condition is a requirement of the Washoe County School District, which shall be responsible for determining compliance with these conditions.

Contact Name – Mike Boster, 775.789.3810

- a. 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 Washoe County School District school(s) with available capacity in the event that the zoned schools cannot accommodate additional students.

*** End of Conditions ***



South Truckee Meadows/Washoe Valley Citizen Advisory Board

MEMORANDUM

To: Trevor Lloyd, Staff Representative
From: Misty Moga, Administrative Recorder
Re: **Tentative Map Case Number TM16-001 (Colina Rosa)**
Date: February 21, 2016

The following is a portion of the draft minutes of the South Truckee Meadows/Washoe Valley Citizen Advisory Board held on February 11, 2016.

7. DEVELOPMENT PROJECTS – The project description is provided below with links to the application or you may visit the Planning and Development Division website and select the Application Submittals page: http://www.washoecounty.us/comdev/da/da_index.htm.

A. Tentative Map Case Number TM16-001 (Colina Rosa) – Request for community feedback, discussion and possible approval of a Tentative Map. The permit is for a 94 lot common open space subdivision on two parcels totaling 20.1 acres. The Citizen Advisory Board may take action to summarize public feedback and recommend approval or denial of the request.

Applicant/Property Owner: Towne Development of Sacramento, Inc./Bernard Trust

Location: 3800 Mount Rose Highway and 5185 Edmonton Drive

APN: 049-402-02; 049-402-07

Staff: Trevor Lloyd, 775-328-3620, tlloyd@washoecounty.us

Reviewing Body: This case is tentatively scheduled for the Planning Commission on March 1, 2016

John Krmpotic gave an overview of the project:

- 20 acre site adjacent to Edmonton/Butch Cassidy; access to site will be from Butch Cassidy
- Neighborhood Commercial zoning
- Single family, 5 units per acre
- John showed slideshows of the project
- Cul-de-sac model
- Adjacent to scenic corridor with easement
- He showed the picture of right turn/left turn intersection on Edmonton and the traffic condition. He showed the cross section of Edmonton and Butch Cassidy: 30 foot native, trail; 30 foot setback with burm, screening 3-1 slope with evergreen trees to buffer. Street scape with 3-1 slope.
- From sidewalk to fence is approximately 12 feet
- He showed the model home
- He showed examples of fencing along the highway; Open view fencing to blend into the area
- Character management area: Mt. Rose Scenic Corridor
- He showed the site with surrounding land

Jeremy Goulart, Towne Development, Homebuilder representative:

- He said they are a 70 year old home builder; Sacramento based business; residential/commercial in Reno for 30 years.
- He said he met with community members and wants to clarify some points: He said they are a quality home builder. He said they understand the traffic issues and would like to address any issues or concerns.

Questions/comments:

Jason Katz asked about the house size. Jeremy said 2,220-2,400 sq ft. homes; 18-19 homes per cul-de-sacs. Jeremy said looking at this area it made sense to have a single family plan to fit the area; its lower density. On average, there will be 4-6 different floor plans and 2-4 different elevations.

- Vincent K. said there was a school and day care proposed before, but now that's out of the plan. He said there was a turn in and out from the highway and connection between Butch Cassidy and Edmonton. During the MME talks, they were saying they needed a sufficient turn-in lane for Thomas Creek and Butch Cassidy, and the State would have to widen Mt. Rose and install a turn-in lane on one of those streets. Trevor Lloyd access over to Thomas Creek is a proposed 'collector' on the streets and highway map, but there is no timeframe yet. It will be a future road way. And a connection to Butch Cassidy will be created at some point.
- Jim Rummings asked about emergency evacuation and accessibility - a dirt road to be used during an emergency. Trevor Lloyd said Washoe County will be requiring an additional emergency access road.
- Frank B asked about the access road installed before development. Trevor said secondary access has to be located. Two means of access will be determined prior to recommendations.
- Paul Schneider referred to traffic study on page 7. He said it says 10 year time frame. He said there has been major growth and to use an old stagnate traffic study doesn't seem to work. Washoe County could give a better growth rate for the current area and approval rate for developers. Growth rate will be higher than 1.5. All the traffic numbers are under what they should be. He spoke about page 15 the summary table about delay movement on Mt. Rose, Wedge and Edmonton; it indicates 3 left hand turns. The south bound approach doesn't exist at that intersection as stated in the table. He said there is a statement on page 16, traffic signal is warranted at Edmonton and Mt. Rose if you consider all the traffic. He said it's a generous statement. He said when you eliminate traffic volume; you eliminate 80% of the volume on Edmonton. 3-leg intersection. There may be a justification for the traffic signal. He asked if the other warrants were explored. The study should be explored more closely. There are inconsistencies.
- Jim Rummings asked about the inconsistencies and if perhaps the traffic study could be looked at. He said people aren't confident about the traffic study.
- John Krmpotic said he knows Mr. Solaegui's professionalism. John said these are daily annual averages. He said the intersection of Edmonton and Mt. Rose is a problem. He said if you take the project out, there are still the issues. NDOT solution is required for this area regardless of the project.
- Jim Rummings asked about the different agencies' responsibilities for traffic, road widening, and turn lanes. Trevor Lloyd said NDOT is the regulatory agency who determines what is installed on their right-of-way. They look at priorities in the region.
- Tom Nichols asked about the approval process. Trevor said NDOT would need to approve it. They have been given their blessing and submitted their comments. Tom Judy said before the project is built, a secondary access for emergency needs to be built. Trevor said NDOT is responsible for ingress and egress and they work with the builder on approval of access.
- Kathy Bowling said she has lived out here since 1983 and hates to see another light on Mt. Rose because it can get icy. She said she likes to see the use of Edmonton from the highschool kids. Something should be worked out for the expense of the roadway with NDOT and the builder. That stop light will be a nuisance. Butch Cassidy should be extended. Maybe they should only allow a right turn and force people down to Wedge to make turns.
- Bill Boone said he said there is no pull off to monitor Edmonton. The monitory cords that recorded the traffic were below Edmonton therefore it didn't take into consideration all the kids going to school. Edmonton is on a slant. It isn't safe, especially with ice.
- Ginger Pierce asked about water rights for the projects. She asked how much is required and how much do you have. Ginger said she called TMWA, and they hadn't heard about the project. John said approximately 40-45 acre feet. 7,000 average sq. ft. lots with trees and scrubs landscaping, not turf. She said it doesn't seem like a nice upscale neighborhood.
- Jeremy said we have an acknowledgement letter from TMWA. They have to do an analysis. It will be dependent on several factors: Density, size of home, and landscaping. He said his company doesn't install turf on any of the lots. He said we are sensitive to the issues with water. Water usage is taken into consideration.
- Tiffany A. asked about the school zoning. She said she was concerned about capacity and the kids have to be bused to other schools. She said the traffic study said no kids were involved in the accident history with Edmonton and Mt. Rose, but that isn't true. Kids are involved in accidents all the time. She said the study was conducted during the school holiday. John said the school district submitted their letter. This project is zoned for Hunsberger; the school District estimated 14 kids from this project will

be in elementary school based on 94 single family homes. 25-30% will have school aged children. Hunsberger School is over capacity. They have two portables. Approximately 4 middle school students will attend Pine Middle School, which is under capacity. Galena High School is at 84% capacity – 300 left in capacity. Washoe County school planner, Mike Foster came up with these numbers.

- Gary Anghinetti showed on the diagram. He said he has two concerns. He asked about jurisdiction. He showed open space with high density of fire fuel in those areas. He said they are concerned for wild fire. He said the back yards of the 10 properties will be adjacent to the open space. He said backyard BBQs and other sources for ignition that could start fire in the open space. The fire district has eradicated the fuels in the open space in the past. He said it's putting more risk for ignition. He asked if there could be a fire break installed. Jeremy said the utility easement on the west side is a 15 foot buffer from the backyard and open space. Jeremy said the open space is owned by private people, and it's up to the fire district to talk with those owners. Jeremy said he is building in Auburn currently; they are using certain fencing, eaves, and materials appropriate for fire abatement. He said we do have buffers for this project and in the south side there is a larger buffer to the adjacent lots. Garry asked about contacting the fire district and private owners to create a fire break. He said the source of ignition will increase with density and people living there. Jeremy said they would be happy to cooperate with the private owners to install a fire break. Garry spoke about the proposed landscape with trees installed at each cul-de-sac to block headlights from the roads. He said there will be car traffic noise and headlights from traffic into existing homes. He said perhaps a sound wall be installed between the two developments. Jeremy said we can consider that. He said the single family is less intrusive. He said he can't commit to it because they don't know the cost, but they can evaluate those concerns.
- Frank M. said kids have been involved in accidents at Edmonton. The traffic study needs to be re-evaluated. The traffic report was conducted December – January. He said they said it was an 'annual average,' however, the study states they conducted the December – January. John said he will talk to Mr. Solaegui. Frank asked if the Scenic Corridor applies to Butch Cassidy. John said no, but we are attempting to make it a scenic corridor. He asked if a berm can be installed. John said there they will do a slope at Edmonton. Frank asked if that affects drainage and drainage ditch Frank asked about the concern with flooding into the other neighborhood. Frank asked if there are two story homes proposed, how many models will be one and how many two story. Jeremy said they pre-plot the homes except for when the buyer has specific wants. He said they can't build single stories fast enough. Jeremy said the minimum would be 50/50 single and two stories. Frank spoke about Page 18 of the traffic study – Butch Cassidy and Edmonton intersection. He said the study said that stop would be a 4 way stop. He asked the how County feels about a roundabout at that intersection. There is major traffic is 5-6 hours a day. Frank asked if the left hand turn would be eliminated. John said the left hand turn lane is still there. John said something needs to happen regardless of this project.
- A public member clarified an issue with kids sliding through Edmonton. Frank spoke for Pam K, the school principal needs to be involved with this traffic study. Kids are involved in the accidents.
- Cythia McGee said she didn't receive any notice; she lives in Rolling Hills. She said she would like to be notified for future meetings. She asked about landscaping maintenance. John said HOA will maintain the landscaping. Trevor Lloyd said Washoe County is required to issue notices to a minimum of the closest neighbors of 750 feet, 10 days prior to the planning meeting. It's a courtesy notice. Jim Rummings told her to sign up online at WashoeCounty.us to receive agendas.
- Jody Walker said she lives on the cul-de-sac that backs up to the development. She asked about RV access via the dirt road. She asked if they will still be able to have RV access with the new landscaping installed. John said yes, we can place the trees around the driveway access to backyards. John said no berm on the southside. A public member asked about a drip system. John said we would have to do it differently. It would have to go under the driveways. Frank said the site plan, the 5 trees at the end of the cul-de-sac, right on Vancouver. The trees would be right at the back of the property of Jody's house. Jeremy said the land behind the fence is private property. He said he isn't sure they should have access to that. There is a County dedicated road. Trevor said the County won't maintain the trees. The roadway itself will be maintained by the County, landscaping you see will be maintained by the HOA that will be formed for this project. Jeremy said he doesn't know how the current access is, but after development, the road will be dedicated to the County. He said they are now in a quandary with the trees. Some want access to their fence and some want more screening.

- Kathy Bowling asked about HOA; she asked zero or little landscaping will be in the CCRs. She said other developers have turf. Jeremy said they haven't developed CCRs for this project yet. He said they installed zeroscape, hardscape, drought tolerant, and drip systems. He said any change made to landscaping will require an architect review committee with involvement from HOA. Jeremy said we can't legislate the back yard landscape. That is the right to private properties.
- Robert N. asked about the existing dirt line. He said it currently varies. John said it's outside the scope of the project. John said Jeremy will look into a sound wall. Jeremy said they talked about the fence line: sound wall, vegetation, and fencing. Jeremy said it will be consistent and esthetically pleasing. He said we have several options to evaluate.
- Steve H. asked how they will sell them; Block by block when owner purchases the lots. Jeremy said they are a conservative company and they don't spec out homes. Jeremy said the build 5-8 homes that aren't committed, and bring in buyers, they pick their lot X,Y,Z, and X,Y,Z elevation. He said they want to be a semi-custom home builder, but it depends on market conditions. It will take 40 months based on sale figures. He said the biggest sales are in spring/summer. Garry asked where the first homes will be built. Jeremy spoke about the lot numbering for the tentative lot map. He said they have developed a sequence for building.
- Jody Walker asked where they will start with models. Jeremy said the models will be on Edmonton because everyone can see those. He said new building will be away from the models. Butch Cassidy backing up to Edmonton.
- A public member asked the articulation along Edmonton. They said they are fairly shallow lots with big size homes on it. This is the entry way into our subdivision with a wall of homes. He said he wishes they would look at Wedge Parkway. He said he is concerned for only one point of access – 1,500 feet of cul-de-sac length. He said there needs to be emergency access; grade out to Mt. Rose with gate access. He spoke about extending the sidewalks past the last properties. He said it would be nice to have pedestrian access. They have done well at the articulate path. The kids will use it for their cross country team. He said they are currently working on a park in the Rolling Hills Subdivision; he asked if the new developer help with the park payment and maintenance. He said that park will be used by the new residents. He said the roundabout was a great idea by another public member. He said he was taken back how vanilla this subdivision is laid out. Jeremy said we had a few limitations including slope. Jeremy said they have a vested interest to make the entrance attractive. He said he wasn't sure about the park and asked for clarification regarding how it will be paid and maintained from a HOA. The public member said there is a landscape committee. Jeremy said he will contact Tom Nichols who is on that committee.
- Marsy Kupfersmith asked when this project is supposed to start. Jeremy said depending on getting through the process, possibly beginning this calendar year.
- Tom Judy said people voiced their concerns. He asked how people can stay informed on the process. Trevor said to actively pursue this project, follow the website and read the staff report. Check the website regularly with status updates. He welcomed everyone to call him 328-3620; tloyd@washoecounty.us. He encouraged everyone to discuss the issues with the developer because the process is moving fast.
- Daryl Cappuro asked about the Butch Cassidy Drive and how much right-a-way does the County have. It might be helpful to know how wide the right-a-way would be. Trevor said the eventual right-a-way will be much wider. It's approximately 20 feet, but will be wider.
- **MOTION:** Steve Kelly moved to recommend this project with conditions of NDOT and Washoe County to mitigate the issues that were voiced by the public. Daryl Capurro seconded. The motion passed unanimously.

cc: Jim Rummings, Chair
 Bob Lucey, Commissioner
 Al Rogers, Constituent Services
 Sarah Tone, Constituent Services

Pam Campanaro.txt

From: PAMMYLG@aol.com
Sent: Wednesday, February 10, 2016 1:25 AM
To: Lloyd, Trevor
Subject: Colina Rosa

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,
My name is Pam Campanaro and I live in the Rolling Hills subdivision off of Mt. Rose Hwy. It has come to my attention, that Case # TM16-001 (Colina Rosa) has been submitted to your offices. I understand a Citizen Advisory Board Meeting is scheduled this Thursday. I am unable to attend due to a prior work commitment, but I do have a few questions I am hoping you can answer.

I understand the parcels are zoned residential and that the proposal is for 94 homesites. I have read the 140 page document and have a few questions and comments.

I am concerned about the accuracy of the study that was performed by Solaequi Enterprises. Their report states that traffic counts were taken of the area (Butch Cassidy/Edmonton/Mt Rose Hwy) at a period of Dec 2015-January 2016. I can tell you with most certainty that those counts would not be accurate of vehicles traveling these areas during other months of the year. For 3 weeks during this period, it was winter break for the Washoe County School District. There are close to 1400 students/parents as well as faculty and staff and buses at Galena High School that travel this area at LEAST twice a day during school days. School activities and sporting events several times a week, bring several additional vehicles thru this area. In addition to the school break, many people traveled and were out of town during the holidays (Christmas/New Years). Our family was out of town for 2 weeks as well as several of my neighbors. I would ask that a study be taken that would give a TRUE ACCURATE COUNT of the number of vehicles that travel this area when the Washoe County School District is not on a break.

The other item I noticed, was on page 16, paragraph 3. It was stated, "it is our understanding that there is some accident history at the Mt. Rose Hwy/Edmonton Drive intersection, but no students were involved. THIS INFORMATION IS 100% INACCURATE. There have been several accidents at this intersection that have involved students of Galena High School. Principal Tom Brown has worked tirelessly with NDOT/Bill Hoffman in trying to get a stop light at the intersection of Mt Rose Hwy and Edmonton. In addition to the numerous accidents, there also have been a fatality. I urge you to contact Tom Brown at Galena High School for his input.

Another "suggestion" I see on page 16, same paragraph, is to "reroute high school drivers (and all others mentioned above that are traveling to and from Galena High School,) to the Mt Rose/Wedge Parkway intersection. This is not a good suggestion for those people like myself who live

Page 1

TM16-001
EXHIBIT C

Pam Campanaro.txt

in Rolling Hills (279 homes) to have to travel thru a major intersection, up a major highway and wait to get back into my subdivision. The intersection of Mt Rose Highway and Wedge may have a stop light, but I know for a fact this road is just as dangerous. My husband and daughter were involved in a serious car accident when they were stopped at this intersection and hit by a drunk driver 3 years ago.

I am not completely opposed to a new subdivision going in on these parcels. However, as a cofounder of the Neighborhood Watch Program for Rolling Hills, there are a lot of concerns by a lot of those who live in our neighborhood. The main concern is what type of traffic this will bring into Edmonton off of Mt. Rose. Isn't there another road that can connect at the end of Butch Cassidy? I know there was talk at one time about running Butch Cassidy all the way up to connect to Thomas Creek. I read in the proposal that a suggestion is that Butch Cassidy will be extended and the main road leading into these homes and this road will become 4 lanes. Will there be stop signs installed? My daughter is 15 and attends Galena High School. I take her and pick her up every day. After I drop her off in the morning, I travel back up Butch Cassidy and wait at the stop sign at Butch Cassidy and Edmonton. If I take her a few minutes early, some days I wait several minutes to turn left onto Edmonton to get to my home on Vancouver Drive. I am also concerned about the school traffic coming onto Edmonton from Mt Rose in the mornings and afternoons. The turning lane coming down the hill from Mt Rose Hwy onto Edmonton only allows a couple cars, it is a short turning lane. If we are adding more homes in this area, this will add more traffic. What about the school bus stops that are on Edmonton?

Some of these issues may have been addressed in the 140 page report that I didn't clearly understand. Please contact me at your earliest convenience. I look forward to hearing from you soon.

Sincerely,

Pam Campanaro
3790 Vancouver Drive
Reno, NV 89511
775-846-8787

Pam Campanaro 2.txt

From: PAMMYLG@aol.com
Sent: Wednesday, February 17, 2016 10:48 PM
To: Lloyd, Trevor
Subject: Re: Colina Rosa

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,
I wanted to follow up with you regarding the meeting that you had last week. I did speak to several people that went and specifically I have the following questions:

1) What is the decision that will be made on the road to accommodate these new homes? I heard several proposals but no one seemed to know when the final decision will be made and what it will be. I am interested in knowing what accommodations will be made on Mt Rose turning into Edmonton, as well as Edmonton and Butch Cassidy. This morning I waited at the stop sign on Butch Cassidy to turn left onto Edmonton for over 3 minutes.

2) When will the new traffic study take place since the original one had inaccurate information? I feel it is very important to have a study run during the times that the Washoe County School District is in session. There is another break coming up the last two weeks in March.

3) Is there a proposal to put some type of easement along the fence line that is currently there for those backyards that back up to these parcels. I was asked by someone in our neighborhood if I would spearhead a petition. Apparently he was told at the meeting if he got a good number of the 349 residents that live in Rolling Hills to sign a petition asking for an easement, these people could "continue" to park their rvs and "toys" behind the fence line. On occasion I have seen an rv parked in that area, but I could never understand why. There is not even a driveway to get to that area. I told the person that asked me to do this, that I don't see why they should be able to park their rvs on land that doesn't belong to them. I personally made an RV spot on the side of my house where it is behind a gated fence and I drive into my front driveway to access it. I would never think to ask anyone to let me drive thru property that wasn't belonging to me and park my rv there as well? That really confused me.

Please give me an update to my questions and anything else you might think would be informative to those who live in Rolling Hills.

If you can please advise asap, I would appreciate it. What is the purpose for the meeting on March 1st?

Thanks
Pam Campanaro
3790 Vancouver Drive
Reno, NV 89511
775-846-8787

Pam Campanaro 2.txt

In a message dated 2/10/2016 1:24:31 A.M. Pacific Standard Time, PAMMYLG@aol.com writes:

Hi,
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Pam Campanaro 2.txt

highway and wait to get back into my subdivision. The intersection of Mt Rose Highway and Wedge may have a stop light, but I know for a fact this road is just as dangerous. My husband and daughter were involved in a serious car accident when they were stopped at this intersection and hit by a drunk driver 3 years ago.

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Some of these issues may have been addressed in the 140 page report that I didn't clearly understand. Please contact me at your earliest convenience. I look forward to hearing from you soon.

Sincerely,

Pam Campanaro
3790 Vancouver Drive
Reno, NV 89511
775-846-8787

Pam Campanaro 3.txt

From: PAMMYLG@aol.com
Sent: Thursday, February 18, 2016 10:10 PM
To: Lloyd, Trevor
Subject: Re: Photos

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Trevor,
Thanks for responding to my email and the update to the PC meeting regarding this project. I have seen the application and reviewed it a few weeks ago. As per my original email to you, this is when I brought up to you the traffic analysis being completed when school wasn't in session. The traffic analysis is NOT ACCURATE and it needs to be redone when it isn't the holiday season and the school closed for 3 weeks. Also, the statement in the report about no students being involved in traffic accidents on Mt. Rose Hwy. This statement is false.

I sent the pictures to show you what it looks like during school arrival times at the corner of Edmonton and Mt. Rose. Obviously on snow days it is a lot worse. Other days the traffic is just backed up on all of the 3 roads.

Looking forward to your update prior to the meeting. I have lived in Rolling Hills for 18 years and have a daughter at Galena. I cofounded the Neighborhood Watch Program and have a pretty good idea of the concerns of those living in Rolling Hills.

Thanks,
Pam

In a message dated 2/18/2016 2:25:38 P.M. Pacific Standard Time, TLloyd@washoecounty.us writes:

Hi Pam,
Thank you for your photos. The proposed project has been pushed back to the April 5 PC meeting which will give us more time to analyze the project and answer questions and concerns raised at the CAB meeting. If you have not seen the application, please see the attached link.

https://www.washoecounty.us/csd/planning_and_development/applications/apps_commish_district_two.php

Let me know if you have any difficulty accessing the proposed application.

Trevor Lloyd, Senior Planner
Washoe County Community Services Department
Planning & Development Division
(775) 328-3620
tlloyd@washoecounty.us

-----Original Message-----

From: Pam Campanaro [mailto:pammylg@aol.com]
Sent: Thursday, February 18, 2016 1:42 PM
To: Lloyd, Trevor
Subject: Photos

Pam Campanaro 3.txt

Hi Trevor,
Per my email yesterday, I wanted to pass along these photos I took this morning while on Edmonton. First of all, traffic was backed all the way up Mt Rose hwy with cars trying to turn onto Edmonton. Several spin outs on Butch Cassidy and Edmonton. I waited 8 minutes this morning at the stop sign on Butch Cassidy trying to turn left on Edmonton. Please contact me and advise what the proposals are for the roads for the Colina Rosa Housing Project.
Pam Campanaro
3790 Vancouver Dr
Reno, NV 89511
775-847-8787

George Smith.txt

From: George Smith <gtsdev@charter.net>
Sent: Monday, March 14, 2016 6:56 PM
To: Lloyd, Trevor
Subject: RE: Colina Rosa Traffic Concerns (updated)

Follow Up Flag: Follow up
Flag Status: Flagged

Left out reference to SKIER traffic in 5. below

From: George Smith [mailto:gtsdev@charter.net]
Sent: Monday, March 14, 2016 6:53 PM
To: 'tlloyd@washoecounty.us'
Subject: Colina Rosa Traffic Concerns

Mr. Lloyd,

As a resident of Galena Terrace/Rolling Hills and having used the Mount Rose Highway as my daily commute route for over 25 years, I have serious concerns as to the safety at the existing Mt. Rose Hwy./Edmonton intersection. The traffic engineer's report ignores several key points. These include:

1. While the speed limit is 55 MPH at the intersection, actual speeds, particularly eastbound with downhill speeds, are typically well in excess of 55.
2. The Thomas Creek intersection, with some similarities to Edmonton but with much better visibility, was signalized many years ago following, what I recall, was a fatal accident.
3. Nothing is said of visibility at the Edmonton intersection, particularly for vehicles attempting to turn left westbound onto Mt. Rose Highway. Grades at the intersection are such that vehicles attempting to turn left, typically have their view of westbound traffic blocked by right turning vehicles. This not only makes it dangerous turning, but it forces left turning vehicles to inch farther out into the highway to get a view of oncoming traffic coming up the hill on Mt. Rose Highway. Add to all of this, that Mt. Rose Highway runs nearly east and west, resulting in vehicles entering from Edmonton looking directly into the rising sun at peak AM traffic times.
4. Regularly scheduled events at Galena High School (football games eg) draw large crowds which are exiting Mt. Rose Highway at peak PM hours. These traffic counts do not appear to be considered.
5. Eastbound skier traffic on Mount Rose Highway is intense, often high speed and coincident with the PM traffic peak.

I would ask that these factors be considered in support of 2 additional traffic safety measures:

1. Require signalization of the Mount Rose Highway/Edmonton intersection.
2. Reduce speed limit to 45 MPH at the Thomas Creek intersection.

Thank you for your consideration.

George Smith

Gary Anghinetti.txt

From: Gary Anghinetti <garyanghinetti@yahoo.com>
Sent: Friday, February 12, 2016 9:54 AM
To: Lloyd, Trevor
Subject: Colina Rosa

Follow Up Flag: Follow up
Flag Status: Flagged

From: Gary Anghinetti
3732 Vancouver Dr.
Reno, Nv. 89511

Good Morning Trevor,

I was pleased to see you at last night's meeting. It's always nice to be able to put a face to a name.

I would like to address some of our concerns from last night's meeting.

Frist and foremost, I'm a little concerned that with only 10 business days until the Planning Department's meeting regarding the approval of Colina Rosa, there may not be enough time to address the issues brought up by the concerned residents of Rolling Hills.

I would like this email to serve as way of conveying some of our concerns:

1) I believe the resident's properties that border the project on Vancouver Dr. are concerned of the increased possibility of wild fire. I understand from Jeremy's (Town Homes) reply to my concerns that a 15 ft open space behind the fences should be adequate protection from wild fire. It is my concern from increased exposure from human proximity that a wild fire from BBQ's, smoking, etc. will increase the likelihood of a wild fire. As we all know, with winds that exist on the Mount Rose corridor, that a single ember from an out door BBQ can easily fly 100ft. It was my proposal that a fire break, or a county sponsored eradication program be established and maintained. In my opinion a 150 ft. space between the homes bordering the west most part of the project, and the homes affected on Vancouver Dr. is sustainable.

2) I believe that a sound wall or fence should be built on Butch Cassidy Dr. to protect the neighbor's homes that border the roadway on Butch Cassidy Dr. The barrier should be installed to protect from increased noise and traffic, incurred from the project. I understand that there was some concern from neighbors being able to gain access to their back yards for things like fifth wheel storage etc. I also see a problem for them having legal excess for that purpose. I believe that a sound barrier will better serve all the residents bordering Butch Cassidy.

At this point, I see no reason that these "reasonable" requests, along with the other reasonable requests, that do not effect the overall scope of the project, should be denied. We all want

Gary Anghinetti.txt

to
coexist as good neighbors, and it only seems reasonable that the neighbors of
Rolling
Hills be granted these concerns.
Please feel free to forward this email to Jeremy (Town Homes). I would have included
him in this mail if I
had his email address.

Thank you for your concern in this matter.

Gary & Anna Anghinetti

Gary Anghinetti 3.txt

From: Gary Anghinetti <garyanghinetti@yahoo.com>
Sent: Thursday, February 25, 2016 7:38 AM
To: Lloyd, Trevor
Subject: Emails, Regarding Colina Rosa

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Trevor,

I haven't heard anything back regarding my email sent to you about my concerns with wild fire and a sound wall. I just wanted to make sure you received them. I know you're busy. I was hoping you would forward those emails to all concerned and acknowledge that you received them.

Please let me know your thoughts and actions regarding my concerns.

Thank You
Gary Aninetti

Gary Anghinetti 2.txt

From: Gary Anghinetti <garyanghinetti@yahoo.com>
Sent: Friday, February 12, 2016 11:21 AM
To: Lloyd, Trevor
Subject: FYI

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Trevor,

Sorry, I forgot to add one bit of information pertaining to my previous email.

FYI, the fire protection district has eradicated behind these homes in the past. I believe it was about 5 years ago. I'm not quite sure if the program still exists. I believe it does. That may be an avenue the County or the developers may want to pursue. It may be cost free.... There is a tremendous amount of fuels, ripe for a disaster!!

Thank you
Gary

Catherine Clark.txt

From: Catherine Clark <cclark@westernlithium.com>
Sent: Tuesday, March 08, 2016 4:48 PM
To: Lloyd, Trevor
Subject: TM16-001 Colina Rosa

Hi Trevor -

The following comments are respectfully submitted regarding TM16-001, Colina Rosa Project.

1. Highway Berm & Scenic Highway. State Route 431/Mount Rose Highway is a scenic corridor. As such, more effort should be given in landscaping and for the establishment of a berm along the highway. The site should be required to have a landscape berm similar to that across the street at Galena Country Estates and at the Saddlehorn Subdivision. It is my understanding that the County previously required subdivisions along the Mount Rose Highway to have a tall/substantive landscape berm with irrigation. The landscape berm at Galena Country Estates is at least 10 feet tall and has established tall evergreen landscaping. A similar berm should be required at the Colina Rosa Project. A larger landscape buffer, along with a sizeable (width and height) berm should be required between the highway and subdivision.
2. Density. The proposed housing density is too dense for the neighborhood. The Galena Country Estates to the north are 1/3 acre lots. The Rolling Hills Subdivision has similar density. The proposed 94-lot subdivision is too dense for the neighborhood. In addition, when considering the site's topographic slope, and need for rear hillsides to be developed when performing the site's grading, less density is needed to allow for an adequate building pad and usable parcel size. The neighborhoods in the vicinity of this proposed development have more random street configurations, random parcel sizes, and more open space areas. The proposed development does not exhibit such randomness, the density is too high, and is not consistent with the surrounding neighborhood.
3. The Colina Rosa Project proposes areas with landscaping. Measures should be in place that requires the applicant (or homeowner association) to regularly maintain the landscaping (so that the landscaping is established long-term) (e.g., irrigation lines are repaired and replaced when needed, landscaping needs to be irrigated regularly).

Thank you for the opportunity to comment.

Catherine Clark
13190 W. Saddlebow Drive
Reno, NV 89511
bc.clark@sbcglobal.net

WASHOE COUNTY HEALTH DISTRICT

ENHANCING QUALITY OF LIFE

March 23, 2016

Trevor Lloyd, Senior Planner
Washoe County
Community Services Department
1001 E Ninth Street
Reno, NV 89512

RE: Colina Rosa Tentative Subdivision Map; APN: 049-402-02 & 049-402-07

Dear Mr. Lloyd:

The Washoe County Health District, Environmental Health Services Division (Division) Engineering and Vector have reviewed the above referenced project. This project is for a tentative map to develop a 94 lot single family home residential subdivision on ≈/-20.1 acre site on APNs 049-402-02 & 049-402-07.

Tentative Map Review and Final Map Conditions per NAC 278

This Division requires the following conditions to be completed prior to review and approval of any Final Map:

- 1) Prior to any final grading or other civil site improvements, a complete water system plan and Water Project submittal for the referenced proposal must be submitted to this Division. The plan must show that the water system will conform to the State of Nevada Design, Construction, Operation and Maintenance Regulations for Public Water Systems, NAC Chapter 445A, and the State of Nevada Regulations Governing Review of Plans for Subdivisions, Condominiums, and Planned Unit Developments, NAC 278.400 and 278.410.
 - a) The application for a Water Project shall conform to the requirements of NAC 445A.66695.
 - b) Two copies of complete construction plans are required for review. All plans must include an overall site plan, additional phases that will eventually be built to indicate that the water system will be looped, all proposed final grading, utilities, and improvements for the proposed application.
- 2) Mass grading may proceed after approval of the Tentative Map and after a favorable review by this Division of a grading permit application.
 - a) The application shall include a Truckee Meadows Water Authority annexation and discovery with the mass grading permit.
- 3) Improvement plans for the water system may be constructed prior to Final Map submittal only after Water Project approval by this Division.
 - a) For improvement plans approved prior to Final Map submittal, the Developer shall provide certification by the Professional Engineer of record that the improvement plans were not altered subsequent to Final Map submittal.
 - b) Any changes to previously approved improvement plans made prior to Final Map submittal shall be resubmitted to this Division for approval per NAC 278.290.

ENVIRONMENTAL HEALTH SERVICES

1001 East Ninth Street | P.O. Box 11130 | Reno, Nevada 89520

775-328-2434 | Fax: 775-328-6176 | washoecounty.us/health

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Public Health
Prevent. Promote. Protect.

TM16-001 - EXHIBIT D

This Division requires the following to be submitted with the Final Map application for review and approval:

- 1) Construction plans for the development must be submitted to this Division for approval. The construction drawings must conform to the State of Nevada Regulations Concerning Review of Plans for Subdivisions, Condominiums and Planned Unit Developments, and any applicable requirements of this Division.
- 2) Prior to approval of a Final Map for the referenced project and pursuant to NAC 278.370, the developer must have the design engineer or a third person submit to the satisfaction this Division an inspection plan for periodic inspection of the construction of the systems for water supply and community sewerage. The inspection plan must address the following:
 - a) The inspection plan must indicate if an authorized agency, city or county is performing inspection of the construction of the systems for water supply and community sewerage.
 - b) The design engineer or third person shall, pursuant to the approved inspection plan, periodically certify in writing to this Division that the improvements are being installed in accordance with the approved plans and recognized practices of the trade.
 - c) The developer must bear the cost of the inspections.
 - d) The developer may select a third-person inspector but the selection must be approved by the Division or local agency. A third-person inspector must be a disinterested person who is not an employee of the developer.
 - e) A copy of the inspection plan must be included with the Final Map submittal.
- 3) Prior to final approval, a "Commitment for Service" letter from the sewage purveyor committing sewer service for the entire proposed development must be submitted to this Division. The letter must indicate that the community facility for treatment will not be caused to exceed its capacity and the discharge permit requirements by this added service, or the facility will be expanded to provide for the added service.
 - a) A copy of this letter must be included with the Final Map submittal.
- 4) Prior to final approval, a "Commitment for Water Service" letter from the water purveyor committing adequate water service for the entire proposed development must be submitted to this Division.
 - a) A copy of this letter must be included with the Final Map submittal.
- 5) The Final Map application packet must include a letter from Nevada Division of Environmental Protection to this Division certifying their approval of the Final Map.
- 6) The Final Map application packet must include a letter from Division of Water Resources certifying their approval of the Final Map.
- 7) Pursuant to NAC 278.360 of the State of Nevada Regulations Governing Review of plans for Subdivision, Condominiums, and Planned Unit Developments, the development of the subdivision must be carried on in a manner which will minimize water pollution.
 - a) Construction plans shall clearly show how the subdivision will comply with NAC 278.360.
- 8) Prior to approval of the final map, the applicant must submit to this Division the Final Map fee.

Other Division Conditions

1. The detention basin will require the Health District's standard design of a cobble rock lined low flow channel, one foot deep and 2-3 feet wide connecting the inlet(s) to the outlet pipe. In addition, we will require over excavating below the low flow channel with a cobble lined infiltration trench design 2 feet wide and 3 feet deep the length of the basin to reduce the downstream effects of storm water runoff (Health Regulations Governing the Prevention of Vector-Borne Diseases 040.023).
2. District Health will require percolation testing at or near the design grade of the proposed detention basin representative materials to determine the soils ability to receive and infiltrate storm water. The maximum drain time of 7 days is required after a storm event per Truckee Meadows Regional Drainage Manual (Section 1302.1. The maximum drain time of 7 days is required as well for nuisance water runoff.
3. Vegetation planted in the detention basin shall be one foot away from the low flow channel. The following maintenance language shall be noted on the civil plans and in the HOA's CC & R's; "All vegetation, debris and blockages shall require removal in the low flow channel including one foot on either side of the channel on an annual basis. Maintenance of the detention will mitigate insect development by preventing standing water from ponding longer than 7 days." (Health Regulations Governing the Prevention of Vector-Borne Diseases 040.022)
4. The typical front lot containing turf will require a minimum 24 inch catchment area from the back face of impervious surfaces. The Low Impact Design (LID) will reduce the nuisance water runoff into the infrastructure while minimizing downstream runoff ((Health Regulations Governing the Prevention of Vector-Borne Diseases 040.038).
5. Prior to the sign off of the building plans the above detail designs are required on the plans and a scheduled compliance inspection with the Vector-Borne Diseases Program is required for the above condition(s).

If you have any questions regarding the foregoing, please call Jim English at 328-2610 or Jim Shaffer 785-4599 regarding engineering or vector comments, respectively.

Sincerely,

James English
Environmental Health Specialist Supervisor
Environmental Health Services

J.L. Shaffer
Program Coordinator/Planner
Vector-Borne Diseases Program
Environmental Health Services

JE/JS/:je

cc: File - Washoe County Health District

ec: KLS Planning & Design; johnk@klsdesigngroup.com



Reno-Tahoe International Airport

P.O. Box 12490 • Reno, NV 89510-2490 • (775) 328-6400 • Fax (775) 328-6510

February 4, 2016

Trevor Lloyd
Senior Planner
Washoe County Community Services Department
Planning and Development Division
PO Box 11130
Reno, NV 89520-0027

Re: Colina Rosa Development (APN 049-402-02, 049-402-07)

Dear Mr. Lloyd:

The proposed residential development is within the Airport Airspace Plan for Reno-Tahoe International Airport (RTIA) and specifically underneath the approach surface as defined by Federal Aviation Regulations (FAR) Part 77.

Although the proposed residential development is positioned a significant distance from the Reno-Tahoe International Airport, the site elevation appears to be, over most of the site, above 5,100 feet above mean sea level (AMSL) with significant peaks and troughs. The site is also significantly higher than the airport elevation of 4,415 feet AMSL. As a result, the proposed residential development will be close to arriving and departing aircraft flight paths.

Therefore should this project be approved, please include the following as condition of approval:

One executed form set of FAA Form 7460-1, Notice of Proposed Construction or Alteration, will be submitted to the Chief, Air Traffic Division, FAA Western-Pacific Regional Office, for obstruction analysis of any new permanent structure or temporary construction equipment which exceeds a height of 5,200 feet AMSL. Permanent structures include but are not limited to light poles, sign poles, residences, fences, roads, new trees etc. Any changes, special requirements, or supplemental information by the FAA, in its review, shall be incorporated.

Thank you for your continuous cooperation. If you have any questions, please call me at (775) 328-6476 or lbutterfield@renoairport.com or Dan Bartholomew, Manager of Planning & Environmental Services at (775) 328-6801 or dbartholomew@renoairport.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Lissa Butterfield".

Lissa K. Butterfield
Senior Airport Planner



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

District II
310 Galletti Way
Sparks, Nevada 89431
(775) 834-8300 FAX (775) 834-8319

January 27, 2016

BRIAN SANDOVAL
Governor

RUDY MALFABON, P.E., Director

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

TM16-001
Colina Rosa
SR-431 Mt Rose Highway

Attention: Mr. Trevor Lloyd, Senior Planner

Dear Mr. Lloyd:

I have reviewed the request to approve a 94 lot common open space subdivision on two parcels totaling 20.1 acres (3800 Mount Rose Highway and 5185 Edmonton Drive, APN 049-402 & 049-402-07). I have the following comments:

1. After reviewing the traffic impact study, NDOT is in agreement not to install a westbound right turn deceleration on SR 431. Given the existing roadway geometrics and generated vehicle trips (peak – 6 trips), adding a deceleration may negatively impact the sight distance for the left-turn movement from Edmonton Drive to State Route 431 (westbound).
2. 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.
3. No other comments at this time.

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 contact me at (775)834-8309, if you have any further questions or comments.

Sincerely,

DocuSigned by:
Jae Pullen
DC6D2FB6D946439...

1/27/2016

Jae Pullen, PE, PTOE
Traffic Engineer

cc: Janelle Thomas, PE
File



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

District II
310 Galletti Way
Sparks, Nevada 89431
(775) 834-8300 FAX (775) 834-8319

March 21, 2016

BRIAN SANDOVAL
Governor

RUDY MALFABON, P.E., Director

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

TM16-001
Colina Rosa
SR-431 Mt Rose Highway

Attention: Mr. Trevor Lloyd, Senior Planner

Dear Mr. Lloyd:

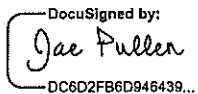
Let this letter serve as an addendum to the first letter send on January 27, 2016 for the Colina Rosa development request to approve a 94 lot common open space subdivision on two parcels totaling 20.1 acres (3800 Mount Rose Highway and 5185 Edmonton Drive, APN 049-402 & 049-402-07). I have the following comments:

1. The Department considered the safety concerns expressed by the community and Washoe County. The traffic study did not determine the 85th percentile speed for analysis. Without this information, given the geometric design and local feedback, the speed may be higher than the posted 50-55 mph speed limit. The traffic study indicates a peak hour volume of 209 vehicles (existing plus development project) making the right turn movement onto Edmonton Drive. Given these items, the Department is strongly considering the following access improvements for an encroachment permit:
 - In compliance with the current NDOT *Access Management System and Standards*, existing speeds warrant a deceleration lane on Mount Rose Highway in the eastbound direction as referenced in the traffic study (p. 16).
 - Due to the existing geometric conditions (5-6% grade) and sight distance impacts, this access may need to have limited access to minimize crashes. At AM and PM peak times, the study indicates the northbound left turn movement from Edmonton Drive is a Level of Service (LOS) E and is projected to be a LOS F (2025 base plus projected volumes). Considering the close proximity of Galena High School, limited access may reduce erratic driver behavior.
2. The Department recommends an update to existing traffic impact study to review possible mitigation strategies such as a 'High-T' intersection, right in/right out design and other possible intersection solutions to enhance safety. A raised 'pork chop' island, similar to the approach at De Spain Lane for a right in/right out only may be the most economical and safest solution. The Department's acceptance of a traffic study is typically valid for one year, provided that the nature of the development does not significantly change.

3. Any proposed access deviating from the Department's access management standards should also include a compelling argument encouraging the access and a strong mitigation strategy. Engineering deviation letters of this nature should reference the applicable standard, indicate the proposed alternative with any mitigating features, indicate how the proposal meets the intent of the standard, and indicate why the proposal is reasonable and safe. The letter should also include how denying this deviation would place undue and exceptional hardship on the property owner. Engineering letters should be stamped by a licensed professional engineer. Request to deviate from the Department's Standards and Guidelines are subject to the approval of the District Engineer.
4. No other comments at this time.

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 contact me at (775)834-8309, if you have any further questions or comments.

Sincerely,

 3/21/2016
DC6D2FB6D946439...

Jae Pullen, PE, PTOE
Traffic Engineer

cc: Thor Dyson, District Engineer
Hoang Hong, Traffic Operations
Clara Lawson, Washoe County
Paul Solaegui, Solaegui Engineers
File



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: Angela Taylor, President * John Mayer, Vice President * Veronica Frenkel, Clerk *
Barbara McLauray * Howard Rosenberg * Lisa Ruggerio * Nick Smith * Traci Davis, Superintendent

04 February 2016

Trevor Lloyd
Washoe County Community Services
1001 E. 9th Street
Reno NV 89512

RE: TM16-001 (Colina Rose)

Dear Mr Lloyd,

94 new single-family units will impact Washoe County School District facilities. This project is currently zoned for the following schools:

Hunsberger Elementary – 2505 Crossbow Court, Reno NV 89511

- **Estimated project impact = 14** new ES students (94 single-family units x 0.149 ES students per unit)
- **Base Capacity = 750**
- **2015-2016 Enrollment = 771**
- **% of Base Capacity = 103% (105% with project at buildout)**
- **Portable units onsite = 2**
- **Overcrowding Strategy** – Hunsberger has 2 portable buildings (4 classrooms) in use. However, portables do not provide additional lunchroom, computer lab or playground/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. On September 22, 2015, the WCSD Board of Trustees set 120% of capacity as the conversion threshold for eligible elementary schools to be converted to a multi-track year-round calendar. This policy will go into effect as of the 2017-2018 school year. Assignment to the closest elementary school with available capacity may be used for students in this development if Hunsberger ES exceeds capacity prior to buildout.



Certificate No. 41433

TM16-001 - EXHIBIT G

Pine Middle – 4800 Neil Road, Reno NV 89502

- **Estimated project impact = 4** new MS students (94 single-family units x 0.046 MS students per unit)
- **Base Capacity = 1096**
- **2015-2016 Enrollment = 1029**
- **% of Base Capacity = 94% (94% with project at buildout)**
- **Portable units onsite = 0**
- **Overcrowding Strategy** – The Pine property may be able to accommodate portable classroom units if necessary. However, portables do not provide additional lunchroom, computer lab or playground/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. Assignment to the closest middle school with available capacity may be used for students in this development if Pine MS exceeds capacity prior to buildout.

Galena High – 3600 Butch Cassidy Way, Reno NV 89511

- **Estimated project impact = 7** new HS students (94 single-family units x 0.075 HS students per unit)
- **Base Capacity = 1692**
- **2015-2016 Enrollment = 1407**
- **% of Base Capacity = 83% (84% with project at buildout)**
- **Portable units onsite = 0**
- **Overcrowding Strategy** – The Galena property may be able to accommodate portable classroom units if necessary. However, portables do not provide additional lunchroom, computer lab 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. Assignment to the closest high school with available capacity may be used for students in this development if Galena HS exceeds capacity prior to buildout.

Recommended WCSD Condition for TM16-001 (Colina Rose):

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.

WCSD staff has calculated that each new single-family home constructed in Washoe County creates the need for \$15,000 in overall school capital improvement needs.*

Thank you for the opportunity to comment.

Mike Boster

Mike Boster

School Planner

14101 Old Virginia Road

Reno NV USA 89521

[Washoe County School District Capital Projects](http://washeschools.net)

775.789.3810

mboster@washeschools.net

The Washoe County School District's Data Gallery provides detailed information regarding WCSD buildings including capacity, overcrowding, repair needs, upcoming projects, and more. The Data Gallery can be found at: <http://datagallery.washeschools.net/>

****Average per-unit cost of development***

Average School capacities:

ES capacity = 702 students

702 / 0.185 (student generation factor per unit) = 3,795 SF units to fill one (1) ES (round to 3,800)

MS capacity = 1,320 students

3,800 units \times .087 = 331 MS students / 1,320 = 0.25 MS

HS capacity = 2,200

3,800 units \times .106 = 403 HS students = 0.18 HS

3,800 units = enough students to fill 1 ES; 0.25 MS; and 0.18 HS.

1 ES \times \$23 million = \$23,000,000

0.25 MS \times \$55 million = \$13,750,000

0.18 HS \times 110 million = \$19,800,000

Total = \$56.55 million / 3,800 units = \$14,882 per SF unit. Round to \$15,000 per SF unit.



Washoe County COMMUNITY SERVICES DEPARTMENT

Engineering and Capital Projects

MEMORANDUM

To: Trevor Lloyd, Senior Planner
From: Clara Lawson, PE, PTOE, Licensed Engineer
CC: Kristine Klein, PE, Senior Engineer
Dwayne Smith, PE, Division Director
Date: March 15, 2016
Re: Colina Rose Issues

I reviewed the supplemental information provided by Paul Solaegui and concur with his responses to questions raised by residents. I won't address every comment, but in general the data he used was collected and used in acceptable manner to County guidelines for a traffic analysis.

The data collection methods meet County standard. The traffic model prepared by RTC is the best resource in the area for estimating future growth. Elements of the traffic model include land use assumptions and the 2012 Consensus forecast both of which are approved by the County Planning Commission.

All crash summaries are supplied by NDOT. Law enforcement agencies submit all reports to NDOT for their data base. The crash summary prepared by NDOT lists the age of the drivers, typically the age of passengers is not listed in the summary. The County also has been involved with Washoe County School District, NDOT, and law enforcement to discuss the intersection of Edmonton and Mt. Rose Highway. In 2014 when we last meet as a large group there was also a disparity between the actual crash data and the perception on the number and severity of accidents.

In analyzing traffic signal warrants in the MUTCD discounting right turn traffic is common. Often there are gaps in traffic and making a right turn can be done easily.

Lastly in reviewing the actual turning movement counts measured the traffic in the morning ingress traffic is higher than egress traffic. This is opposite what you'd expect in a residential area. Typically a residential area will have low ingress volumes and high egress volumes. A high school however would have high ingress volume in the morning, which is what the turning movements reflect.



March 17, 2016

Trevor Lloyd
Senior Planner
Washoe County Community Services Department
Planning & Development Division
1001 E. 9th Street
Reno, NV 89512

Re: TM16-001 Tentative Map Case for Colina Rose

Dear Trevor:

Per Policy F.2.3 of the Forest Area Plan, we are required to respond to the concerns raised at the CAB meeting for the Colina Rosa project. The policy is stated as such:

F.2.3: Applicants required to present their items to the Citizen Advisory Board (CAB) must submit a statement to staff regarding how the final proposal responds to the community input received from the CAB.

We presented the project at the STMWV CAB meeting on February 21, 2016. We have reviewed the minutes of the CAB meeting and have responses prepared for each of the concerns raised. As you know, some comments don't warrant a response as they were just passing comments, observations, etc. For comments and questions that required further review and analysis, we addressed most of those at the Rolling Hills community meeting on Monday March 14, 2016. The developer and the design team were in attendance and addressed the following specific concerns:

- a) Traffic issues including:
 - Intersection operation/safety of Butch Cassidy/Edmonton during a.m. peak hour involving lots of student trips
 - Right turns from Mt Rose Highway on Edmonton (safety concern)
 - Request to work with Galena HS administration to educate/encourage student to drive down to Despain enroute to school. This would minimize impact to two intersections on Edmonton.
 - Reevaluate accident data that may involve student related accidents.
 - Discussion of Butch Cassidy extension to Thomas Creek to form a 4th leg of the intersection. We explained this is not needed or desired by the project. This would involve the county and adjacent property owners to facilitate such a connection.
 - Request for a traffic signal on Edmonton/Mt Rose Highway. We explained the warrants would not be met and NDOT would not support such a request.

- b) Properties on south side of Butch Cassidy requesting a new fence and trees/shrubs for noise abatement and headlight screening. We have a plan to address this.
- c) Fire break on the west property line. The issue is to create defensible space from wild land fire.
- d) Berm and screening along the Mt Rose Highway as it relates to the Forest Area Plan requirement for the "Scenic corridor".
- e) Fire access for the project and fire evacuation for the Galena neighborhood area.

Let me know if you have any further concerns that we may need to address. We expect to work thru all of these issues with staff and the neighborhood and look forward to the Planning Commission hearing of April 5, 2016.

Thank you,



John F. Krmpotic, AICP
President
KLS Planning & Design

OFFICIAL NOTICE OF PUBLIC HEARING

DATE: March 25, 2016

You are hereby notified that the **Washoe County Planning Commission** will conduct a public hearing at the following time and location:

6:30 p.m., Tuesday, April 5, 2016
County Commission Chambers, 1001 East Ninth Street, Reno, NV 89520

Tentative Map Case Number TM16-001 (Colina Rosa) – Hearing, discussion, and possible action to approve a 94 lot common open space subdivision on two parcels totaling 20.1 acres.

- Applicant: Towne Development of Sacramento, Inc.
- Property Owner: Bernard Trust
- Location: 3800 Mount Rose Highway and 5185 Edmonton Dr.
- Assessor's Parcel Number(s): 049-402-02; 049-402-07
- Parcel Size: 20.1
- Master Plan Category: Commercial
- Regulatory Zone: Neighborhood Commercial (NC)
- Area Plan: Forest Area Plan
- Citizen Advisory Board: South Truckee Meadows/Washoe Valley
- Development Code: Article 608 (Tentative Subdivision Maps) and Article 408 (Common Open Space Development)
- Commission District: 2 – Commissioner Lucey
- Section/Township/Range: Section 30, T18N, R20E, MDM, Washoe County, NV
- Staff: Trevor Lloyd, Senior Planner
Washoe County Community Services Department
Planning and Development Division
- Phone: 775.328.3620
- E-mail: tlloyd@washoecounty.us

As an owner of property in the vicinity, you are invited to present testimony relative to these matters. To access additional information about this item, please visit our website at www.washoecounty.us/comdev/, choose **Boards and Commissions**, then **Planning Commission**, click on **2016** and choose the meeting date. A staff report related to this public hearing will be posted on Friday, four days prior to the meeting.