



Planning Commission Staff Report

Meeting Date: September 7, 2021

Agenda Item: 9F

TENTATIVE SUBDIVISION MAP CASE NUMBER: WTM21-007 Village Parkway

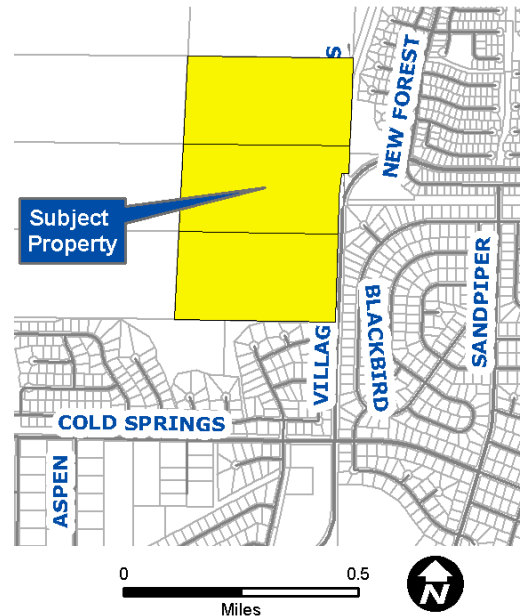
BRIEF SUMMARY OF REQUEST: Request to approve a 349-unit tentative subdivision map and associated grading.

STAFF PLANNER: Planner's Name: Dan Cahalane
Phone Number: 775.328.3628
E-mail: dcahalane@washoecounty.us

CASE DESCRIPTION

For hearing, discussion, and possible action to approve a tentative subdivision map for 166 detached single family dwelling units and 183 attached single family dwelling units in a common open space development on 3 parcels totaling 124.6 acres and associated major grading for 57.5 acres of ground disturbance, 326,548cy of cut and 255,214 cy of fill for the proposed tentative map.

Applicant/ Property Owner	Lifestyle Homes TND, LCC
Location:	West side of Village Parkway, north of Cold Springs Drive
APN:	087-400-11, 087-400-23, 087-400-24
Parcel Size:	124.6 acres total
Master Plan:	Rural, Suburban Residential
Regulatory Zone:	62.1% General Rural, 37.9% High Density Suburban
Area Plan:	Cold Springs
Citizen Advisory Board:	North Valleys
Development Code:	Authorized in Article 608
Commission District:	5 – Commissioner Herman



Vicinity Map

STAFF RECOMMENDATION

APPROVE

APPROVE WITH CONDITIONS

DENY

POSSIBLE MOTION

I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission approve Tentative Subdivision Map Case Number WTM21-007 for Lifestyle Homes TND, with the conditions included as Exhibit A to this matter, having made all ten findings in accordance with Washoe County Code Section 110.608.25.

(Motion with Findings on Page 38)

Staff Report Contents

Tentative Subdivision Map 4

Site Plan 5

Project Background..... 6

Article 302/304 – Allowed Uses..... 6

Article 406 - Building Placement Standards 7

Article 408 - Common Open Space Development 8

 Purpose 8

 Attached Single Family Analysis 9

 Detached Single Family Analysis 10

Article 410 – Parking..... 13

Article 412 – Landscaping 14

Article 424 – Hillside Development..... 16

 Protected Open Space Areas..... 16

 Grading Standards..... 17

 Fire Resistant Planting 17

Article 438 – Grading 18

Article 604 – Design Requirements 25

Article 608 Tentative Subdivision Maps..... 26

Land Use and Transportation Element Evaluation 26

 Development Guidelines 28

Conservation Element Evaluation 29

Area Plan Evaluation..... 30

North Valleys Citizen Advisory Board (NVCAB) 33

Reviewing Agencies..... 34

 Water 34

 Roads/Traffic 34

 Fire/Emergency Response..... 34

 School Facilities 35

 Natural Resources/Parks 35

 Health 35

Staff Comment on Required Findings 36

Recommendation 38

Motion..... 38

Appeal Process..... 39

Exhibits Contents

Conditions of ApprovalExhibit A
Citizen Advisory Board MinutesExhibit B
Public Comment Letters (3)..... Exhibit C
Agency Review Letters Exhibit D
Truckee Meadows Fire Protection District Plants to AvoidExhibit E
Public NoticeExhibit F
Project Application (without technical reports)..... Exhibit G

The technical reports submitted with the project application are very lengthy. To review the complete project application with technical reports online click [here](#).

Tentative Subdivision Map

The purpose of a tentative subdivision map is:

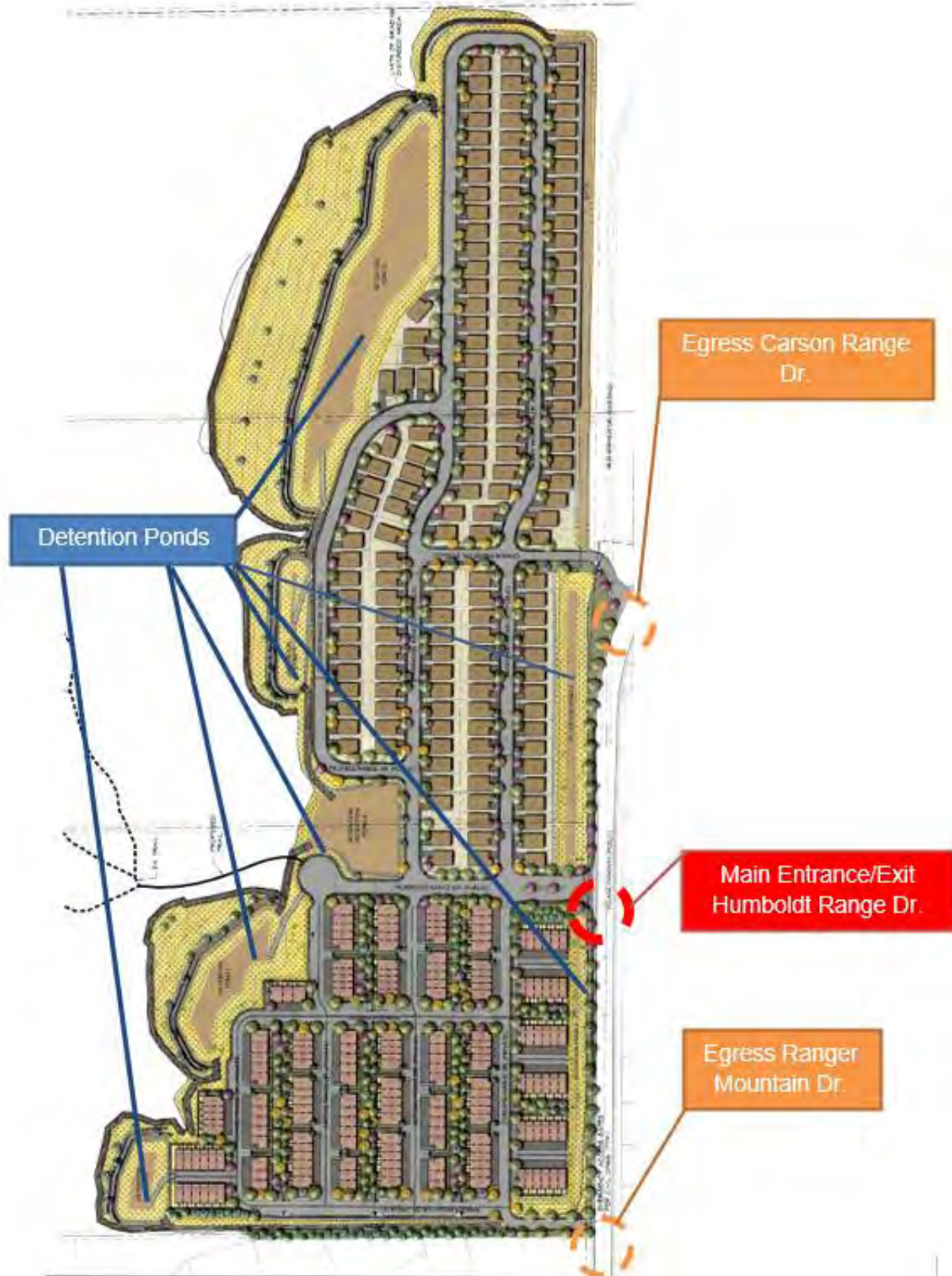
- To allow the creation of saleable lots;
- To implement the Washoe County Master Plan, including the area plans, and any specific plans adopted by the County;
- To establish reasonable standards of design and reasonable procedures for subdivision and re-subdivision in order to further the orderly layout and use of land and ensure 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 WTM21-007 are attached to this staff report and will be included with the action order.

Site Plan



Project Background

The applicant is proposing a 349-unit tentative subdivision map with developed area across 47.2 acres and common open space across 77.4 acres on three parcels totaling 124.6 acres. This results in a gross density of 2.8 dwelling units per acre across the 124.6-acre site. This subdivision will be split between 183 attached single-family homes on approximately 45% of the developed area and 166 detached single-family homes on approximately 55% of the developed area. The vast majority of the 77.4 remaining acres will be common open space served by existing trails.

The applicant has also submitted a request for a Director’s Modification of Standards as part of the grading requirements. The applicant is requesting a Director’s Modification of Standards for areas of grading with more than 10ft of height differential.

The character of the development is split between the detached and attached single family areas. The detached single-family area will consist of lots ranging from 3,645 sf - 8,257 sf and have a density of 6.4 dwelling units per acre. This is consistent with the allowed High Density Suburban residential density of 7 detached single family dwelling units and 9 attached single family dwelling units per acre

The attached single-family portion of the development is located on the HDS zoning and contains postage sized lots ranging from 900 sf – 2,000 sf with the units ranging from one to three stories in height. The applicant describes this type of development as rear loading. However, this type of development is best described as a court style development where attached housing surrounds a common court area. The proposed court and common open space areas will be maintained by a Homeowners’ Association.

The proposed subdivision will be primarily accessed via Humboldt Range Drive and has additional egress via Ranger Mountain Drive and Carson Range Drive, as identified in the site plan above. The traffic study included for the proposed subdivision anticipates 2,907 average daily trips, of which 207 trips are anticipated during the AM peak hours and 266 trips are anticipated during the PM peak hours.

The proposed subdivision will be served by the existing treatment facility located west of Woodland Village Phases 22 and 23 via the Woodland Village Lift Station. The estimated average daily sewer flows at are 270 gallons per day per lot, or 94,230 gpd for the entire subdivision. The estimated peak flows are 282,690 gpd.

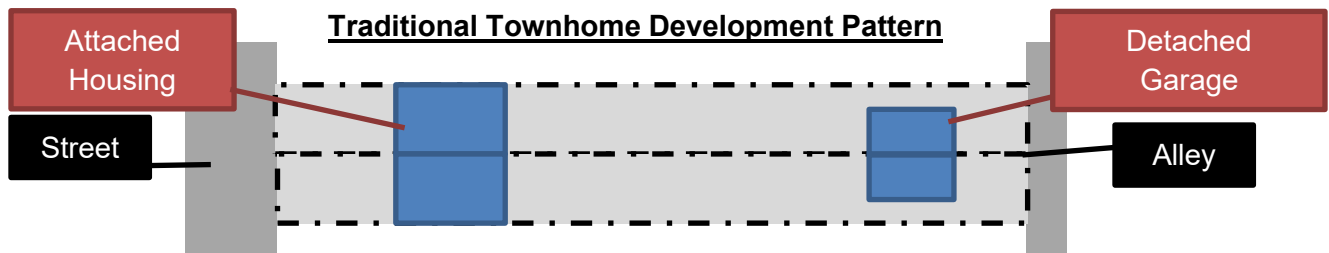
Remaining Capacity for Woodland Village Lift Station.

Component	2017 Woodland Village Remaining Capacity (ERU’s)	Adjusted Woodland Village Remaining Capacity (ERU’s)
Wet Well Storage	1,140	553
Force Main	1,184	597
Pump	4,120	3,533

Article 302/304 – Allowed Uses

Single Family Detached and Single Family Attached are both allowed use types in the High Density Suburban regulatory zone per WCC Table 110.302.05.1.

Community residents have expressed concern over the massing of the proposed development and how the proposed structures appear to look like apartment buildings. The typical understanding of a single family attached housing development is the traditional townhome. This typology is defined by long narrow lots (typically between 16ft to 32ft wide) with the housing pushed to the front of the property. These traditional properties may be served by an alleyway with a detached garage at the rear of the parcel.



However, the proposed development clearly meets the requirements per 110.304.15(a)(6):

Single Family, Attached – Single family, attached refers to two (2) or more dwelling units constructed with a common or abutting wall with each located on its own separate parcel.

Staff recommends, but does not condition, that the developer provide varied setbacks for the attached single-family residential to avoid monolithic facades as a good neighbor. Below is a discussion of the yard and setback standards as well as the applicant’s request to modify these standards.

Article 406 - Building Placement Standards

Article 406 sets the density and minimum lot requirements within each regulatory zone.

Lot size regulations and setbacks per WCC Table 110.406.05.1

Regulatory Zoning	Dwelling Units Per Acre	Minimum Lot Size	Min Lot Width	Front Setback	Side Setback	Rear Setback	Height
HDS	7 detached, 9 attached	5,000 sf	60ft	20ft	5ft	20ft	35ft
GR	0.025	40 acres	660ft	30ft	50ft	30ft	35ft

The proposed development is a common open space development. WCC 110.406.05 states:

The yard requirements and setback dimensions are set forth in Part Three of Table 110.406.05.1. These requirements may be modified pursuant to Article 408, Common Open Space Development...

The analysis of varied lot size and setbacks are discussed in the analysis of Article 408, below.

The 349 proposed lots are less than the 427 dwelling units that would be allowed on the three combined parcels. Moreover, the proposed number of dwelling units within the HDS regulatory zone are less than the 425-maximum number of permissible dwelling units within this regulatory zone.

Maximum Density

Zoning	% of Development	Acreage	Max Dwelling Units	Proposed Dwelling Units
General Rural	62.1%	77.3766	2	0
High Density Suburban	37.9%	47.2234	425 attached	349
Total	100%	124.6	427 attached	349 detached/attached

Article 408 - Common Open Space Development

The proposed tentative subdivision map is for a common open space development.

Purpose

Any common open space development must meet the purpose of a Common Open Space Development as outlined in 110.408.00, summarized in the table below:

Article 408 Purpose Requirement	Brief Analysis	Meets Purpose Requirement
Preserve or Provide Open Space	The applicant provided 90.82 acres of common open space area in the form of open space, trails and common courts within the attached housing area.	Yes
Protect Natural and Scenic Resources	The applicant has opted to not develop the approximately 77 acres of General Rural and leave it as natural space while simultaneously preserving the ridgeline for the remainder of Cold Springs.	Yes
Achieve a More Efficient Use of Land	The average lot size for single family detached is 4,250 sf and the average lot size of single family attached is 1,047 sf. These are both well below the 5,000 sf minimum lot size for HDS.	Yes
Minimize Road Building	The road network is generally a grid pattern. Each of the spurs or “lollipops” off of the grid pattern serve 12 units. This exceeds the number of similarly sized units that could be fit in without the spur.	Yes
Encourage A Sense of Community	The proposed tentative subdivision provides community assets in the form of common courts, particularly for the benefit of attached single family housing, but also an extensive trail system that perpetuates existing social trails.	Yes

The proposed subdivision meets the purpose of a Common Open Space Development. The requested varied standards are weighed against the purpose below.

Lot Standards and Setbacks

The applicant is requesting to vary the minimum lot standards and setbacks within the HDS regulatory zone below minimum standards for High Density Suburban. A detailed discussion of these modifications are described below in this staff report. Article 408 sets the regulations to permit variation of lot size within a Common Open Space development. The proposed tentative subdivision is for a common open space development. The applicant **may** do this under 110.406.05 (as quoted above) and under WCC 110.408.25, below:

Section 110.408.25 Lot and Yard Standards. The complete common open space development must comply with the minimum lot width, front yard setbacks, side yard setbacks, and rear yard setbacks in Table 110.406.05.1, Standards, or as an alternative, typical building envelopes shall be shown on the tentative subdivision map or parcel map where these standards are proposed to be varied below the minimum standard.

Staff has analyzed the lot sizes, lot width, and setbacks on the basis of advancing the purpose of Article 408 for each housing type below.

Attached Single Family Analysis**Lot Size**

The minimum lot area in the HDS regulatory zone is 5,000 sf. Staff agrees that varying the minimum lot size is desirable for the attached single-family lots at the south end of the site, which are proposed to range from 800 sf to 1,348 sf with an average parcel size of 1,047 sf.

This reduced lot size allows for the developer to cluster development onto the area most desirable for development more effectively and provide community spaces, which meets the purpose of Article 408.

Lot Width

The minimum lot width in HDS regulatory zones is 60 ft wide. Staff agrees that varying the lot width is desirable for the attached single family lots at the south end of the site, which are proposed to range between 20-24 feet in width.

This arrangement allows for efficient spacing of attached housing as there are less units per road frontage. This meets the purpose of Article 408.

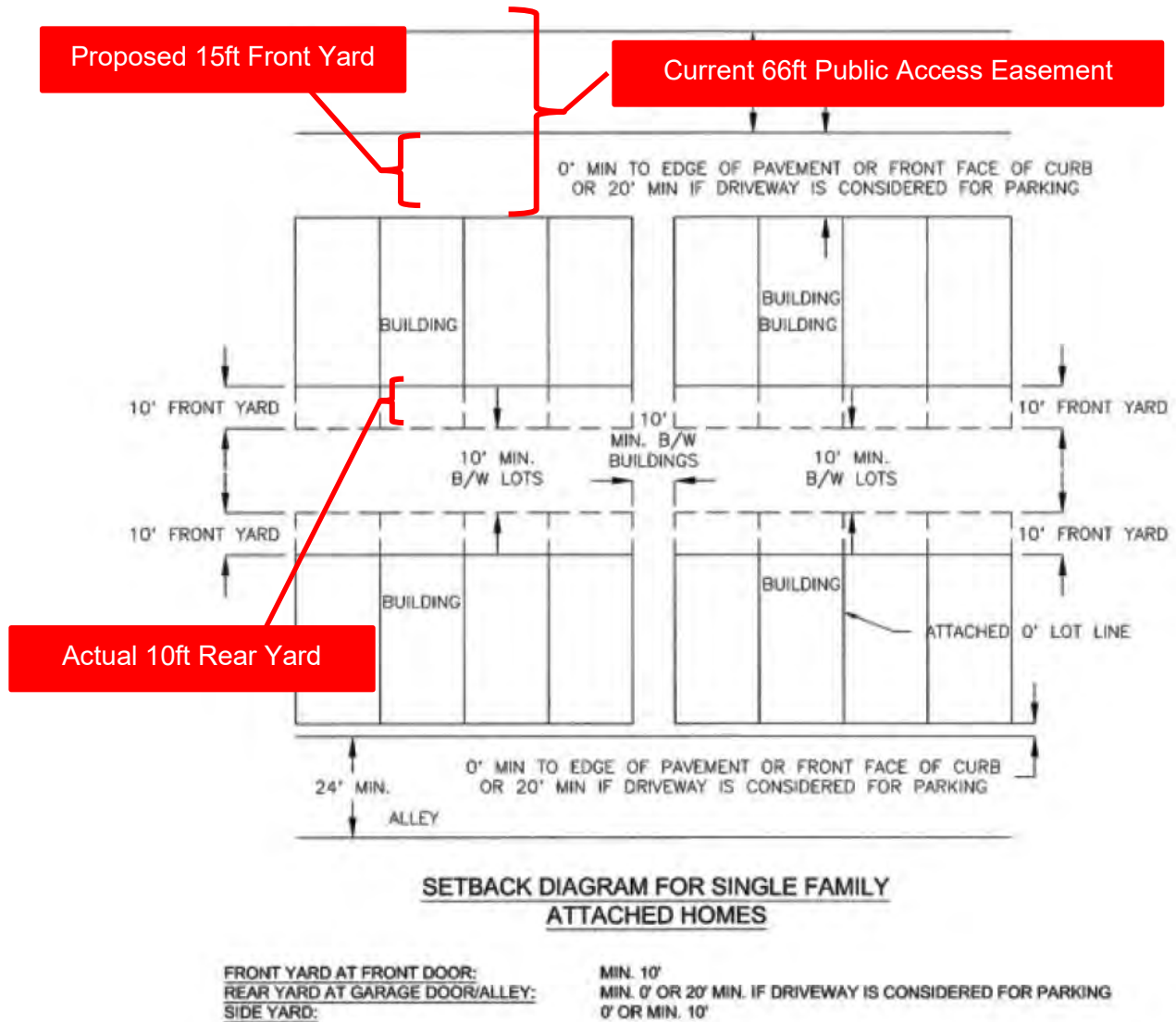
Setbacks:

The minimum setbacks within the HDS regulatory zone are 20 ft for the front yard, 5 ft for the side yards and 20 ft for the rear yard. The applicant is requesting 0 ft front, side, and rear yard setbacks. There is no means of building attached units within the scope of WCC Table 110.406.05.1, without allowing 0ft side yard setbacks which are not provided for in any regulatory zone. The constructability of attached homes requires that there be 0ft side yard setbacks between each home for them to share a common wall.

Accordingly, staff agrees it is absolutely necessary for attached single family lots to have 0 ft side yard setbacks. The applicant has provided typical building envelopes on the tentative subdivision map as required under 110.408.25.

Detached Single Family Analysis

Proposed Setback Diagram for Single Family Attached Homes



However, staff does not agree with the applicant’s request for 10 ft front yard setbacks, as this does not comport with the Development Code definition of a front yard. A front yard is defined in Article 902 as:

"Front yard" means a yard lying between the setback line and the front lot line and extending across the full width of the lot or parcel. In the case of either a corner lot or an interior lot with multiple street frontages, all yards abutting streets, other than collectors or arterials, shall be considered as front yards.

The applicant’s representation of a front is actually a rear yard setback of 10 ft as it does not abut a street, but the pedestrian court, making it a rear yard. Staff recommends that the applicants maintain a 15 foot front yard setback for the reasons described below.

Per WCC 110.604.15, there is a requirement that “a lot shall have a front yard setback as stated within Article 406, Building placement standards.” WCC 110.406.05 states that if a lot does not meet the minimum lot size for the regulatory zone for the lot, the setbacks shall be based on the

lot size for the next densest regulatory zone for which the lot does meet the minimum size for lots within that zone.

The next closest regulatory zone in minimum lot size is Low Density Urban (LDU), which requires a 15 ft front yard setback and a 10 ft rear yard setback.

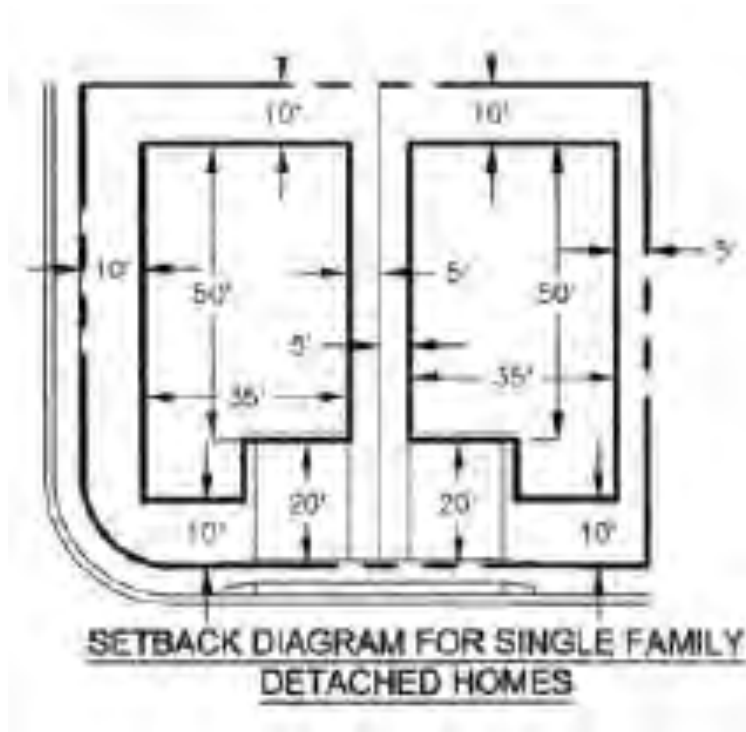
Further, the lack of a front yard setback from the private street creates technical difficulties. The Portland Concrete Cement Areas are within the 66 ft public access easement. This needs to be considered to be open parking within the public access easement for the private street in accordance with Articles 410 and 412. Therefore, this area would necessitate buffering and landscaping between the residential uses to meet those code provisions.

Staff recommends that the applicant extend the property line 15 ft into the current 66 ft public access and roadway easement. That would still allow for a 36 ft roadway easement in compliance with 110.436.110 for private streets and maintain at least 30 ft setback from the structure from the center line of local streets in accordance with 110.604.15(b)

Staff has proposed conditions of approval requiring an adjustment of the lot in Exhibit A and setting the attached single family residential setbacks.

Detached Single Family Analysis

Proposed Detached Single Family Building Footprints



Lot Size

The applicant is requesting to vary the lot size requirements for the detached single-family lots. Specifically, the applicant is requesting lot sizes ranging from 3,645 sf to 8,257 sf with an average lot size of 4,250 sf. Staff agrees that these lot sizes are adequate and desirable to limit

development within the developable area and limit the amount of hillside grading required; and therefore, advances the purpose of Article 408.

Lot Width

The applicant is requesting to vary the lot width requirements for detached single family lots. The normal lot width within HDS zoning is 60ft. The applicant is requesting lots widths between 45-70 ft wide. Staff agrees that these lot widths are adequate for at least a 35 ft wide house and enables the applicant to effectuate a more efficient development pattern and avoid building in areas less suitable for development and therefore advances the purpose of Article 408.

Setbacks

The applicant is requesting a 10 ft front yard setback for the main residence, 20 ft front yard setback for the garage, 5 ft side yard setback and 10 ft rear yard setback. As stated above, the minimum setbacks within the HDS regulatory zone are 20 ft for the front yard, 5 ft for the side yards and 20 ft for the rear yard.

Staff finds that proposed detached single family residential setbacks meet the requirements set forth in WCC 110.408.25 which requires that typical building envelopes be shown on a tentative subdivision map where the width and setback standards are proposed to be varied below the minimum standard. However, the application does not provide all of the required parts of the site analysis as required under 110.408.30, specifically missing the analysis pertaining to prevailing winds, sensitive habitat, and significant views, nor articulate their reasons for varying the front yard setbacks.

Further, the proposed varied front and rear yard setbacks do not advance the purpose of Article 408 as they are not necessary to preserve or provide open space, protect natural and scenic resources, achieve a more efficient use of land, minimize road building, or encourage a sense of community. Those goals are achieved by the reduced lot size and lot width for the single family detached residential, which is the explicit purpose of Article 408. Staff believes that the setbacks provided under 110.406.05 on the basis of lot size are adequate regulations.

Setbacks Analysis Table

Type	Lot Size	Front	Side	Rear
High Density Suburban	5,000-9,000 sf	20 ft	5 ft	20 ft
Applicant Proposed Setbacks	3,645-8,257 sf	10 ft main residence, 20 ft garage	5 ft	10 ft
Low Density Urban	3,700-4,999 sf	15 ft	5 ft	10 ft

Secondly, the majority of the setback requirements would be resolved through the application of WCC 110.406.05:

The yard requirements and setback dimensions are set forth in Part Three of Table 110.406.05.1. These requirements may be modified pursuant to Article 408, Common Open Space Development. All required yard setbacks are measured from the property line with the following exceptions: (1) when an access easement traverses a portion of a property and has a total width of more than twenty (20) feet, the required yard setback is measured from the edge of the easement closest to the proposed structure; or, (2) when a Washoe County-maintained road is located outside of a recorded right-of-way or easement, regardless of the roadway width, the required yard setback shall be measured

from the edge of the road. If a lot does not meet the minimum lot size for the regulatory zoning for the lot, the yard requirements and setback dimensions shall be based on the lot size for the next densest regulatory zone for which the lot does meet minimum size for lots in that zone.

The next densest regulatory zone is Low Density Urban (LDU), which has the lowest minimum lot size of 3,700 sf. Applying LDU setbacks to all parcels less than 5,000 sf would split the difference between the applicant’s proposed front yard setbacks of 10 ft for the main residence and 20 ft for the garage, while keeping the applicants’ proposed 10 ft rear yard setback and 5 ft side yard setbacks. This is clearly outlined above.

Staff does not believe that varying the front and rear yard setback standards for the detached single family residential meets the purpose of Article 408, nor does the added complication of modified setbacks benefits the public interest and regulation after any lots are sold.

Staff has provided conditions of approval providing setbacks for detached single family lots in Exhibit A.

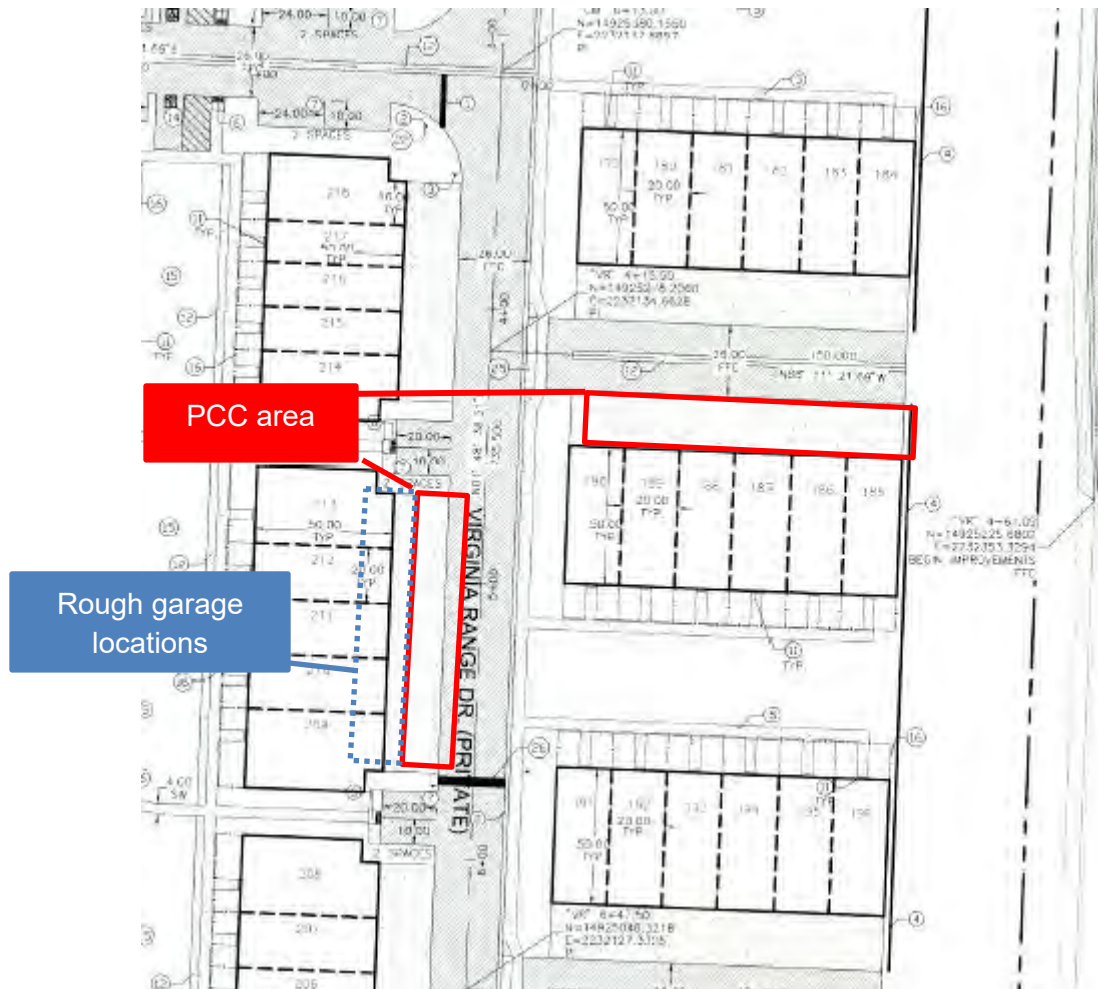
Article 410 – Parking

The proposed tentative subdivision map’s single family unit types require two off street parking spaces per unit, one within a garage in accordance with WCC Table 110.410.10.1. The proposed tentative map has the following parking:

Type	Garage Parking	Driveway Parking	Off Street Parking	Total	Required
Single Family Detached	332	332		664	332
Single Family Attached	326	302	106	734	366

The proposed parking meets the required spaces for single family homes per Article 410.

However, the proposed map in its current form raises some technical issues related to the open parking areas in the attached single-family area of the development. The Portland Concrete areas immediately abutting the attached single family residential parcels is within the public access easement and appears to be for driveways/parking, as seen in the diagram below:



These PCC concrete areas are the same depth (20 ft) as demarcated parking spaces and effectively serve as public parking AND loading for the adjacent required residential garages. Since they are effectively parking spaces in the public right of way, they trigger landscaping requirements under WCC 110.410.25(f) and WCC 110.412.50. These standards require tree plantings and buffering between parking spaces and the residential uses. These standards are not realistic to allow for loading residential garages. Therefore, staff has provided conditions to include all PCC areas within attached single family residential parcels in Exhibit A to allow for unincumbered loading of residential garages and meet setback requirements.

The applicant is also proposing trail access at the end of Humboldt Range Drive which may generate parking demand. There are 20 designated parking spaces within one block of the proposed trail. Staff believes that this is adequate parking for access to the trail.

Article 412 – Landscaping

The applicant has provided a landscaping plan for the development of the subdivision as required by WCC 110.412.05(a). Note, that under 110.412.10(a) Exemptions: The following uses are exempt from the provisions of this article:

- (a) *Residential Use Types. The required front, side or rear yard areas of existing and new detached single family residential lots, **unless front yard landscaping is required under any article found in** Division Two, Area Plan Regulations, of the Washoe County Development Code or **Section 110.412.35**. Landscaping shall be compatible with the latest adopted*

International Wildland Urban Interface (IWUI) fire rating of the site to reduce fire hazards.

Staff notes that the exemption language is somewhat confusing as it relates to detached housing. Accordingly, in interpreting this provision, staff relies on WCC 110.918.15:

Interpretation of Development Code. In interpretation and application, the provisions of the Development Code shall be held to be minimum provisions only for the promotion of the health, safety, morals, convenience, property and general welfare of the public.

Therefore, staff finds that under 110.412.35 only subsections (b), (c), (d), and (f) apply to the detached single-family homes. These are summarized as follows:

- (b) – 1 tree every 50 ft of linear feet of public street frontage
- (c) – New residential subdivisions shall provide 1 tree every 50 ft of perimeter frontage adjoining an arterial or collector
- (d) – Model homes for all residential subdivisions shall install landscaping that demonstrates appropriate landscaping techniques to the local micro-climate and soil conditions
- (f) – Landscaping shall be compatible with the latest adopted International Wildland Urban Interface.

However, staff finds that all aspects of 110.412.35 apply to single family attached housing.

Staff finds that the landscaping requirements in subsections b-d have broadly been met for both the single family attached and single family detached residential development as outlined in the landscaping plan below:

Proposed Preliminary Landscaping Plan

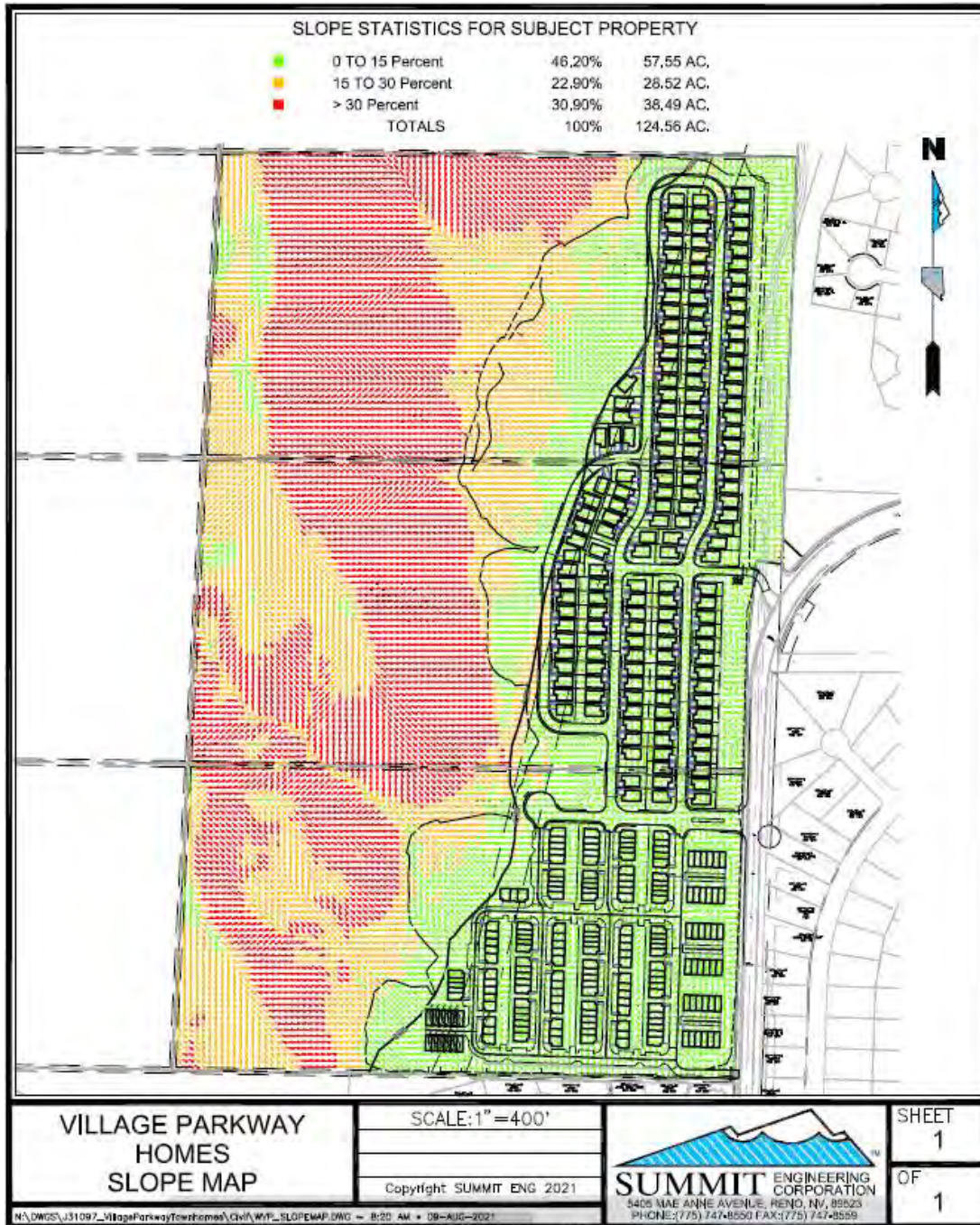


However, this development is within a High WUI fire risk rating. Truckee Meadows Fire Protection district has provided a memo requiring conformance with the International Wildland Urban Interface (IWUI) as well as a list of plants to avoid for fire resistant landscaping. Staff has included conditions requiring ongoing compliance with the IWUI tree crown spacing, landscaping complying with fire resistive vegetation characteristics, and prohibiting the use of certain plants in Exhibit A.

Article 424 – Hillside Development

The proposed development meets the thresholds for hillside development under WCC 110.424.05(a) as a subdivision that contains slopes greater than 15% on more than 20% of the site. However, none of the proposed structures are proposed to be located on slopes greater than 15%, as seen below.

Slope Map



Protected Open Space Areas

The applicant is requesting to continue the use of off-road vehicles on the proposed trail network. Under WCC 110.424.25(a) there are a limited number of permissible uses allowed in open spaces

such as outdoor recreational uses like paved/unpaved pedestrian, equestrian, and bicycle paths; nature observation; and community parks and picnic areas. Off road vehicles are not specifically included.

Staff also notes that open space and recreational trails within Hillside Developments are required to be consistent with the adopted Washoe County policies for open space and recreational trails per WCC 110.424.30(i). Staff has provided conditions of approval requiring that the proposed trails meet Washoe County Greenbook Standards.

Grading Standards

Under WCC 110.424.35, hillside grading standards apply for hillside development if the development would trigger a special use permit under Ordinance 811. The application meets the thresholds for a Special Use Permit under Ordinance 811. Grading permit SUPs have been incorporated into Article 438, *Grading*, which allows for major grading to occur within the scope of a tentative map application.

Staff has included a brief analysis of the standards required under 110.424.35 in the table below:

Standard	Analysis
Natural Topography	Generally, the grading relates to the natural topography by blending manufactured slopes to the same slope as the natural slopes.
Contouring	Generally, the proposed grading is contoured to the natural topography.
Discouraging standard pad grading	The proposed grading still includes standard pad grading, though this is confined to areas with slopes less than 15%.
Grading of knolls, ridgelines, toes of slopes to be rounded	There is no grading of knolls and ridgelines. The toes of slopes are rounded.
Grading shall create varying gradients	The application makes no determination on whether or not slopes will have varying gradients. Staff has provided conditions in Exhibit A to vary gradients where technically possible.
Grading in environmentally sensitive habitats shall only occur when necessary to protect maintain or enhance the habitat	The proposed grading area is not located within an area that is listed as environmentally sensitive on the maps in the Conservation Element. The applicant is required to work with NDOW to create a Wildlife Mitigation Plan.
Slope stability and mitigation plan required	The applicant has provided engineered grading plans and geotechnical studies. Staff believes that this meets the intent of slope stability and mitigation plans.

A detailed analysis of grading is contained in the analysis of Article 438, below.

Fire Resistant Planting

The use of fire resistant and fire-retardant plants is recommended in high fire risk areas while the use of highly flammable plants is prohibited under WCC 110.424.50(d). This proposed application is located in a High WUI fire risk zone. The applicant does not provide a list of proposed plantings in which to evaluate this standard. As such, staff has included a condition that the applicant not

use any of the plants listed on TMFPD's plants to be avoided list (attached as Exhibit E), as a condition of approval in Exhibit A.

Staff notes that the current landscaping design does not provide enough clarity to ensure that new trees shall be planted at least 15 ft from existing and proposed structures.

Article 438 – Grading

This application has 57.5 acres of grading that require in depth analysis – trails, a director's modification of standards, and general grading.

Trails

Staff conducted a site visit to evaluate the steepness of the current social trails and the feasibility of making these trails into safe community amenities. The current legal status of these trails is indeterminate. According to aerial imagery, these social trails have been in use since at least 1997.

However, the trails do not meet Washoe County's grading standards and have never been approved through a county process. This tentative map is an opportunity to bring the entire development into compliance with the Development Code.

Staff found that a number of the existing trails were/are clearly used for motorized transportation and contain exceptionally steep topography with blind drops onto less-steep trails. The applicant has included the perpetuation of these existing trails in a trail map included with their application package, as well as a proposed new trail (in green below) connecting the roundabout to existing trails. Staff acknowledges the historical use of these trails for off road motorized recreational use.

However, staff cannot in good conscious recommend continued non-compliance with Development Code grading requirements particularly when 349 additional dwelling units are proposed to use and access the trails as part of a Common Open Space and Hillside Development. Especially as WCC 110.424.30(i) requires common open space within a Hillside Development to conform with Washoe County policies for trails. Washoe County Greenbook standards do not allow for trails to exceed 15% slope, though these trails may traverse slopes exceeding 15% through the use of switchbacks.

Switchback Example

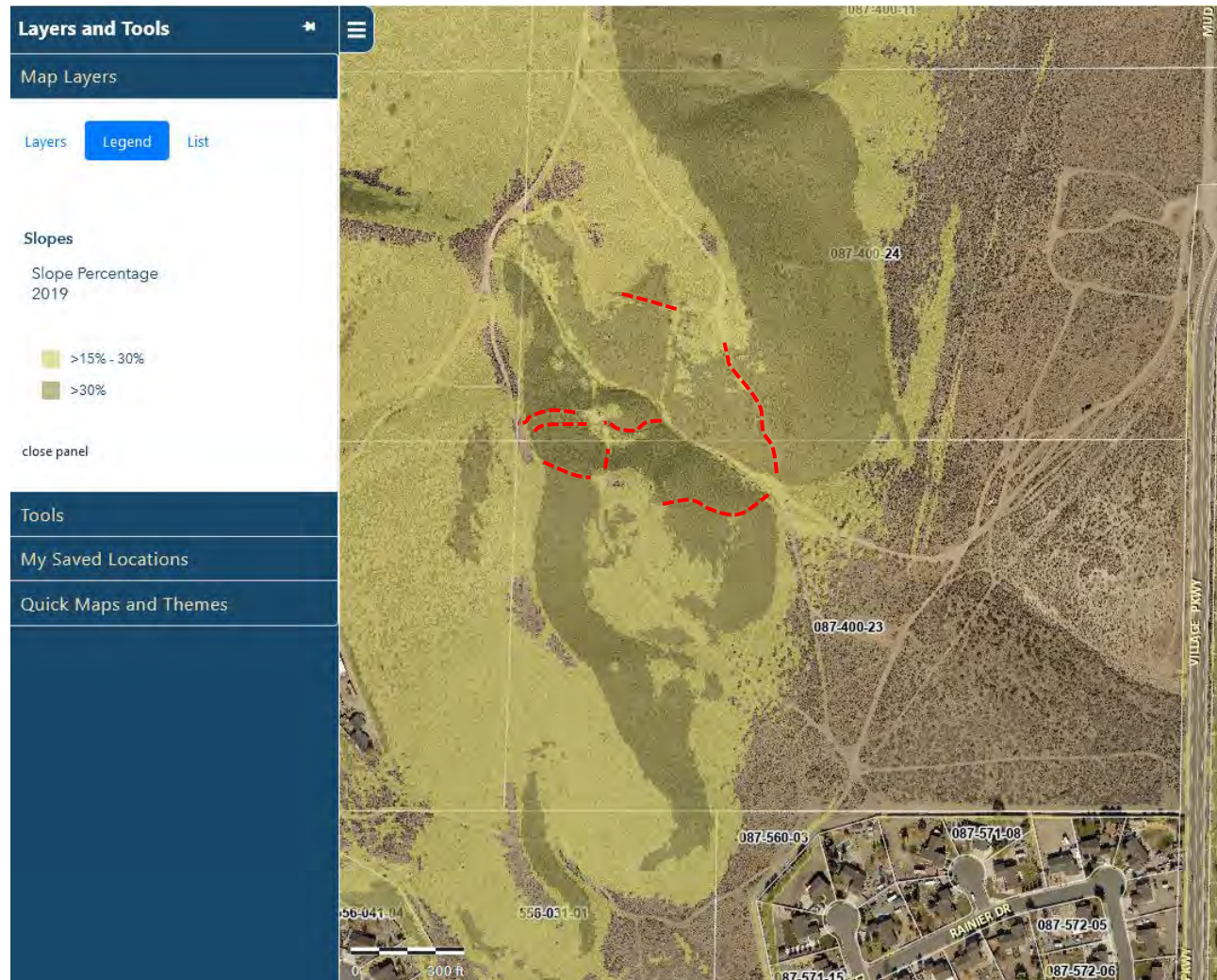


Proposed Trail Map



Nor can staff recommend the perpetuation of trails traversing 30% slopes as it is in conflict with Cold Springs Area Plan policy 4.1.4, which states that development and/or disturbance of slopes in excess of 30% shall be prohibited except for necessary utility and infrastructure facilities. This precludes the establishment and perpetuation of trails traversing slopes greater than 30%.

Trails Traversing 30% Slopes



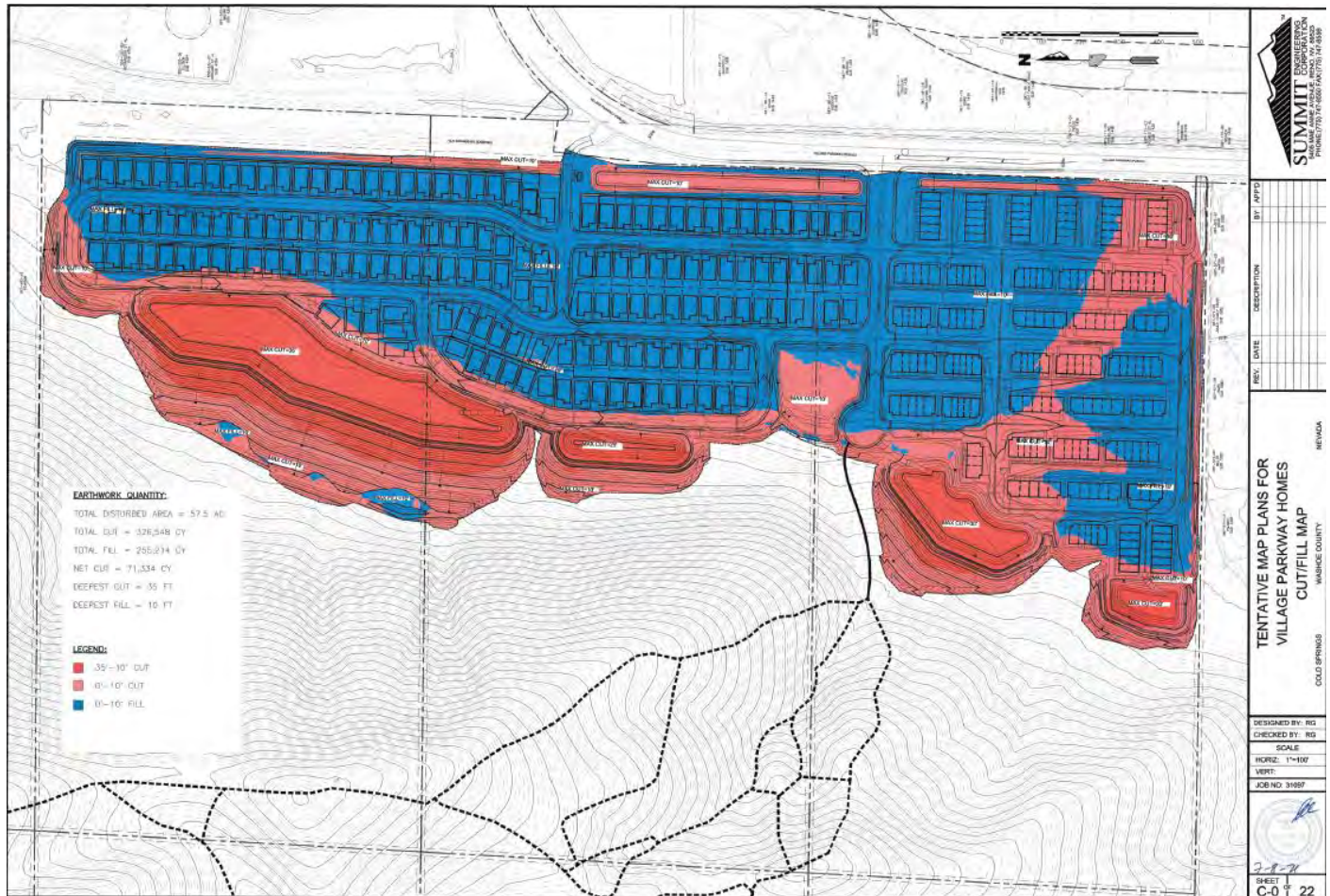
Staff has provided conditions of approval in Exhibit A that in order to perpetuate existing trails, the trails must be re-aligned or rehabilitated to meet Cold Spring police 4.1.4 and brought up to Washoe County Greenbook Standards in accordance with Cold Springs Area Plan policies CS 6.3, 6.7, and 6.7.1, and WCC 110.424.30(i).

Staff believes that if the applicant and/or the resultant homeowners' association continues to allow these trails to be used for off-road motorized recreational use, the trails shall not traverse slopes over 30%.

Director's Modification of Standards

The application is requesting a major grading permit for 57.5 acres of ground disturbance, including 326,548 cy of cut and 255,214 cy of fill. The applicant has submitted a Director's Modification of standards to request cuts in excess of 10 ft in height using retaining walls and benches. All other grading standards apply.

Cut and Fill Map

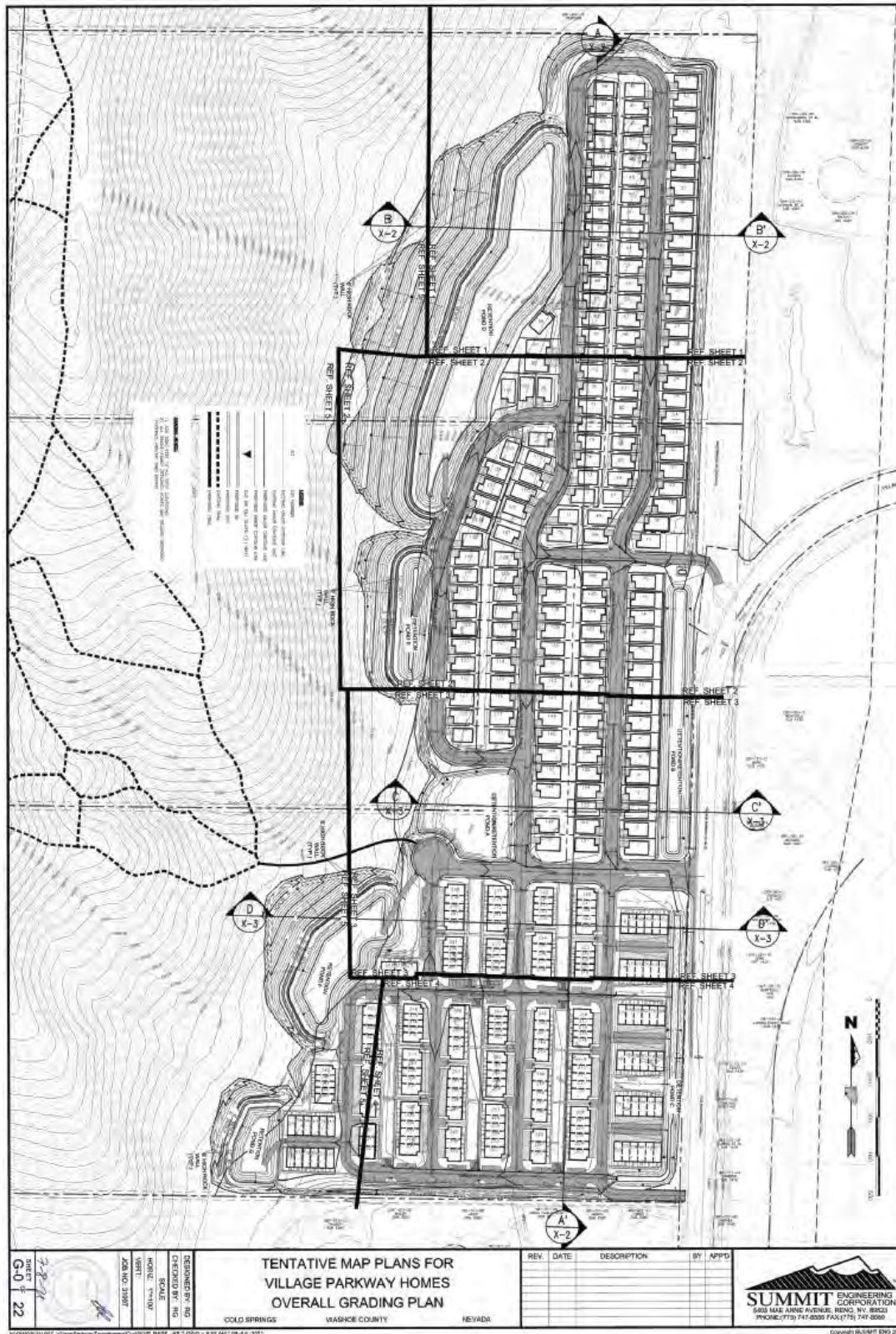


The request for a Director’s Modification of Standards is to meet Washoe County Engineering’s condition (2(e)) requiring the applicant to retain the increased stormwater volume produced from the development based on the 100 year–10 day storm event at a minimum factor of 1.3:1.

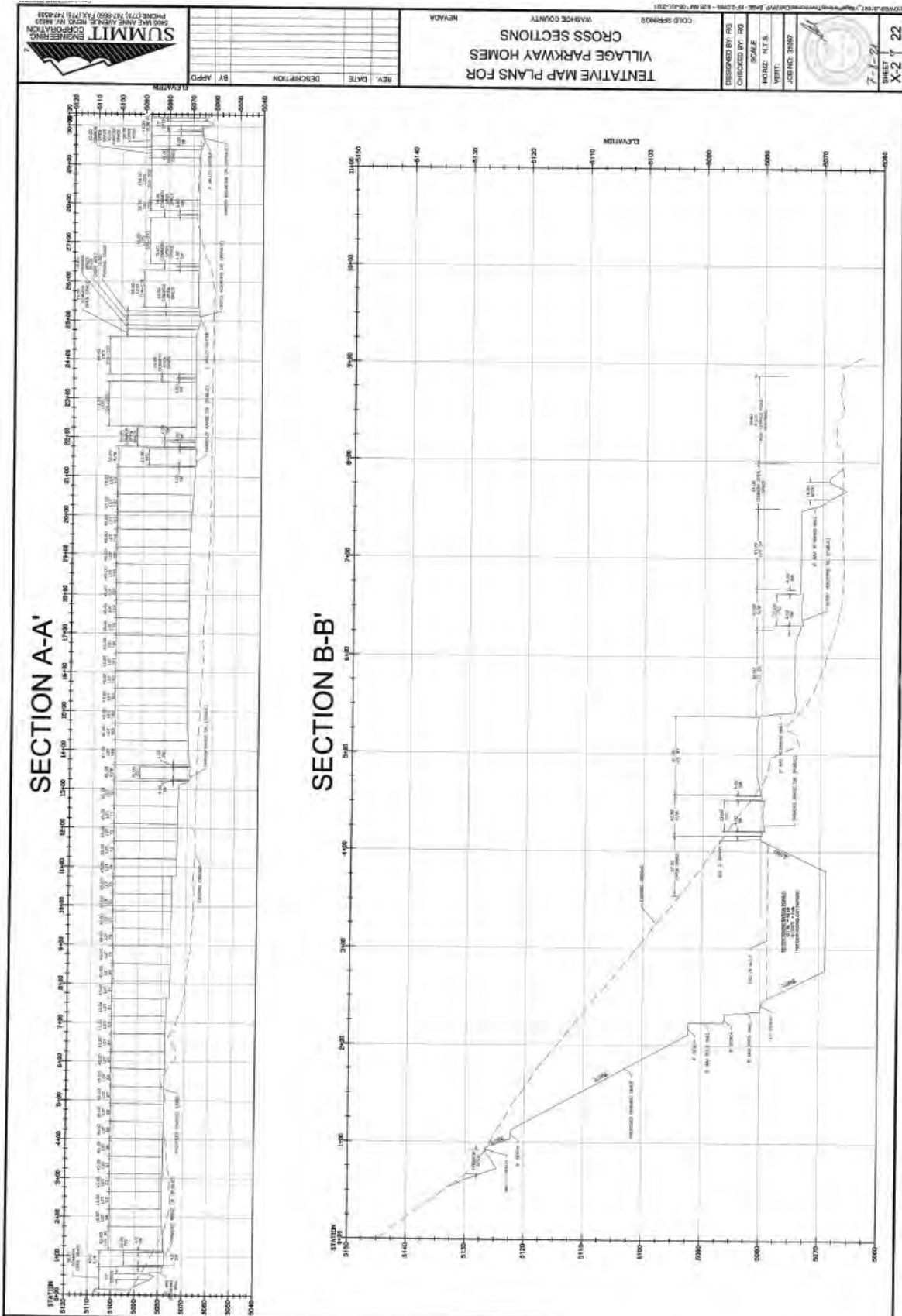
The applicant has submitted a design that requires cuts up to 35 ft into the adjacent slopes. The resulting slopes will include two (2) six (6)-foot retaining walls at the base of final graded 3:1 slopes. These retaining walls will be screened by the adjacent detached and attached single family residential structures. The 3:1 slopes will match, contour, and catch up with the slopes above the proposed cuts, as seen below. (Please note that the below sections have compressed horizontal axes)

Staff believes that the proposed cuts exceeding 10 ft are necessary to provide sufficient drainage and that the proposed design provides a reasonable alternative by limiting the amount of retaining walls to an area that will be screened by housing and providing slopes that catch up to and contour with the natural slope and has recommended approval of the Director’s Modification of Standards pending the decision of the Planning Commission.

Slope Section Match Lines



Slope Section A-A' and B-B'



General Grading

All other slopes must comply with requirements in WCC 110.438.45, which are summarized in the table below:

Type of Regulation	Requirements			
	Front Yard	Side Yard	Rear Yard	Setback Envelope
Slopes	3:1	3:1	3:1	3:1
Difference from Natural Grade	10ft max			
Retaining Wall Height	4.5ft	6ft Res/8ft non res	6ft Res/8ft non res	10ft
Retaining Wall Terrace Widths	Min. 6ft	Min. 6ft	Min. 6ft	Min. 6ft
Retaining Wall Bench Widths	Min. 4ft	Min. 4ft	Min. 4ft	Min. 4ft
Intersection Angle	45 degrees	45 degrees	45 degrees	45 degrees
Transitions	Contoured	Contoured	Contoured	Contoured

Staff notes that this site is wedged between a 500-year flood plain and 100-year flood plain, but the development of this parcel is not within the flood plain.

Washoe County Engineering has provided conditions requiring a drainage report and detention of stormwaters on site. A drainage report is required for a tentative subdivision map per WCC 110.420.05(b) but the conditions required may impact final grading plans, especially in conjunction with the requirement to detain peak stormwater runoff on site. The applicant shall provide all conditioned finished grading plans prior to issuance of the final map.

Article 604 – Design Requirements

The applicant broadly meets the requirements for a tentative subdivision map. However, there are three sections within the Article 604 that must be addressed:

- 110.604.15(a) – Front Yard Setback Requirements. A lot shall have a front yard setback as stated in Article 406, Building Placement Standards.
 - Staff address the front yard setback requirements in the analysis of Article 408, above.
- 110.604.15(b) – Minimum Building Setback Requirements. No building in any regulatory zone shall be constructed or altered closer than fifty (50) feet to the centerline of any major arterial, or forty (40) feet to the centerline of any minor arterial, or thirty (30) feet to the centerline of any through street.
 - Staff addressed the building setback requirements through the setback conditions provided in exhibit A.
- 110.604.25 – Pedestrian Circulation and Access. In all subdivisions, a plan for pedestrian circulation and access in conformance with the appropriate area plan of the Washoe County Master Plan shall be prepared and implemented to the satisfaction of the County Engineer.
 - Therefore, staff has provided conditions of approval requiring a pedestrian circulation plan in Exhibit A.
- 110.604.35 – Street lighting Street lights are required for major street intersections or hazardous street intersections. Major street intersections are those intersections having at least one intersecting street with a minimum designed vehicular speed limit of forty-five

(45) miles per hour. Hazardous intersections are those intersections determined to be hazardous by the traffic-control committee because of detrimental physical characteristics. All street lighting shall be luminaries in accordance with local utility standards, and as determined appropriate by the County Engineer to be required. Light poles shall be either wooden or metal, or other material, as required by the County Engineer.

- o The location of hazardous street intersections shall be determined on the basis of the pedestrian circulation plan, as conditioned above.

Article 608 Tentative Subdivision Maps

The proposed application is missing a phasing plan in accordance with WCC 110.608.10(z). The phasing plan is also required in order to adequately determine what phase on grading is allowed in accordance with CS policy 7.2, outlined below. Staff has conditioned the inclusion of a phasing plan in Exhibit A.

Land Use and Transportation Element Evaluation

Policy	Brief Policy Description	Complies	Condition of Approval/ Comment
2.2	Allow flexibility in development proposals to vary lot size.	Yes	NA, this policy was covered in detail in the analysis of Article 408, above.
2.3	Require existing suburban neighborhoods to integrate their street network with new development to create connectivity and promote walking and cycling as safe and desirable modes of transportation and recreation.	Yes	Integrating existing neighborhood street networks into the proposed subdivision is not possible. Staff has provided conditions of approval requiring access to the sidewalk network within the neighborhood in Exhibit A.
2.4	Development reviews shall include a process to ensure that a safe and reasonable walking/biking route exists between all relevant land uses that promote these alternative transportation modes within a community or region.	No	Staff has provided conditions of approval requiring a pedestrian circulation plan in accordance with WCC 110.604.25 in Exhibit A.
4.1	Maintain a balanced distribution of land use patterns to: a. Provide opportunities for a variety of land uses, facilities and services that serve present and future population; b. Promote integrated communities with opportunities for employment, housing, schools, park civic facilities, and services essential to the daily life of the residents; and c. Allow housing opportunities for a broad socio-economic population.	Yes	The proposed subdivision meets subsection c by contributing to a wide array of housing types for a broad socio-economic population.
5.2	Proposed development plans shall be required to provide the minimum service standards as described in the Land Use and Transportation Plan	Yes	This topic is discussed in more detail under Development Guidelines and Reviewing Agency sections below.
5.3	New development shall not reduce the quality of service for existing residents	Yes	The proposed application was routed to EMS, TMFPD, and Washoe County

	and businesses nor reduce the ability of public agencies to provide quality service.		School District. No agency recommended denial of the application. This is discussed in the Reviewing Agencies Analysis, below.
5.4	Locate more intense pedestrian and transit-oriented development along major roads, transit corridors, and in activity centers within village centers.	Yes	Most of the higher density attached single family development is within 2 blocks of Village Parkway.
9.1	Create, maintain, and connect usable open space for aesthetic, recreational purposes and natural resource protection	Yes	The proposed subdivision provides over 77 acres of preserved common open space.
9.5	Require the connection of open space; trail access and bikeway systems with regard to a multitude of different trail uses	Yes	The proposed subdivision perpetuates existing trail uses.
14.1	Trails and trailheads shall be planned, designed, and constructed to avoid or minimize degradation of natural and cultural resources	Yes	The proposed subdivision perpetuates existing trail uses.
14.4	Trails shall be interconnected and provide for pedestrian, equestrian, bicycle, and motorized uses, where each use is warranted. Incompatible uses shall be appropriately separated	Yes	The proposed subdivision perpetuates existing trail uses, including motorized uses
17.3	A variety of dwelling units such as houses, townhouses, and apartments are all encouraged.	Yes	The proposed subdivision includes both attached and detached single family dwelling units.
17.5	The streets are narrow in width and shaded with trees. This type of street network is conducive to efficient cycling and walking.	Yes	The proposed development meets the requirements outlined in Article 412, discussed above.
18.1	Design neighborhood circulation to balance the safe and efficient movement of local pedestrian and bicycle traffic with the need to accommodate vehicular traffic.	No	Staff has provided conditions of approval requiring a pedestrian circulation plan in accordance with WCC 110.604.25 in Exhibit A.
20.7	Require developers to establish xeriscaping Best Management practices and discourage lawns.	No	Staff has provided conditions requiring the provision of climate and fire appropriate landscaping in Exhibit A.
23.5	Encourage residential conservation developments as an alternative to conventional subdivision development where clustering will: <ul style="list-style-type: none"> a. Achieve permanent protection of ranch land or significant environmental resources. b. Provide compatibility with surrounding areas. 	Yes	This is a cluster or common open space development
25.1	Ensure that development proposals are in conformance with appropriate Master	Yes	See attached conditions of approval

	Plan policies and the relevant Area Plan policies.		
25.2	Early in the application process, staff shall provide applicants with relevant land use and transportation goals and policies.	Yes	Staff provided the applicant with written feedback identifying key issues which resulted in a second submittal.
29.3	Establish a high-quality pedestrian-oriented street environment that is visually interesting, comprehensive and varied (Photo 18).	Yes	The landscaping meets the requirements under Article 412, discussed above
29.6	Streets and bicycle lanes within the neighborhood shall form a connected network, which disperses traffic by providing a variety of pedestrian and vehicular routes to any destination	No	Staff has provided conditions of approval requiring a pedestrian circulation plan in accordance with WCC 110.604.25 in Exhibit A.

Development Guidelines

In order to comply with LUT policy 5.2, the application needs to be reviewed on the basis that the site shall be served by facilities that have existing capacity based on the following minimum standards as outlined for Suburban Residential Master Plan Categories on page 50 of the Land Use and Transportation Element (page 62 of the pdf):

Type	Requirements	Analysis
Housing	Predominate housing – detached and attached single family homes	The proposed development is for a combination of detached and attached housing.
Conservation	The natural terrain, groundwater recharge capabilities, scenic qualities and other natural surroundings must be conserved.	The proposed application is a Common Open Space development with major grading. These topics have been discussed in depth above in the analysis of Article 408, 424, and 438.
Land Use Pattern	Conventional cul-de-sac development is <u>discouraged</u> due to lack of connectivity. Traditional and conservation interconnected development patterns are all appropriate for the suburban land group.	The proposed site plan generally avoids the use of culs-de-sac, with the exception of loading single family attached residences.
Land Use	<ul style="list-style-type: none"> i. High Density Suburban (HDS) is appropriate for transition between the Urban Residential, Commercial and Industrial Master Plan categories and the Suburban Residential category provided appropriate buffering is established. HDS is also appropriate for mixed-use area and to implement the village development pattern described earlier in this Land Use and Transportation Element. ii. Low Density Suburban (LDS), Low Density Suburban Two (LDS 2), Medium Density Suburban (MDS), and Medium Density Suburban Four (MDS 4) are appropriate throughout the area. iii. Public and Semi-Public Facilities (PSP), Open Space (OS), Parks and Recreation (PR) or Specific Plan (SP) regulatory 	This analysis was completed under WRZA20-0004, Village Parkway Regulatory Zone Amendment. Therefore, an analysis of land use is not required as part of this tentative map.

	zones may be appropriate as supporting uses in these neighborhoods.	
Transportation	Public transit should be incorporated in all new developments	RTC Washoe does not currently provide transit services to Cold Springs.
Fire/EMS	5-10 minute response time	See EMS response map
Police	10-15 minute response time	The application was routed to Washoe County Sherriff's Office, who provided no feedback.
Water	2.02 acre feet/dwelling unit/individual well - High Density Rural (HDR) only; 1.12 acre feet/dwelling unit/connection with community water system for all others.	The application was routed to both the Washoe County Water Rights Coordinator and Nevada Water Rights, who both provided conditions in Exhibit A.
Sewer	325 gpd/dwelling unit, individual sewage disposal system for development with densities lower than 1.0 dwelling units per acre; 325 gpd/dwelling unit, connection with community sewage disposal system for development with densities equal to or greater than 1.0 dwelling units per acre. New development proposing lot sizes of 1 acre or smaller shall not be approved if it proposes to use on-site sewage treatment and disposal systems, unless it qualifies for one of the exemptions found in the Public Services and Facilities Element of the Master Plan.	The application was routed to Washoe County Engineering, who provided conditions on community sewerage in Exhibit A. The application meets the required 325 gpd/dwelling unit standard.
Schools	15 minutes one way (elementary) 25 minutes one way (junior high) 35 minutes one way (high)	The application was routed to Washoe County School District who provided no comment on the commute time from the site to schools in the area.

Conservation Element Evaluation

Policy	Brief Policy Description	Complies	Condition of Approval/Comment
3.4	Washoe County will limit development within the Development Constraints Area in accordance with the Truckee Meadows Regional Plan.	Yes	The proposed building footprints avoid the steep slopes identified in the Regional Development Constraints Area overlay. There are disturbed areas that impact slopes between 15-30%.
8.1	The Washoe County Department of Community Development will require new developments in outlying areas to establish firebreaks, and relocate and/or maintain fire roads when such roads are impacted by the development.	Yes	The proposed application was routed to Truckee Meadows Fire Protection District, who provided conditions of approval in Exhibit A and resources related to fire appropriate landscaping in Exhibit E.
10.1	The Washoe County Department of Community Development will review areas that possess severe geologic	Yes	The proposed application provided a detailed geotechnical study. Washoe County Engineering reviewed the

	hazards and in which public safety may be jeopardized and, if appropriate, plan these areas for minimal or no development.		application and provided conditions of approval.
10.2	Prior to the approval of a development proposal, the Washoe County Department of Community Development will require geologic reports that identify potential hazards. In areas where geologic hazards are identified, extensive soil, hydrology, and engineering studies must clearly demonstrate that the proposed development will not result in avoidable public costs and will not pose significant risk of earthquake, landslide, erosion, sedimentation and drainage problems	Yes	The proposed application provided a detailed geotechnical and drainage study. Washoe County Engineering reviewed the application and provided conditions of approval.
19.1	During development review, the Washoe County Department of Community Development will require documentary evidence of compliance with the requirements of the Federal Clean Water Act and any other federal wetland regulations.	NA	The application was routed to US Army Corps of Engineers who provided comments requesting that the applicant provide documentation of the jurisdiction of their property.

Area Plan Evaluation

The subject parcel is located within the Cold Springs Area Plan. The following are the pertinent policies from the Area Plan:

Relevant Area Plan Policies Reviewed

Policy	Brief Policy Description	Complies	Condition of Approval/ Comment
CS 1.1.3	Any residential land use more dense than 1du/ 5acres must be in the Cold Springs Suburban Character Management Area	Yes	The proposed development is within the Suburban Character Management Area
CS 2.6	All division of land must comply with most current regulations of Washoe County Health District	Yes	The proposed application has been routed to Washoe County Health District who provided conditions of approval in Exhibit A.
CS 2.7.1	When landscaping is required in yards adjoining streets, residential subdivisions shall offer at least 2 types of drought tolerant species	No	Staff has provided conditions requiring the provision of climate appropriate landscaping in Exhibit A.
CS 2.8	Tunneling fences are strongly discouraged	NA	There are no fences currently proposed in the application.
CS 3.1	LOS is "C" for roadway volume, "D" for intersections, or better	Yes	Staff routed the application to Washoe County Engineering, who provided conditions of approval in Exhibit A.

CS 3.3	The necessary right-of-way and intersection requirements identified in the Regional Transportation Plan will be protected through dedication, setback or other method deemed adequate and appropriate by the Regional Transportation Commission and Washoe County.	Yes	Staff routed the application to Washoe County Engineering, who provided conditions of approval in Exhibit A.
CS 3.8.2	Washoe County will work with applicable entities to secure additional travel routes to mitigate compromised emergency response times when US 395 is closed	NA	This is discussed in the Reviewing Agencies Analysis, below.
CS 4.1.3	Preference will be given to proposal that minimize hillside disturbance or otherwise conserve steep slopes	Yes	The proposed subdivision confines building construction to areas without steep slopes and limits the extents of grading to areas with slopes less than 30%
CS 4.1.4	Development and/or disturbance of slopes in excess of 30% shall be prohibited except for necessary utility and infrastructure facilities	No	Staff has provided conditions of approval requiring the revegetation of trails on slopes greater than 30%. The proposed grading is located in areas less than 30% slope.
CS 5.1	Master Plan Amendments, tentative maps, or public initiated capital improvements must contact Nevada Department of Conservation and Natural Resource for input	Yes	The proposed subdivision was routed to the Nevada Department of Conservation and Natural Resources
CS 6.1	Development shall be reviewed for compatibility with the Recreational Opportunities Plan	Yes	The proposed subdivision was routed to Washoe County Parks Program, who provided conditions of approval in Exhibit A.
CS 6.3	The function and use of existing trails shall be preserved and perpetuated. Alignments within specific properties may be re-routed if circumstances warrant, but overall function, use and connectivity shall be preserved. Development plans should strive to incorporate existing trail features and alignments into proposed design layouts.	Yes	The proposed subdivision was routed to Washoe County Parks Program, who provided conditions of approval in Exhibit A.
CS 6.4	Unless the potential for use conflicts warrant consideration of a more limited or focused use, new trails will be designed to accommodate as many uses and users as possible.	Yes	The proposed subdivision was routed to Washoe County Parks Program, who provided conditions of approval in Exhibit A.
CS 6.5	Parking should be provided at all trailheads unless technical or safety issues prevent the construction of parking facilities.	Yes	The proposed subdivision was routed to Washoe County Parks Program, who provided conditions of approval in Exhibit A.
CS 6.6	Washoe County Parks shall review new development proposals for potential trail connections	Yes	The proposed subdivision was routed to Washoe County Parks Program, who provided conditions of approval in Exhibit A.

CS 6.7	Access to existing trails will be protected and improved whenever possible.	Yes	The proposed subdivision was routed to Washoe County Parks Program, who provided conditions of approval in Exhibit A.
CS 6.7.1	Trail construction and improvements shall comply with Washoe County Regional Parks and Open Space criteria and standards (e.g. "The Green Book").	Yes	The proposed trail construction will comply with Green Book Standards as conditioned in Exhibit A.
CS 6.8	Development proposals and population trends will be evaluated on their impact to established standard of 7 acres per 1000 persons.	Yes	The proposed subdivision was routed to Washoe County Parks Program, who provided conditions of approval in Exhibit A.
CS 7.2	Mass grading shall be limited to the current phase of development plans.	NA	Staff has conditioned the submittal of a phasing plan to mitigate dust impacts in Exhibit A.
CS 9.1.2	Prior to the approval of master plan amendments, tentative maps, or publicly initiated capital improvements NDOW will be contacted	Yes	The proposed subdivision was routed to NDOW, who provided conditions of approval in Exhibit A
CS 9.3	Open space, including privately owned common open space, should be linked together to allow barrier free access to wildlife	Yes	
CS 11.1.2	Ground water resources committed to land uses within the Cold Springs planning area shall not exceed the perennial yield recognized through implementation of policy CS.11.1.1	Yes	The proposed subdivision was routed to Washoe County Water Rights Coordinator, who provided conditions of approval in Exhibit A.
CS 11.2	New development shall comply with Regional Water Management Plan Policy 1.3.e: "Water Resource Commitments"	Yes	The proposed subdivision was routed to Washoe County Water Rights Coordinator, who provided conditions of approval in Exhibit A.
CS 11.3	New development shall comply with Regional Water Management Plan Policy 2.1.a: "Effluent Reuse – Efficient Use of Water Resources and Water Rights."	Yes	The proposed subdivision was routed to Washoe County Water Rights Coordinator, who provided conditions of approval in Exhibit A.
CS 11.5	Water imported into the Cold Springs planning area shall only be used within the Suburban Character Management Area and the Suburban Community Water and Sanitary Sewer Service Area.	Yes	The proposed subdivision was routed to Washoe County Water Rights Coordinator, who provided conditions of approval in Exhibit A.
CS 11.6	Prior to the importation of additional water resources into the planning area, a study shall be conducted, and/or any existing facility/resource plans updated, to assess potential impacts on the water balance of the Cold Springs Valley. At a minimum, these studies and plans shall address potential impacts to existing wastewater disposal systems, flood storage, water table levels, and water quality.	Yes	Long Valley water rights and resources have long been a part of the water supply in Cold Springs.

CS 13.2.2	Development proposals that impact any area designated "potential wetlands" on the Cold Springs Development Suitability Map must conduct a wetlands delineation study and, if warranted, obtain Army Corps of Engineers certification of the wetlands	NA	The application was routed to US Army Corps of Engineers who provided comments requesting that the applicant provide documentation of the jurisdiction of their property.
--------------	--	----	---

North Valleys Citizen Advisory Board (NVCAB)

The proposed project was presented by the applicant and the applicant's representatives at the regularly scheduled Citizen Advisory Board meetings on April 12, 2021 and May 10, 2021.

The applicant originally postponed the first application iteration to resolve technical difficulties in the first review. The applicant decided to keep the April 12th North Valleys CAB hearing in order to solicit feedback from community members prior to resubmittal of the application. This preliminary CAB meeting discussed:

- Proposed density was too high
- Keeping public access to open space, especially motorized recreation like ATVs
- Traffic concerns
- Landscaping and buffering between neighboring properties to the South
- Allowing motorized vehicles on trails in the common open space
- Water provision
- Connection of cul-de-sac to main entrance road to mitigate traffic through the proposed subdivision
- Perpetuating the use of hang gliders from the top of the ridgeline

The applicant presented the resubmitted tentative map to the North Valleys CAB on May 10th. This CAB meeting discussed:

- Proposed parking along the street to trailhead
- Buffering between units
- Appreciation of the addition of landscaping post 4/12/21 meeting
- Roadway improvements
 - RTC required a turn lane
- Clarification that the traffic report included both this development and Cold Springs Village Center
- Still too many homes
- Disagree with the acceptable level of service for traffic
- Concerns of the Community
 - Children crossing road
 - Applicant proposed installing a flashing crosswalk
 - Trail access
 - Density
 - Affordable housing
 - Attached housing units anticipated to be in the high \$200,000s- low \$300,000s
 - Appreciate the buy in from property owners as taxpayers as opposed to apartment residents

The North Valleys CAB voted unanimously to approve the proposed tentative map. Further, the CAB meeting supported the construction of more affordable housing and a request to investigate better traffic management within the North Valleys.

The application was postponed and resubmitted in July after resolving stormwater retention/detention conditions from the original staff report. However, the North Valleys CAB was

cancelled for August 2021. The applicant has opted to host a virtual neighborhood meeting on August 23, 2021 in order to provide the public the opportunity to comment on the revised application and grading. This neighborhood meeting discussed:

- Building height and setbacks, preference for two story construction
- Trail access for fire apparatus
- Timeline for final map approval
- RV parking will not be available
- HOA management by Woodland Village or independent

Reviewing Agencies

The following agencies/individuals received a copy of the project application for review and evaluation. All conditions required by the contacted agencies can be found in Exhibit A, Conditions of Approval.

Staff Comment: Staff did not receive any recommendations for denial of the proposed application. Below is a brief summary of the analysis provided by outside agencies related to this application:

Water

- Washoe County Water Rights – The application states that municipal water service will be provided by Great Basin Water company, as evidenced by the intent to serve letter attached in the application. The water rights are not sourced within Cold Springs Valley; and therefore, are not in conflict with the State Engineer’s moratorium on will serve letters for water sourced within the Cold Springs Valley Hydrographic Basin.
- Nevada Water Rights – Great Basin Water Company has provided an Intent to Serve which states that 46.30 acre-feet annually from Permits 65056 and 65058 are sufficient to serve this project.

Roads/Traffic

- NDOT – NDOT provided comments recommending that the traffic study be updated to include the analysis of the project’s impact to US 395/Border town exchange.
- RTC Washoe – RTC Washoe provided comments stating that the project will operate at a Level of Service (LOS) of B or better in 2040 with the construction of a 340ft exclusive northbound to westbound left turn on Village Parkway. Further, RTC Washoe recommended the provision of a 10 space Park and Ride near the entrance of the development. RTC Washoe recommended the construction of this left turn lane as a condition of approval, though this is shown on the most recent plans.
- Washoe County Engineering – Washoe County Engineering provided conditions of approval requiring street and sidewalk standards incorporating the feedback from NDOT and RTC Washoe in Exhibit A.

Fire/Emergency Response

- TMFPD – Truckee Meadows Fire Protection District provided conditions of approval requiring fire access roads, fire water supply, and International Wildland Urban Interface building requirements in Exhibit A. Truckee Meadows Fire Protection District also noted that the development is in a High Risk WUI area and provided a list of plants/trees to be avoided for the benefit of staff and landscape regulations.
- EMS – Washoe County Health District Emergency Medical Services (EMS) provided comments stating that “there may be impacts regarding EMS responses to the area, particularly during peak hours,” and noted that the closest hospital is Saint Mary’s Regional Medical center, which is approximately 18 miles from the project site. EMS also

provided a [service map](#) showing that these parcels are falling a 5:01-7:30 minute priority call response time. Washoe County EMS provided conditions of approval regarding the labeling of addresses on both the street and curb in Exhibit A.

School Facilities

- Washoe County School District - The school district provided feedback stating that:

*The projected enrollment impacts to NVHS from this 349 unit development (at full build-out – which isn’t anticipated until around 2028, possibly best case scenario) is only approximately 29 students. That represents approximately a 1% increase in enrollments to NVHS; so no, **this development is not projected to have a significant impact on enrollment at NVHS.***

However, the school district also provided the following table representing capacity in the zoned schools:

School	2020/21	2025/26	2030/31
Inskeep ES	63%	75%	84%
Cold Springs MS	47%	53%	69%
North Valleys HS	102%	100%	117%

Natural Resources/Parks

- Nevada Department of Wildlife – NDOW provided conditions addressing the potential impacts to wildlife populations. NDOW requires that the applicant develop a Wildlife Mitigation Plan acceptable to NDOW in accordance with NDOW Commission Policy 62 (NRS 501.105) as a condition in Exhibit A.
- Washoe County Parks Program – Washoe County Parks Program reviewed the application and provided conditions requiring fill materials to be “certified weed free.” Washoe County Parks also required that the existing and proposed trails be owned by the HOA in perpetuity and required the recordation of a non-motorized trail easement over all trails on site. The Parks program also recommended the construction of a north-south trail along the length of the subdivision to provide improved connectivity to the proposed trail off Cactus Ridge Dr and provide appropriate signage to indicate the allowable uses for the trail system.
- United States Army Corps of Engineering – Staff forwarded the application to the US Army Corps of Engineers (USACE) out of an abundance of caution regarding wetland impacts due to existing flood elevation certificates across Village Parkway. USACE was unsure if this area required USACE permits.

Health

- Air Quality Management – Washoe County Air Quality Management required a dust control permit as a condition of approval in Exhibit A.
- Environmental Health Services- Washoe County Environmental Health Services reviewed the project and provided conditions regarding community water systems, will serve letter for sewage disposal and water provision in Exhibit A.

Agency	Sent to Review	Responded	Provided Conditions	Contact
Army Corp of Engineers	☒	☒	☒	Jennifer Thomason Jennifer.c.thomason@usace.army.mil

BLM – Winnemucca District Office	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Nevada Dept of Env Protection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Nevada Dept of Transportation	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Alex Wolfson PE awolfson@dot.nv.gov
Nevada Dept of Water Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Nevada Div. of Wildlife	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Mark Freese markfreese@ndow.org
Washoe County Building & Safety	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Washoe County Parks & Open Spaces	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Sophia Kirschenman skirschenman@washoecounty.us
Washoe County Water Rights	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Vahid Behmaram vbehmaram@washoecounty.us
Washoe County Engineering	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Walt West, PE Wwest@washoecounty.us
Washoe County Sherriff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
WCHD – Air Quality	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Genine Rosa grosa@washoecounty.us
WCHD – Environment Health	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	David Kelly REHS Dakelly@washoecounty.us
WCHD- EMS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Julie Hunter jdhunter@washoecounty.us
Truckee Meadows Fire Protection District	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Dale Way/Brittany Lemmon dway@tmfpd.us
RTC Washoe	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Rebecca Kapuler rkapuler@rtcwashoe.com
Washoe Storey Conservation District	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Jim Shaffer Shafferjam51@gmail.com
Washoe County School District	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Brett Rodela Brett.rodela@washoeschools.net
Nevada Historic Preservation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
AT&T	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NV Energy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Animal Services	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Nevada Dept of Conservation and Natural Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Staff Comment on Required Findings

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

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

Staff Comment: The proposed map is consistent as conditioned in Exhibit A with the Master Plan and Cold Springs Area Plan as evaluated in the Land Use and Transportation Element, Conservation Element, and Cold Springs Area Plan analysis above.

- 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 map is consistent as conditioned in Exhibit A with the Master Plan and Cold Springs Area Plan as evaluated in the Land Use and Transportation Element, Conservation Element, and Area Plan analysis above. Staff defers to the analysis of the various agencies responsible for emergency response and schools in determining the adequacy of infrastructure requirements. Staff did not receive any recommendations of denial on the basis of infrastructure unavailability.

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

Staff Comment: The proposed site is contained within the areas considered most suitable for development within the Cold Springs Area plan. The proposed housing locations are on slopes less than 15%. There is grading that is on slope exceeding 15% in order to provide sufficient area for detention and retention basins. Staff notes that some of the existing trails are located in areas that are not suitable for development and has provided conditions mitigating the impacts of these trails in Exhibit A.

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

Staff Comment: Article 702 only applies to sanitary sewer infrastructure. There is adequate sewage treatment capacity at this time.

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

Staff Comment: The application was routed to NDOW, who provided comments and provided conditions requiring a Wildlife Mitigation plan. This plan is consistent with the recommendation that Washoe County Parks Program recommended in their review of WRZA20-0004 Village Parkway Rezone. Specifically, Washoe County Parks recommended the downward transitioning of densities next to or near open space areas.

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

Staff Comment: Staff routed the application to the Washoe County Health District, EMS, and Air Quality Management who provided conditions of approval to mitigate public health impacts in Exhibit A.

- 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: The proposed tentative subdivision does not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

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

Staff Comment: The proposed subdivision provides necessary and safe access to adjacent lands and appropriate secondary access for emergency vehicles as conditioned in Exhibit A.

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

Staff Comment: The proposed land and improvements to be dedicated to the County are consistent with the Master Plan.

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

Staff Comment: To the extent feasible, the development will include building materials or techniques to allow for passive or natural heating and cooling opportunities such as slab on grade foundations and porches and trellises as conditioned in Exhibit A.

Recommendation

After a thorough analysis and review, Tentative Subdivision Map Case Number WTM21-007 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 WTM21-007 for Lifestyle Homes TND, with the conditions included as Exhibit A to this matter, having made all ten findings in accordance with Washoe County Code Section 110.608.25:

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

- 9) Dedications. That any land or improvements to be dedicated to the County is consistent with the Master Plan; and
- 10) Energy. That the design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

Appeal Process

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

Applicant/Owner: Lifestyle Homes TND
4790 Caughlin Pkwy, Ste 519
Reno, NV
rlissner@gmail.com

Representatives: Christy Corporation, LTD
1000 Kiley Pkwy
Sparks NV, 89436
mike@christynv.com



Conditions of Approval

Tentative Subdivision Map Case Number WTM21-007

The project approved under Tentative Subdivision Map Case Number WTM21-007 shall be carried out in accordance with the conditions of approval granted by the Planning Commission on Sept 7, 2021. Conditions of approval are requirements placed on a permit or development by each reviewing agency. These conditions of approval may require submittal of documents, applications, fees, inspections, amendments to plans, and more. These conditions do not relieve the applicant of the obligation to obtain any other approvals and licenses from relevant authorities required under any other act.

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

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

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

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

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

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

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

- **The DISTRICT BOARD OF HEALTH, through the Washoe County Health District, has jurisdiction over all public health matters in the Health District. Any conditions set by the Health District must be appealed to the District Board of Health.**

- **The REGIONAL TRANSPORTATION COMMISSION (RTC) is directed and governed by its own Board. Conditions recommended by the RTC may be required, at the discretion of Washoe County.**

STANDARD CONSIDERATIONS FOR SUBDIVISIONS
Nevada Revised Statutes 278.349

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

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

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

Washoe County Planning and Building Division

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

Contact: Dan Cahalane, Planner, dcahalane@washoecounty.us, 775-328-3628

- a. The applicant shall demonstrate substantial conformance to the plans approved as part of this tentative subdivision map.
- 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. Specifically, the applicant shall address the following:
 - i. Applicant shall provide a pedestrian circulation plan in accordance with WCC 110.604.25. Washoe County Planning will make a determination on the completeness of said plan.

- ii. Applicant shall provide street lighting at all major street intersections and hazardous street intersections as determined in the pedestrian circulation plan outlined in condition 1(b)(i), above.
- iii. Applicant shall provide a flashing crosswalk as the applicant proposed at the May 10, 2021 Citizen Advisory Board meeting at one (1) of the major or hazardous street intersections, as identified in the pedestrian circulation plan outlined in condition 1(b)(i), above. The location of the flashing crosswalk will be determined in consultation with Washoe County Planning and Engineering.
- iv. Applicant shall provide a phasing plan in accordance with WCC 110.608.10(z). This phasing plan shall act as the grading phasing plan in accordance with Cold Spring Area Plan policy CS 7.2.
- c. Final maps and final construction drawings shall comply with all applicable statutes, ordinances, rules, regulations and policies in effect at the time of submittal of the tentative map or, if requested by the developer and approved by the applicable agency, those in effect at the time of approval of the final map.
- d. In accordance with NRS 278.360, the sub-divider shall present to Washoe County a final map, prepared in accordance with the tentative map, for the entire area for which a tentative map has been approved, or one of a series of final maps, each covering a portion of the approved tentative map, within four years after the date of approval of the tentative map, or within one year of the date of approval for subsequent final maps. On subsequent final maps, that date may be extended by two years if the extension request is received prior to the expiration date.
- e. Final maps shall be in substantial compliance with all plans and documents submitted with and made part of this tentative map request, as may be amended by action of the final approving authority.
- f. All final maps shall contain the applicable portions of the following jurat:

THE TENTATIVE MAP FOR **WTM21-007** WAS APPROVED BY THE WASHOE COUNTY PLANNING COMMISSION ON **SEPTEMBER 7, 2021**.

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 ALL CONDITIONS HAVE BEEN MET.

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

THE NEXT FINAL MAP FOR **WTM21-007** MUST BE APPROVED AND ACCEPTED FOR RECORDATION BY THE PLANNING AND BUILDING DIRECTOR ON OR BEFORE THE EXPIRATION DATE, THE ____ DAY OF _____, 20____, OR AN EXTENSION OF TIME FOR THE TENTATIVE MAP MUST BE APPROVED BY THE WASHOE COUNTY PLANNING COMMISSION ON OR BEFORE SAID DATE.

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

MOJRA HAUENSTEIN, DIRECTOR
PLANNING AND BUILDING

Jurat for ALL SUBSEQUENT FINAL MAPS

THE TENTATIVE MAP for WTM21-007 APPROVED BY THE WASHOE COUNTY PLANNING COMMISSION ON Sept 7, 2021. THE FIRST FINAL MAP FOR THIS TENTATIVE MAP WAS APPROVED AND ACCEPTED FOR RECORDATION ON *<date of Planning and Building Director's signature on first final map>*. [Omit the following if second map.] THE MOST RECENTLY RECORDED FINAL MAP, *<subdivision name and prior unit/phase #>* FOR THIS TENTATIVE MAP WAS APPROVED AND ACCEPTED FOR RECORDATION ON *<date of Planning and Building Director's signature on most recent final map>* [If an extension has been granted after that date – add the following]: A TWO YEAR EXTENSION OF TIME FOR THE TENTATIVE MAP WAS APPROVED BY THE WASHOE COUNTY PLANNING COMMISSION ON *<date of last Planning Commission action to extend the tentative map>*.

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

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

THE NEXT FINAL MAP FOR WTM21-007 MUST BE APPROVED AND ACCEPTED FOR RECORDATION BY THE PLANNING AND BUILDING DIRECTOR ON OR BEFORE THE EXPIRATION DATE, THE ____ DAY OF _____, 20____, *<add two years to the current expiration date unless that date is more than two years away>* OR AN EXTENSION OF TIME FOR THE TENTATIVE MAP MUST BE APPROVED BY THE WASHOE COUNTY PLANNING COMMISSION ON OR BEFORE SAID DATE.

<Insert Merger and Re-subdivision option as applicable>

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

MOJRA HAUENSTEIN, DIRECTOR,
PLANNING AND BUILDING DIVISION

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

NOTE

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

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

NOTE

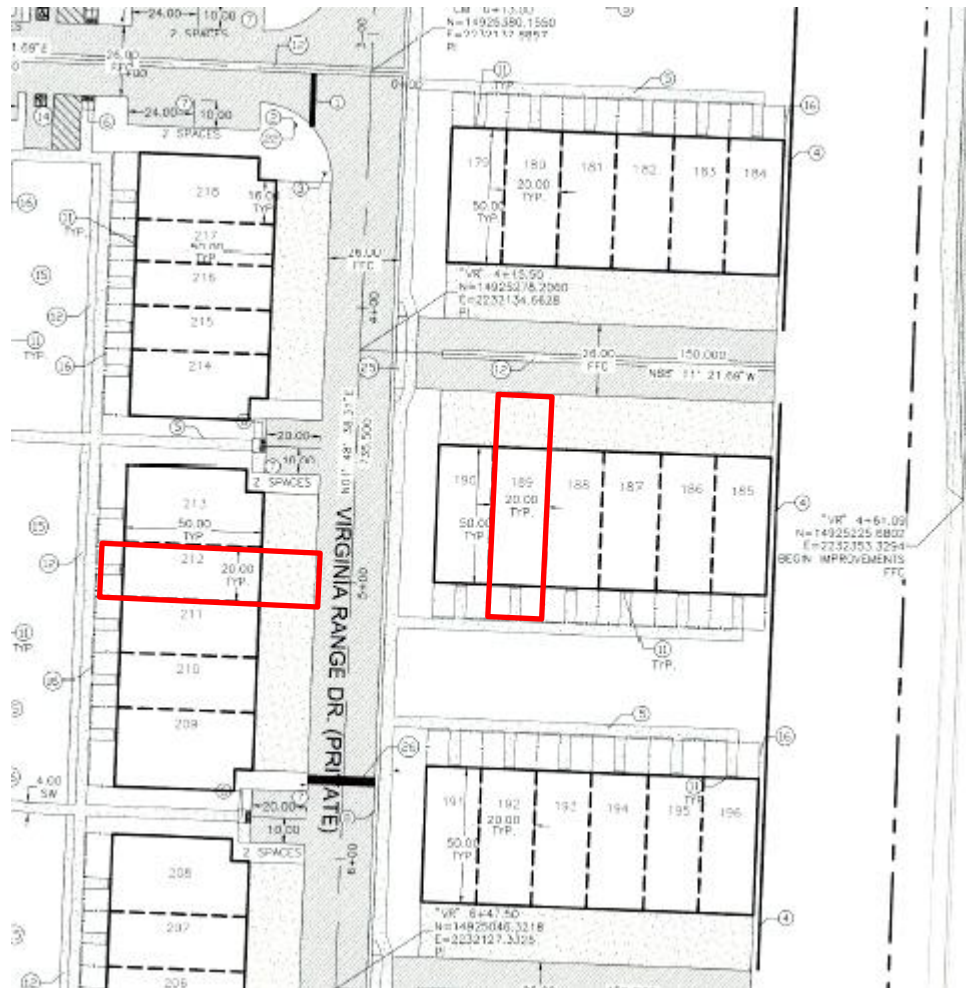
No habitable structures shall be located on a fault that has been active during the Holocene epoch of geological time.

- i. 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.
- j. The developer shall be required to participate in any applicable General Improvement District or Special Assessment District formed by Washoe County.
- k. 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.
- l. The developer and all successors shall direct any potential purchaser of the site to meet with the Planning and Building Division to review conditions of approval prior to the final sale of the site. Any subsequent purchasers of the site shall notify the Planning and Building Division of the name, address, telephone number and contact person of the new purchaser within thirty (30) days of the final sale.
- m. All landscaping shall be maintained in accordance with the provisions found in Section 110.412.75, Maintenance. A three-year maintenance plan shall be submitted by a licensed landscape architect registered in the State of Nevada to the Planning and Building Division, prior to a Certificate of Occupancy. The plan shall be wet-stamped.
 - i. At a minimum plants shall meet the 8 characteristics of fire resistive vegetation within the IWUI in accordance with 110.412.30(a)(3)
 - ii. The following plants are expressly prohibited in accordance with WCC 110.424.50(d) as recommended by Truckee Meadows Fire Protection District:

Botanical Name	Common Name
Artemisia species	Sage or Wormwood
Calamagrostis acutiflora	Feather Reed Grass
Calocedrus decurrens	Incense Cedar
Cedrus atlantica ‘Glauca’	Blue Atlas Cedar
Chrysothamnus nauseosus	Rubber Rabbitbrush
Cupressus glabra	Arizona Cypress
Cytisus species	Broom
Genista species	Dwarf Broom
Juniperus species	Juniper
Picea glauca ‘Conica’	Dwarf Alberta Spruce
Picea pungens	Spruce
Pinus species	Pine
Sequoiadendron giganteum	Giant Redwood
Thuja occidentalis	Arborvitae

- n. Failure to comply with the conditions of approval shall render this approval null and void.
- o. Conditions, covenants, and restrictions (CC&Rs), including any supplemental CC&Rs, shall be submitted to Planning and Building staff for review and subsequent forwarding to the District Attorney for review. The final CC&Rs shall be signed and notarized by the owner(s) and submitted to Planning and Building with the recordation fee prior to the recordation of the final map. The CC&Rs shall require all phases and units of the subdivision approved under this tentative map to be subject to the same CC&Rs. Washoe County shall be made a party to the applicable provisions of the CC&Rs to the satisfaction of the District Attorney's Office. Said CC&Rs shall specifically address the potential for liens against the properties and the individual property owners' responsibilities for the funding of maintenance, replacement, and perpetuation of the following items, at a minimum:
 - i. 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 maintenance plan for all common area and for the common open space area shall, as a minimum, address the following:
 - 1. Vegetation management;
 - a. Vegetation shall be maintained to ensure that there is at least a 10ft distance between all trees and structures in order to effectuate WCC 110.412.75 and 110.412.30(a)(3).
 - 2. Watershed management;
 - 3. Debris and litter removal;
 - 4. Fire access and suppression; and
 - 5. Maintenance of public access and/or maintenance of limitations to public access.
 - ii. All drainage facilities and roadways not maintained by Washoe County shall be privately maintained and perpetually funded by the homeowners association.
 - iii. 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.
 - iv. The project and adjacent undeveloped land shall maintain a fire fuel break of a minimum 30 feet in width until such time as the adjacent land is developed.
 - v. Locating habitable structures on potentially active (Holocene) fault lines, whether noted on the recorded map or disclosed during site preparation, is prohibited.
 - vi. All outdoor lighting on buildings and streets within the subdivision shall be down-shielded.

- vii. No motorized vehicles shall be allowed on the platted common area within areas with a regulatory zone of High Density Suburban.
 - viii. 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.
 - ix. Mandatory solid waste collection.
 - x. 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.
- p. The common open space, regardless of ownership at the time of recordation of the final map, shall be noted on the final map as “common open space” and the related deed of conveyance to the applicable homeowners’ association shall specifically provide for the preservation of the common open space in perpetuity. The deed(s) to the common open space and common area shall reflect perpetual dedication for that purpose. The deed(s) shall be presented for review by Planning and Building staff and the District Attorney prior to the conveyance of common open space and/or common area to the applicable homeowners’ association.
- q. All driveways shall be paved in accordance with WCC Article 410.
- r. Applicant shall provide pedestrian access to APN 087-560-03 in order to provide an integrated pedestrian network on the western half of the site to promote walking in accordance with LUTE policy 2.3.
- s. Applicant shall install at least 2 types of drought tolerant species as street trees throughout the subdivision in accordance with Cold Springs Area Plan policy CS 2.7.
- t. Applicant shall provide proof of materials or techniques to provide passive or natural heating in the architectural master pages.
- u. Attached housing lots shall include all Portland Cement Concrete driveways and walkway as generally outlined below to ensure compliance with WCC 110.604.15(b):



- v. Building setbacks for this subdivision shall be as follows:
 - i. Attached Housing Units -
 - 1. Front – 15ft
 - 2. Side – 0ft
 - 3. Rear – 10ft
 - ii. Detached housing setbacks shall be based on the recorded lot size in accordance with 110.406.05, wherein lot sizes less than 3,700sf shall be considered to conform to Low Density Urban setbacks.
 - 1. Properties less than 5000sf
 - a. Front – 15ft
 - b. Side - 5ft
 - c. Rear - 10ft
 - 2. Properties between 5000-9000sf
 - a. Front -20ft
 - b. Side - 5ft
 - c. Rear – 20ft
- w. Proposed trails shall meet the following standards:
 - i. Trails shall not traverse slopes in excess of 30%. In accordance with Cold Springs Area Plan policies 6.3 and 6.7, any existing trail permitted to be used which traverses slopes in excess of 30% shall be either closed down and fully revegetated or re-aligned. Staff recommends the use of a trail specialist to successfully rehabilitate/re-align the affected slopes.

- ii. In accordance with Cold Springs Area Plan policy 6.7.1 and WCC 110.424.30(i), all trails shall conform to the table below which references Washoe County Green Book trail standards:

Trail Type	Slope	Cross Slope	Trail Surface	Trail Width	Lateral Clearance (from edge)	Max Cleared Width
Rural/Recreational	5-8%	3%	Granular Stone	6 ft -12 ft	3 ft	18 ft
Wildland Trail	Up to 15%	Up to 5%	Cleared Native Material	3 ft	2 ft	7 ft

- iii. The applicant shall post signage at trail access points specifying which trails may be used for motorized vehicles and which may not. In addition to any signage that the applicant may require prohibiting the use of motorized vehicles on trails, the applicant shall provide signage at all trail access points stating:
 1. Persons using motorized vehicles on trails assume the risk for their actions and all trail hazards.
 2. These trails are not located on Washoe County property and Washoe County is not responsible for any adverse action that may occur from trail usage.
 3. Use of hang gliders is expressly prohibited.
- iv. Applicant shall record the following note on the final map:

Note

Property owners, property owners’ successors and assigns and the applicable homeowners’ association understand and agree that Washoe County is not responsible for maintenance of trails within this subdivision map, and further understand and agree that Washoe County is not warranting the safety of trails by approval of this subdivision map. The foregoing agree to hold Washoe County harmless for any adverse action that may occur through a person using recreational trails.

Washoe County Engineering and Capital Projects

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

Contact: Walt West, PE, wwest@washocounty.us, (775) 328-2310

- a. 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.
- b. 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.
- c. 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.

- d. Any increase in stormwater runoff flow rate resulting from the development and based on the 5 year and 100 storm(s) shall be detained onsite to maintain pre-development flow rates.
- e. The project shall retain the increased stormwater volume produced from the development based on the 100 year–10 day storm event at a minimum factor of 1.3:1. Alternatives for retention may include excavation of material within or adjacent to the existing Whites Lake flood zone creating additional effective flood volume or other means subject to approval by the County Engineer.
- f. The following note shall be added to each final map; “All properties, regardless if they are located within or outside of a FEMA Special Flood Hazard Area, may be subject to flooding. The property owner is required to maintain all drainage easements and natural drainages and not perform or allow unpermitted and unapproved modifications to the property that may have detrimental impacts to surrounding properties.”
- g. Standard reinforced concrete headwalls or other approved alternatives shall be placed on the inlet and outlet of all drainage structures, and rock riprap shall be used to prevent erosion at the inlets and outlets of all culverts.
- h. The developer shall provide pretreatment for petrochemicals and silt for all storm drainage leaving the site.
- i. The Truckee Meadows Regional Stormwater Quality Management Program Construction Permit Submittal Checklists and Inspection Fee shall be submitted with each final map.
- j. 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 home owners association. The maintenance and funding of private drainage facilities shall also be addressed in the home owner’s association documents to the satisfaction of the District Attorney’s Office.
- k. The maximum permissible flow velocity (that which does not cause scour) shall be determined for all proposed channels and open ditches. The determination shall be based on a geotechnical analysis of the channel soil, proposed channel lining and channel cross section, and it shall be in accordance with acceptable engineering publications/calculations. Appropriate linings shall be provided for all proposed channels and open ditches such that the 100-year flows do not exceed the maximum permissible flow velocity.
- l. 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.
- m. Maintenance access and drainage easements shall be provided for all existing and proposed drainage facilities. All drainage facilities located within Common Area shall be constructed with an adjoining minimum 12’ wide gravel access road. Maintenance access road shall be provided to the bottom of proposed detention basins as well as over County owned and maintained storm drainage facilities.
- n. Drainage easements shall be provided for all storm runoff that crosses more than one lot.
- o. 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.
- p. Prior to the finalization of the first final map, an operation and maintenance plan for the maintenance of the project’s detention/retention basins and drainage facilities shall be developed in accordance with the Washoe County Code Article 421. The Operation and Maintenance Plan shall be incorporated into the project CC&R’s to the satisfaction of the County Engineer and District Attorney’s Office.
- q. Offsite drainage and common area drainage, draining onto residential lots shall be perpetuated around the residential lots and drainage facilities capable of passing a 100-

year storm, shall be constructed with the subdivision improvements to perpetuate the storm water runoff to improved or natural drainage facilities. The maintenance of these drainage facilities shall be addressed in the home owner's association documents to the satisfaction of the County Engineer and the District Attorney's Office.

Washoe County Engineering and Capital Projects – Street Design Standards (County Code 110.436)

The following street design conditions are requirements of the Washoe County Engineering and Capital Projects which shall be responsible for determining compliance with these conditions.

Contact Information: Walter West, P.E (775) 328-2310 or Mitchell Fink (775) 328-2050

- r. 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.
- s. Street names shall be reviewed and approved by the Regional Street Naming Coordinator.
- t. An Encroachment and Excavation Permit shall be obtained from Washoe County Engineering and Capital Projects Division for any utilities or other encroachments/excavations constructed within existing County roadways/right-of-ways.
- u. Streetlights shall be constructed to Washoe County standards at locations to be determined at the final design stage.
- v. Appropriate transitions shall be provided between the existing and proposed improvements at all proposed street connections. This may include removal and replacement of existing pavement.
- w. All roadways shall be constructed with a minimum of 4 inches of hotmix asphalt meeting the requirements of Washoe County.
- x. Sidewalks shall be constructed on both sides of the all streets and shall meet ADA requirements.
- y. For single family lots on public roadways, a 20 foot minimum setback is required between the back of the sidewalk and the front of the garage.
- z. 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.
- aa. The subdivision streets will be evaluated by Washoe County to determine if traffic calming is warranted. The spacing and type of traffic calming devices shall be determined at the time of final design.
- bb. The conditions, covenants and restrictions (CC&Rs) shall prominently note to the satisfaction of the District Attorney's Office and the County Engineer that Washoe County will not assume responsibility for maintenance of the development's private street system or accept the streets for dedication to Washoe County unless the streets meet those Washoe County standards in effect at the time of the offer of dedication.
- cc. Proposed landscaping and/or fencing along street rights-of-way and within median islands shall be designed to meet AASHTO sight distances and safety guidelines. A minimum vertical clearance of 13.5 feet shall be maintained over all private streets, and no tree shall overhang the curb of any public street.
- dd. If the Engineering and Capital Projects Division does not inspect the subdivision improvements, prior to release of any financial assurances for the private improvements, the development shall provide the Engineering and Capital Projects Division with a letter prepared by a civil engineer licensed in the State of Nevada, certifying that the private improvements have been constructed in accordance with the approved plans.

- ee. Humboldt Range Drive shall be designed to residential collector standards with no landscaped median curb permitted unless approved by the County Engineer.
- ff. Review of NDOT's comments for the project recommend that the traffic study be updated to include analysis of the project's impact to the US-395/Village Parkway/Bordertown interchange and identify required mitigations if applicable. The project traffic study shall be updated to include NDOT's request.

Washoe County Engineering Division – Utilities (County Code 422 & Sewer Ordinance)

The following conditions are requirements of the Washoe County Engineering Division, Utilities Program, which shall be responsible for determining compliance with these conditions.

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

- gg. The applicant shall conform to all conditions imposed by intergovernmental agreements required to provide sewer service to the subject project, and, if required, be a party to any such agreements.
- hh. All fees shall be paid or deferred in accordance with Washoe County Ordinance prior to the approval of each final map.
- ii. Improvement plans shall be submitted and approved by the Engineering and Capital Projects Division prior to approval of the final map. They shall be in compliance with Washoe County Design Standards and be designed by a Professional Engineer licensed to practice in the State of Nevada.
- jj. 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.
- kk. The applicant shall construct and/or provide the financial assurance for the construction of any on-site and off-site sanitary sewer collection systems prior to signature on each final map. The financial assurance must be in a form and amount acceptable to the Engineering and Capital Projects Division.
- ll. Approved improvement plans shall be used for the construction of on-site and off-site sanitary sewer collection system. The Engineering and Capital Projects Division will be responsible to inspect the construction of the sanitary sewer collection system.
- mm. Washoe County will inspect the construction of the sanitary sewer collection system.
- nn. The sanitary sewer collection system must be offered for dedication to Washoe County along with the recordation of each final map.
- oo. 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.
- pp. A master sanitary sewer report for the entire tentative map shall be prepared and submitted by the applicant's engineer at the time of the initial submittal for the first final map which addresses:
 - a. the estimated sewage flows generated by this project,
 - b. projected sewage flows from potential or existing development within tributary areas,
 - c. the impact on capacity of existing infrastructure,
 - d. slope of pipe, invert elevation and rim elevation for all manholes,
 - e. Proposed collection line sizes, on-site and off-site alignment, and half-full velocities.
- qq. No Certificate of Occupancy will be issued until all the sewer collection, conveyance, and treatment facilities necessary to serve each final map have been completed, accepted and

- engineer prepared as-built drawings are delivered to the utility. As-built drawings must be in a format acceptable to Washoe County.
- rr. No permanent structures (including rockery or retaining walls, building's, etc.) shall be allowed within or upon any County utility easement.
 - ss. 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.
 - tt. A minimum 12-foot wide all weather sanitary sewer access road shall be constructed to facilitate access to off-site sanitary sewer manholes.
 - uu. The developer will be responsible to fund the design and construction of major infrastructure such as pump structures, controls, telemetry and appurtenances, lift stations, force mains, sewer mains, interceptor and wastewater treatment facilities necessary to accommodate the project. However, the actual design will be the responsibility of the Engineering and Capital Projects Division. Prior to initiation of design the Developer shall pay the estimated design costs to Washoe County. The Engineering and Capital Projects Division may either provide such design in-house, or select an outside consultant. When an outside consultant is to be selected, the Engineering and Capital Projects Division and the Developer shall jointly select that consultant.
 - vv. The Engineering and Capital Projects Division shall reserve the right to over-size or realign the design of infrastructure to accommodate future development as determined by accepted engineering calculations. Funding shall be the responsibility of Washoe County. Washoe County shall either participate monetarily at the time of design and/or shall credit an appropriate dollar amount to the Developer at the time of recordation of the subdivision map.

Washoe County Health District

3. 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: David Kelly, dakelly@washoecounty.us

- a. 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 the WCHD. 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.
 - i. The application for a Water Project shall conform to the requirements of NAC 445A.66695.
 - ii. 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.
 - 1. Water Projects must be submitted directly to WCHD for review.
 - 2. Review of the Water Project may be concurrent with other reviews.
- b. Mass grading may proceed after approval of the Tentative Map and after a favorable review by the WCHD of a grading permit application.
 - i. The final map submittal shall include the Permitted Public Water System annexation and discovery with the mass grading permit.

- c. Improvement plans for the water system may be constructed prior to final map submittal only after Water Project approval by the WCHD.
 - i. 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.
 - ii. Any changes to previously approved improvement plans made prior to final map submittal shall be resubmitted to the WCHD for approval per NAC 278.290 and NAC 445A.66715.

The WCHD requires the following to be submitted with the final map application for review and approval:

- d. Construction plans for the development must be submitted to the WCHD 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 the WCHD.
- e. 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 the WCHD 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 and be included with the final map submittal:
 - i. 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;
 - ii. The design engineer or third person shall, pursuant to the approved inspection plan, periodically certify in writing to the WCHD 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; and
 - iv. The developer may select a third-person inspector but the selection must be approved by the WCHD or local agency. A third-person inspector must be a disinterested person who is not an employee of the developer.
- f. Prior to final map approval, a "Commitment for Service" letter from the sewage purveyor committing sewer service for the entire proposed development shall be submitted to the WCHD. 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.
- g. Prior to final map approval, a "Commitment for Water Service" letter from the water purveyor committing adequate water service for the entire proposed development must be submitted to the WCHD.
 - i. A copy of this letter must be included with the final map submittal.
- h. The final map submittal must include a letter from Nevada Division of Environmental Protection to the WCHD certifying their approval of the final map.
- i. The final map application packet must include a letter from Division of Water Resources certifying their approval of the final map.

- j. 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.
- k. Prior to approval of the final map, the applicant must submit to the WCHD the final map fee.
- l. All grading and development activities must be in compliance with the DBOH Regulations Governing the Prevention of Vector-Borne Diseases.

Washoe County Health District Emergency Medical Services

- 4. The following conditions are requirements of the Washoe County Health District Emergency Medical Services, which shall be responsible for determining compliance with these conditions. The Regional Transportation Commission is directed and governed by its own board. Therefore, any conditions set by the Regional Transportation Commission must be appealed to that board.

Contact: Julie Hunter, jdhunter@washoecounty.us

- a. The address number shall be clearly marked on the curb and the structure(s) so that individuals can be quickly located by public safety agencies.
- b. Ensure that all curbs/sidewalk meet ADA requirements, as appropriate.

Nevada Department of Wildlife

- 5. The following conditions are requirements of the Nevada Department of Wildlife, which shall be responsible for determining compliance with these conditions.

Contact: Mark Freese, markfreese@ndow.org

- a. The applicant shall work with the Nevada Department of Wildlife (NDOW) to create a Wildlife Mitigation Plan acceptable to NDOW. Prior to the final map approval, the applicant shall provide evidence to the Planning and Development Division that such a plan has been created to NDOW's satisfaction. Ensuring compliance with the elements of this plan shall be the responsibility of NDOW. NDOW Commission Policy 62 (Reference: NRS 501.105).

Washoe County Parks Program

- 6. The following conditions are requirements of the Washoe County Parks Program, which shall be responsible for determining compliance with these conditions.

Contact: Sophia Kirschenman, skirschenman@washoecounty.us

- a. All fill materials shall be "certified weed free" to prevent the spread of noxious weeds in the county.
- b. The existing and proposed trails shall be owned and maintained by the homeowner's association in perpetuity. Trail maintenance provisions shall be included in the CC&Rs.
- c. A public non-motorized trail easement shall be recorded over all trails on the subject site. This easement shall be identified on the final map.

Nevada Division of Water Resources

- 7. The following conditions are requirements of the Nevada Division of Water Resources, which shall be responsible for determining compliance with these conditions.

Contact: Steve Shell, Water Resource Specialist. sshell@water.nv.gov

- a. A Will Serve from Great Basin Water Company and mylar map of the proposed project must be presented to the State Engineer for approval and signed through his office prior to development.
- b. Approval of **Village Parkway** will be based on acceptance of Water Will Serve by Great Basin Water Company.

Washoe County Air Quality Management

8. The following conditions are requirements of the Air Quality Management, which shall be responsible for determining compliance with these conditions.

Contact: Genine Rosa, Grosa@washoecounty.us

- a. Dust Control Permit will be required prior to breaking ground, failure to do so may result in enforcement action resulting in a Notice of Violation with associated fines. For Dust Control Permit questions call AQMD at 775-784-7200 or visit www.OurCleanAir.com.

United States Army Corps of Engineering

9. The following conditions are requirements of the United States Army Corps of Engineering, which shall be responsible for determining compliance with these conditions.

Contact: Jennifer C Thomason, Jennifer.c.thomason@usace.army.mil

- a. It is the project proponent's responsibility to document the jurisdiction on their property and to coordinate with our office as needed to determine the need for a permit.

Truckee Meadows Fire Protection District

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

Contact: Dale Way / Brittany Lemon, 775.326.6000, dway@tmfpd.us / blemon@tmfpd.us

- a. The Truckee Meadows Fire Protection District (TMFPD) will require that this project meet the requirements of Washoe County Code 60 to include infrastructure, access, and water for fire suppression. This project is in a HIGH WUI Hazard Classification zone.

*** End of Conditions ***



NORTH VALLEYS CITIZEN ADVISORY BOARD

DRAFT: Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where changes to these minutes are approved by the CAB. Minutes of the regular meeting of the North Valleys Citizen Advisory Board held April 12, 2021 at 6:00 P.M. This meeting was held by teleconference only.

1. *CALL TO ORDER/DETERMINATION OF QUORUM - The meeting was called to order at 6:01 p.m. by Pat Shea. A quorum was present.

Present: Pat Shea, Wesley Johnson, Roger Edwards, Teresa Aquila, Wendy Leonard.

Absent: Craig Durbin (alternate).

2. *PLEDGE OF ALLEGIANCE - The pledge was recited.

3. *PUBLIC COMMENT – There were no requests for public comment.

4. APPROVAL OF AGENDA FOR THE MEETING OF APRIL 12, 2021 – Wesley Johnson moved to approve the agenda for the meeting of **APRIL 12, 2021**. Teresa Aquila seconded the motion to approve the agenda. The motion carried unanimously.

5. APPROVAL OF THE MINUTES FOR THE MEETING OF JANUARY 11 AND FEBRUARY 8, 2021 (for Possible Action) –Teresa Aquila moved to approve the minutes. Wesley Johnson seconded the motion. The motion carried unanimously.

6. DEVELOPMENT PROJECTS- The project description is provided below with links to the application or you may visit the Planning and Building Division website and select the Application Submittals page:
www.washoecounty.us/comdev

6.A. Special Use Permit Case Number WSUP21-0005 (Duarte Grading) – Request for community feedback, discussion, and possible action to provide a recommendation to the Board of Adjustment regarding a request for a major grading permit to build a road across slopes greater than 30%, 3,040cy of cut and 3,040cy of fill on slopes greater than 15%.

- Applicant \ Property Owner: Mark Duarte
- Location: 120 Cobalt Ln, Reno, NV
- Assessor's Parcel Number: 079-371-23
- Staff: Dan Cahalane, Planner, (775) 328-3628; dcahalane@washoecounty.us
- Reviewing Body: Tentatively scheduled for the Board of Adjustment on May 6, 2021

Mark Duarte, property owner and applicant, was present to answer questions. He gave background of his property and his request.

Dan Cahalane, Washoe County Planner, spoke about the request. He said they hit the major grading threshold. He said this request is for the road into the property, the other permits were already approved.

Teresa Aquila asked a clarifying question of road that is being graded, this is a hillside where you are making a cut. She asked if this is being subdivided. Mr. Duarte said its 100 acres. She said the parcels that are being subdivided are staying in the family. He confirmed. Mr. Cahalane said the subdivision of the parcel was already approved two years ago; this is for major grading only.

Pat Shea asked how much of the road is being expanded. Mr. Duarte said the main road won't change much. He said a few feet on each side and to clean up the sage brush. Mr. Cahalane said it is to bring the driveway up to County standards.

MOTION: Teresa Aquila moved to recommend approval for Special Use Permit Case Number WSUP21-0005 (Duarte Grading). Wesley Johnson seconded the motion. The motion carried unanimously.

6.B. Tentative Subdivision Map Case Number WTM21-007 (Village Parkway) – Preliminary request for community feedback, discussion and guidance regarding a tentative map for 166 detached single family dwelling units and 183 attached single family dwelling units in a common open space subdivision, and major grading permit for the proposed tentative map at the request of the applicant. A second CAB meeting will be held after a resubmittal of the application to provide a recommendation to the Planning Commission.

- Applicant \ Property Owner: Lifestyle Homes TND, LLC
- Location: West side of Village Parkway, north of Cold Springs Dr
- Assessor's Parcel Number: 087-400-11, 087-400-23, 087-400-24
- Staff: Dan Cahalane, Planner, (775) 328-3628; dcahalane@washoecounty.us
- Reviewing Body: Tentatively scheduled for the Planning Commission on May 4, 2021

Mike Railey, Christy Corporation, applicant representative, provided a PowerPoint slide show. He introduced the Lissners and Paul Solague.

Dan Cahalane, Washoe County Planner, read the item description.

Wendy Leonard asked if there is a plan for the community to be gated. Mr. Railey said there is no plan to be gated.

Roger Edwards said way too high of density. He said you are only using half the acreage with all the homes. You are you using the whole size of lot but putting them all of one size of the lot. Mr. Railey said they aren't transferring density on the lot.

Teresa Aquila asked if it is off of Mud Springs Drive. Mr. Railey said yes. She asked about traffic in the cul-de-sac, if everyone wants to use that route to access the open space. Mr. Railey said it's open to the public with parking along the street. We would maintain that as public access. She said it will get congested because a lot of people use it. She said it's a lot of houses. She asked about traffic. Paul Solague, traffic engineer, said we analyzed this and did an accumulative analysis. The result was that the access still met the county policy levels of service. The intersection is working and we are meeting service standards. She asked how many people would be accessing this. She said it's going to be more like 700 cars along with the current traffic. The traffic out north is already a problem. The spaghetti bowl needs to get fixed first beyond all the other things that need to get fixed. Mr. Solague said the traffic is contained within the development. The traffic not prudent to this development would be to access the Peterson mountain. It's not enough traffic to impact this. He said the intersection of Village Parkway is still working with all the added traffic.

Wendy Leonard asked if the Mud springs Drive is going to be accessible. Mr. Railey said there is an easement further to the north but that is private property. The civil engineer, Robert Gelu, said it's not going to be impeded. There will still be access to off-road activities. Mr. Railey said there is private property. Mr. Gelu said there is an access easement. Mr. Railey showed the zoning/development area map. He said we are not pulling any density from the slope side. He said all the density is currently zoned. He said we are actually below the number of homes that is allowed. He said for HDS zoning for attached products, he said we can do 9, but we are proposing 7.5. Roger Edwards said what is allowed isn't always appropriate.

Pat Shea asked about the south side where the density is. He asked is there code or protection for those current homes and matching density. Mr. Cahalane stated there isn't a code for matching density, they are required to have a buffer and there is an access easement that the current residences abut. It's the discretion of the board to recommend density matching. Pat Shea asked how big the buffer area is between the existing and proposed development. Mr. Cahalane said there is a 15 ft. easement that is owned by the homeowner association. He said there is also tree landscaping. He said you also have the road and the attached single-family residences. Mr. Railey spoke about a heavily landscaped buffer. Mr. Gelu said the distance is minimum 30 feet including sidewalk to property line, not to the fence.

Pat Shea said the existing homeowners are backed up to natural area and are accustomed to the noise level and now we are proposing new home structures near them. He asked how that will impact the new homeowners. Mr. Railey said the townhouse are facing away from the existing homes. He said there are no real activities. Mr. Gelu said the distance between the existing fences and proposed buildings is at least 100 ft. Pat Shea said that's much bigger than mentioned earlier. Mr. Gelu said the fence line is 45 feet to boundary line. The distance from fence to building is at least 100 ft. Roger Edwards asked what are the size of the lots south of the tree line. Mr. Railey said they are 1/3rd acre, zoned MDS. Roger Edwards said he thinks the density is way too high. He said he believes the zoning is wrong. High density suburban zoning should be at the top of the development. Roger Edwards said at the most, the highest zoning should be MDS. That's a lot of cars on that road. Mr. Cahalane said the parcels to the south are 1/2 acre.

Bob Lissner said we have built on everyone's back fences in Sun Valley and in the North Valleys. He said after we are done, we get phone calls thanking us because we got rid of the motorcycle buzzing their back fence. Wendy Leonard said she thought access for dirt bikes would still be maintained. She said the north east corner of the site goes through Mud Springs Road access and that road is a major access point for those on dirt bikes and other recreators. She said she has more concerns now. Mr. Lissner said we won't block Mud Springs. He said he promises that. We are allowing dirt bikes through the middle of the subdivision. He said we are just removing them from the back of the fences. Mr. Railey said the easement and road will stay in place. Wendy thanked him for answering her question.

Teresa Aquila said there is access in the cul-de-sac which will allow a lot of dirt bike activity in that area. Mr. Railey said he can make that a disclosure for new home buyers. She said dirt bikers often speed down the street. It's a traffic concern on Village.

Q&A section on the chat:

Where will water be coming from? Mr. Railey said water will be supplied by Great Basin Water Company.

Peter Lissner commented on Teresa's concerns about access and traffic. He said throughout Woodland Village we have the same issues where we are trying to balance between maintaining the access and those concerned with people congregating. We are committed to trying to figure it out while making it safe and easy. It's complicated but we'll figure it out before it's built.

Roger Edward said there is a road in the middle of the development that separates the higher density from the lower. He suggested extending that to the bullhead so the traffic doesn't have to meander through the high density. Mr. Railey said it's detention area but could look at access for off-road. He said it would help the access. Roger Edwards said moving any of the off road through the high density is not a good idea.

Q&A: Rob Pierce asked if Mr. Lissner is willing to put up a tall, sound deterring wall between the homes to the south and the new subdivision. Mr. Railey said we can look and talk about that. Peter Lissner said he is happy to speak or meet with anyone, he stated his number: 813-0046.

Public comment:

Robert, resident in Woodland Village, spoke about continued access to that hillside. He said hang gliders use that. It's important that remains open and accessible to the federal land. Bob Lissner said the mascot is the gliders. He is thrilled they are still there.

Peter Lissner said he likes Roger's suggestion. We have work to do on how to maintain that access. He said can we put time and thought to give better and more answers. He said he goes up on a side-by-side. He said there are people up there all the time. It's imperative to keep the access, but done right. He said he would like to see how it can work for everyone.

Q&A: Where is the traffic plan? The roads can't handle the number of homes proposed with this plan. Mr. Cahalane said the traffic plan is online, but if you reach out to him, he can also email it. Those comments will be passed along to the developer. We have already covered the access and traffic concerns. Mr. Railey addressed those concerns, but those concerns are noted.

Pat Shea closed the item with the recommendations that they have received and said the item will come back to them at another meeting. Pat thanked Mike Railey, Paul Lissner, and Mr. Lissner.

7. *WASHOE COUNTY COMMISSIONER UPDATE- Washoe County Commissioner, Jeanne Herman was not available to provide updated information on discussions and actions by the Board of County Commissioners (BCC). Commissioner Herman can be reached at (775) 501-0002 or via email at jherman@washoecounty.us

8. *CHAIRMAN/BOARD MEMBER ITEMS-

Pat thanked Wendy for being our newest member. She said she is excited to be involved.

9. *GENERAL PUBLIC COMMENT AND DISCUSSION THEREOF –

Pat Shea stated we have been asked to submit comments regarding the Rock Springs Solar project.

Teresa Aquila stated she submitted her comments already, but stated she has concerns over the wet batteries used for that project. She asked about the mitigation in case there was a spill. She said she understands that property is a ways out there, but there is wildlife, and wants to know what mitigation will be used. Also, are they were going to use Pyramid Highway for transporting with 50 trips a day to haul materials with big trucks. She said to add 50 more trucks is a lot. That highway is already a mess. She said she witnessed traffic stuck behind 15 side dumps which backed up traffic down the highway. It will be the same thing in this instance.

Mr. Cahalane said it's all the way by Flannagan. It will come through Fish Springs Road into the property, then go up the Rainbow, then back onto Fish Springs road. The haul route is through California. Teresa Aquila asked where they are getting material out by Honey Lake. She said there are a lot of smashed windows with road

debris from the trucks. Mr. Cahalane addressed her other concern about battery spillage. He said they haven't determined the type of battery yet. There will be a concrete pad and the Fire District requires conditions – hazardous material management plan and statement. NFP8552020 standards have to be met.

Pat Shea said when we used wet battery, you have to have a containment so the battery acid can't spill. He said because you are so far away from emergency services, they might have to have on-site emergency services. Mr. Cahalane said we received all the agency review comments to share with the CAB. Pat Shea said it was a good idea, but who will benefit from the power. Mr. Cahalane showed the substation. He showed where the substation runs through. He said it will help meet Nevada's 50% renewable energy.

Mr. Cahalane stated the members can still send a comment sheet about the project.

There were no requests for public comment.

Adjournment – meeting adjourned at 7:02 p.m.

CAB members: 5
Staff members: 1
Elected officials: 0
Public Members: 6

From: [irenebcrouse](#)
To: [Cahalane, Daniel](#)
Subject: Oppose 349 Homes on Mud Springs Road
Date: Tuesday, March 23, 2021 5:47:40 PM

[**NOTICE:** This message originated outside of Washoe County -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

As a 35 year resident and Cold Springs I adamantly opposed 349 new homes being built on mud Springs Road. Currently the freeway and Highway out this way is not adequate to accommodate all the growth that this area has done in the last 20 years. Also with 110 Condominiums being approved against the public outcry it shows that you do not have this community's best interest in mind. Lifestyle homes does not care about the density of our neighborhood or the quality of life that this is going to disrupt. No more homes should be approved until the infrastructure out here is updated. We do not have a sheriff presence enough of a fire department to respond to all emergencies. And in the event of a fire in the valley this is a only one exit one entrance neighborhood and it is a danger to increase the population. Watch the morning news. They always talk about the traffic coming from Cold Springs and what a disaster it is. Please vote no on the 349 homes!!

IJ Crouse
Cold Springs resident

Sent on my Virgin Mobile Samsung Galaxy Phone.

From: [SM Dinan](#)
To: [Cahalane, Daniel](#)
Subject: WTM21-007 Village Parkway
Date: Thursday, March 25, 2021 10:49:21 AM

[**NOTICE:** This message originated outside of Washoe County -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Mr. Cahalane,

I have reviewed the application and case for the proposed new development on Village Parkway/Mud Springs Road.

I have some questions that I do not see answered on the plans:

1. The roads to access Petersen Mountain are used numerous times daily - How are they addressing the access onto Peterson mountain around this project?
2. The closest homes to this project are White Lake Ranch and homes on Rainier Dr. Currently there is an easement/ditch that runs along the back fence along with access between homes to access the trails along the hillside. It looks like a 6' retaining wall will be built along some of the fence line and an emergency access road at the beginning.
Will there still be the drainage area, easement, and walking path for current residence to access the foothills?

Please address these in detail as to where I can locate the details on the proposed plans.

Thank you,
Stacey Dinan

Cahalane, Daniel

From: LAUREL QUAM <laurelsleather@yahoo.com>
Sent: Sunday, April 25, 2021 5:39 PM
To: Cahalane, Daniel
Subject: 1050 Mud Springs Dr

[NOTICE: This message originated outside of Washoe County -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Dear Dan,

I live across from the property in question. There is quite a bit of traffic across from my property at 45 Jacana Court.

People walk through it, ride their bicycles, quads go through, an occasional horse, and several motorcycles.

They go through all times of the day and some at night. There is one soul who needs to challenge the mud after a good rain.

The property is known for mighty dust from the dry lakebed nearby. Just yesterday I was impressed with the huge or white swirling plumes.

Were homes to be build on the property, it would take away much needed recreational freedom needed by the locals. I, myself walk through it most every day, and I challenge myself also to climb the hills.

It is known to be very windy. I would consider that a hazardous condition were there a fire such as the one that went through in 1984.

I am not the only one who believes it best to keep the property in question from being used for anything other than an outlet for the use of those who need it to walk, climb, race, bicycle, walk their dogs, etc.

Sincerely,
Laurel Quam
45 Jacana Court
775-990-3599

Cahalane, Daniel

From: Andrea Corbett <renoqween1@yahoo.com>
Sent: Wednesday, May 5, 2021 8:15 PM
To: CAB; Herman, Jeanne; Olander, Julee; Cahalane, Daniel; Pelham, Roger
Subject: North Valleys advisory meeting/ May 10th

[NOTICE: This message originated outside of Washoe County -- **DO NOT CLICK** on links or open **attachments** unless you are sure the content is safe.]

Please for the love of god, stop building in the north valleys!! And, in Washoe county for that matter. There is to much traffic and Washoe county is way behind on infrastructure to accommodate the influx of people moving to our community. Also, we live in the desert. Currently, we are at only 60% of were we need to be for water for this year. We will not have enough water for more to people to live in this community or for the people that already live here. These are two common sense reasons to stop building. Please stop the insanity

Andrea Corbett



WASHOE COUNTY

COMMUNITY SERVICES DEPARTMENT

Engineering and Capital Projects

1001 EAST 9TH STREET
RENO, NEVADA 89512
PHONE (775) 328-3600
FAX (775) 328.3699

Date: July 30, 2021

To: Dan Cahalane, Planner

From: Walter West, P.E., Licensed Engineer

Re: **WTM21-007** Village Parkway Subdivision (349 Lots)

GENERAL PROJECT DISCUSSION

Washoe County Engineering staff has reviewed the above referenced application. The proposed project consists of a 166 detached single family dwelling units and 183 attached single family dwelling units in a common open space sub-development, and major grading permit for the proposed tentative map. The Engineering Division recommends approval subject to the following comments and conditions of approval, which supplement applicable County Code and are based upon our review of the site and the tentative map application prepared by Christy Corporation. The Engineering Division shall determine compliance with the following conditions of approval.

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

Washoe County Engineering and Capital Projects – General Land Development and Grading Standards (County Code 110.438)

1. The following conditions are requirements of the Washoe County Engineering Division, Land Development Program, which shall be responsible for determining compliance with these conditions.
Contact Name: Walter West, P.E. (775) 328-2310
 - 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 Engineering Division a complete set of reproducible as-built construction drawings in an acceptable digital format prepared by a civil engineer licensed in the State of Nevada.
 - c. 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 (BMPs) and shall include detailed plans for grading and drainage on each lot, erosion control (including BMP locations and installation details), slope stabilization and mosquito abatement. Placement or disposal of any excavated material shall be indicated on the grading plan.
 - d. A note on the final map shall indicate that all drainage facilities shall be privately maintained and perpetually funded by the home owners association. The maintenance of the drainage facilities shall also be addressed in the home owner's association documents to the satisfaction of the District Attorney's Office.



INTEGRITY



EFFECTIVE
COMMUNICATION



QUALITY
PUBLIC SERVICE

WTM21-007
EXHIBIT D

Subject: **Village Parkway Subdivision WTM21-007** (349 Lots)
Date: July 30, 2021
Page: 2

- e. Any existing easements or utilities that conflict with the development shall be relocated, quitclaimed, and/or abandoned, as appropriate.
- f. 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.
- g. Appropriate easements shall be granted for any existing or new utilities, with each affected final map. This includes, but is not limited, to electrical lines, water lines, and drainage maintenance access.
- h. A 10 foot Public Utilities Easement and a 10 foot easement for traffic control signage, plowed snow storage and sidewalks shall be granted adjacent to all public street rights-of-way.
- i. A design level geotechnical investigation with fault study shall be provided with the submittal of each final map.
- j. All cut slopes, fill slopes, and berms shall be setback from parcel lines and access easements in accordance with Washoe County Code Article 438.
- k. Prior to recordation of the affected final map, an ASTM E1527-13 Phase I Environmental Site Assessment shall be submitted for all parcels or right-of-way dedicated to Washoe County.
- l. A home owners association shall be created or annexed in to with the first final map for the purpose of maintaining all common areas and drainage facilities.

Washoe County Engineering and Capital Projects – Flood Hazards (County Code 110.416), Storm Drainage Standards (County Code 110.420), and Storm Water Discharge Program (County Code 110.421)

- 2. The following conditions are requirements of Washoe County Engineering and Capital Projects which shall be responsible for determining compliance with these conditions.
Contact Name: Walter West, P.E. (775) 328-2310
 - a. 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.
 - b. 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.
 - c. 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.
 - d. Any increase in stormwater runoff flow rate resulting from the development and based on the 5 year and 100 storm(s) shall be detained onsite to maintain pre-development flow rates.
 - e. The project shall retain the increased stormwater volume produced from the development based on the 100 year–10 day storm event at a minimum factor of 1.3:1. Alternatives for retention may include excavation of material within or adjacent to the existing Whites Lake flood zone creating additional effective flood volume or other means subject to approval by the County Engineer.
 - f. The following note shall be added to each final map; “All properties, regardless if they are located within or outside of a FEMA Special Flood Hazard Area, may be subject to flooding. The property

Subject: **Village Parkway Subdivision WTM21-007** (349 Lots)
Date: July 30, 2021
Page: 3

owner is required to maintain all drainage easements and natural drainages and not perform or allow unpermitted and unapproved modifications to the property that may have detrimental impacts to surrounding properties.”

- g. Standard reinforced concrete headwalls or other approved alternatives shall be placed on the inlet and outlet of all drainage structures, and rock riprap shall be used to prevent erosion at the inlets and outlets of all culverts.
- h. The developer shall provide pretreatment for petrochemicals and silt for all storm drainage leaving the site.
- i. The Truckee Meadows Regional Stormwater Quality Management Program Construction Permit Submittal Checklists and Inspection Fee shall be submitted with each final map.
- j. 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 home owners association. The maintenance and funding of private drainage facilities shall also be addressed in the home owner’s association documents to the satisfaction of the District Attorney’s Office.
- k. The maximum permissible flow velocity (that which does not cause scour) shall be determined for all proposed channels and open ditches. The determination shall be based on a geotechnical analysis of the channel soil, proposed channel lining and channel cross section, and it shall be in accordance with acceptable engineering publications/calculations. Appropriate linings shall be provided for all proposed channels and open ditches such that the 100-year flows do not exceed the maximum permissible flow velocity.
- l. 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.
- m. Maintenance access and drainage easements shall be provided for all existing and proposed drainage facilities. All drainage facilities located within Common Area shall be constructed with an adjoining minimum 12’ wide gravel access road. Maintenance access road shall be provided to the bottom of proposed detention basins as well as over County owned and maintained storm drainage facilities.
- n. Drainage easements shall be provided for all storm runoff that crosses more than one lot.
- o. 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.
- p. Prior to the finalization of the first final map, an operation and maintenance plan for the maintenance of the project’s detention/retention basins and drainage facilities shall be developed in accordance with the Washoe County Code Article 421. The Operation and Maintenance Plan shall be incorporated into the project CC&R’s to the satisfaction of the County Engineer and District Attorney’s Office.
- q. Offsite drainage and common area drainage, draining onto residential lots shall be perpetuated around the residential lots and drainage facilities capable of passing a 100-year storm, shall be constructed with the subdivision improvements to perpetuate the storm water runoff to improved or natural drainage facilities. The maintenance of these drainage facilities shall be addressed in the home owner’s association documents to the satisfaction of the County Engineer and the District Attorney’s Office.

Subject: **Village Parkway Subdivision WTM21-007** (349 Lots)
Date: July 30, 2021
Page: 4

Washoe County Engineering and Capital Projects – Street Design Standards (County Code 110.436)

3. The following street design conditions are requirements of the Washoe County Engineering and Capital Projects which shall be responsible for determining compliance with these conditions.

Contact Information: Walter West, P.E (775) 328-2310 or Mitchell Fink (775) 328-2050

- a. 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.
- b. Street names shall be reviewed and approved by the Regional Street Naming Coordinator.
- c. An Encroachment and Excavation Permit shall be obtained from Washoe County Engineering and Capital Projects Division for any utilities or other encroachments/excavations constructed within existing County roadways/right-of-ways.
- d. Streetlights shall be constructed to Washoe County standards at locations to be determined at the final design stage.
- e. Appropriate transitions shall be provided between the existing and proposed improvements at all proposed street connections. This may include removal and replacement of existing pavement.
- f. All roadways shall be constructed with a minimum of 4 inches of hotmix asphalt meeting the requirements of Washoe County.
- g. Sidewalks shall be constructed on both sides of the all streets and shall meet ADA requirements.
- h. For single family lots on public roadways, a 20 foot minimum setback is required between the back of the sidewalk and the front of the garage.
- i. 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.
- j. The subdivision streets will be evaluated by Washoe County to determine if traffic calming is warranted. The spacing and type of traffic calming devices shall be determined at the time of final design.
- k. The conditions, covenants and restrictions (CC&Rs) shall prominently note to the satisfaction of the District Attorney's Office and the County Engineer that Washoe County will not assume responsibility for maintenance of the development's private street system or accept the streets for dedication to Washoe County unless the streets meet those Washoe County standards in effect at the time of the offer of dedication.
- l. Proposed landscaping and/or fencing along street rights-of-way and within median islands shall be designed to meet AASHTO sight distances and safety guidelines. A minimum vertical clearance of 13.5 feet shall be maintained over all private streets, and no tree shall overhang the curb of any public street.
- m. If the Engineering and Capital Projects Division does not inspect the subdivision improvements, prior to release of any financial assurances for the private improvements, the development shall provide the Engineering and Capital Projects Division with a letter prepared by a civil engineer

Subject: **Village Parkway Subdivision WTM21-007** (349 Lots)
Date: July 30, 2021
Page: 5

licensed in the State of Nevada, certifying that the private improvements have been constructed in accordance with the approved plans.

- n. Humboldt Range Drive shall be designed to residential collector standards with no landscaped median curb permitted unless approved by the County Engineer.
- o. Review of NDOT's comments for the project recommend that the traffic study be updated to include analysis of the project's impact to the US-395/Village Parkway/Bordertown interchange and identify required mitigations if applicable. The project traffic study shall be updated to include NDOT's request.

Washoe County Engineering Division – Utilities (County Code 422 & Sewer Ordinance)

4. The following conditions are requirements of the Washoe County Engineering Division, Utilities Program, which shall be responsible for determining compliance with these conditions.

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

- a. The applicant shall conform to all conditions imposed by intergovernmental agreements required to provide sewer service to the subject project, and, if required, be a party to any such agreements.
- b. All fees shall be paid or deferred in accordance with Washoe County Ordinance prior to the approval of each final map.
- c. Improvement plans shall be submitted and approved by the Engineering and Capital Projects Division prior to approval of the final map. They shall be in compliance with Washoe County Design Standards and be designed by a Professional Engineer licensed to practice in the State of Nevada.
- d. 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.
- e. The applicant shall construct and/or provide the financial assurance for the construction of any on-site and off-site sanitary sewer collection systems prior to signature on each final map. The financial assurance must be in a form and amount acceptable to the Engineering and Capital Projects Division.
- f. Approved improvement plans shall be used for the construction of on-site and off-site sanitary sewer collection system. The Engineering and Capital Projects Division will be responsible to inspect the construction of the sanitary sewer collection system.
- g. Washoe County will inspect the construction of the sanitary sewer collection system.
- h. The sanitary sewer collection system must be offered for dedication to Washoe County along with the recordation of each final map.
- i. 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.
- j. A master sanitary sewer report for the entire tentative map shall be prepared and submitted by the applicant's engineer at the time of the initial submittal for the first final map which addresses:
 - a. the estimated sewage flows generated by this project,
 - b. projected sewage flows from potential or existing development within tributary areas,
 - c. the impact on capacity of existing infrastructure,

Subject: **Village Parkway Subdivision WTM21-007** (349 Lots)
Date: July 30, 2021
Page: 6

- d. slope of pipe, invert elevation and rim elevation for all manholes,
- e. Proposed collection line sizes, on-site and off-site alignment, and half-full velocities.
- k. No Certificate of Occupancy will be issued until all the sewer collection, conveyance, and treatment facilities necessary to serve each final map have been completed, accepted and engineer prepared as-built drawings are delivered to the utility. As-built drawings must be in a format acceptable to Washoe County.
- l. No permanent structures (including rockery or retaining walls, building's, etc.) shall be allowed within or upon any County utility easement.
- m. 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.
- n. A minimum 12-foot wide all weather sanitary sewer access road shall be constructed to facilitate access to off-site sanitary sewer manholes.
- o. The developer will be responsible to fund the design and construction of major infrastructure such as pump structures, controls, telemetry and appurtenances, lift stations, force mains, sewer mains, interceptor and wastewater treatment facilities necessary to accommodate the project. However, the actual design will be the responsibility of the Engineering and Capital Projects Division. Prior to initiation of design the Developer shall pay the estimated design costs to Washoe County. The Engineering and Capital Projects Division may either provide such design in-house, or select an outside consultant. When an outside consultant is to be selected, the Engineering and Capital Projects Division and the Developer shall jointly select that consultant.
- p. The Engineering and Capital Projects Division shall reserve the right to over-size or realign the design of infrastructure to accommodate future development as determined by accepted engineering calculations. Funding shall be the responsibility of Washoe County. Washoe County shall either participate monetarily at the time of design and/or shall credit an appropriate dollar amount to the Developer at the time of recordation of the subdivision map.

April 28, 2021

Washoe County Community Services
Planning and Development Division
PO Box 11130
Reno, NV 89520-0027

RE: Village Parkway Tentative Map; 087-400-11
Tentative Map; WTM21-007

Dear Washoe County Planning Staff:

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

Tentative Map Review and Final Map Conditions per NAC 278

The WCHD 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 the WCHD. 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.
 - i. Water Projects must be submitted directly to WCHD for review.
 - ii. Review of the Water Project may be concurrent with other reviews.
2. Mass grading may proceed after approval of the Tentative Map and after a favorable review by the WCHD of a grading permit application.
 - a. The final map submittal shall include the Permitted Public Water System 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 the WCHD.
 - 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 the WCHD for approval per NAC 278.290 and NAC 445A.66715.

The WCHD 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 the WCHD 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 the WCHD.
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 the WCHD 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 and be included with the final map submittal:
 - 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 the WCHD 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; and
 - d. The developer may select a third-person inspector but the selection must be approved by the WCHD or local agency. A third-person inspector must be a disinterested person who is not an employee of the developer.
3. Prior to final map approval, a "Commitment for Service" letter from the sewage purveyor committing sewer service for the entire proposed development shall be submitted to the WCHD. 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 map approval, a "Commitment for Water Service" letter from the water purveyor committing adequate water service for the entire proposed development must be submitted to the WCHD.
 - a. A copy of this letter must be included with the final map submittal.
5. The final map submittal must include a letter from Nevada Division of Environmental Protection to the WCHD 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 the WCHD the final map fee.
9. All grading and development activities must be in compliance with the DBOH Regulations Governing the Prevention of Vector-Borne Diseases.

April 28, 2021
Village Parkway Tentative Map; 087-400-11
Tentative Map; WTM21-007
Page 3

If you have any questions or would like clarification regarding the foregoing, please contact Dave Kelly, EHS Supervisor at dakelly@washoecounty.us regarding all Health District comments.

Sincerely,

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke, positioned below the word "Sincerely,".

Dave Kelly, REHS
EHS Supervisor
Environmental Health Services
Washoe County Health District

**WASHOE COUNTY
HEALTH DISTRICT**
ENHANCING QUALITY OF LIFE

July 28, 2021

Dan Cahalane, Planner
Washoe County Community Services
Planning and Development Division
1001 E. 9th Street
Reno, NV 89520-0027

RE: Village Parkway; 087-400-11; 087-400-23; 087-400-24
Tentative Subdivision Map; WTM21-007

Dear Mr. Cahalane:

The Washoe County Health District, Emergency Medical Services (EMS) Oversight Program, has reviewed the above referenced project. Based on the proposed development packet, there may be impacts regarding EMS responses to the area, particularly during peak hours. Additionally, the addition of 349 dwellings may increase the use of the healthcare system in the region. The traffic study states 2643 average daily trips will be generated from this project.

Advanced Life Support (ALS) fire services are provided by Truckee Meadows Fire Protection District and ALS ambulance services are provided by REMSA through a Franchise agreement with the Washoe County Health District. For the parcel location, REMSA's Franchise response requirement for life-threatening calls is 30 minutes: 59 seconds for 90 percent of calls. Washoe County population and franchise map response zones are evaluated annually.

The closest hospital is Saint Mary's Regional Medical Center, which is approximately 19.2 miles away from the parcel, should individuals require such services. There are also several other acute care hospitals and healthcare resources available in Washoe County.

It is recommended that the address number is clearly marked on the curb and the structure(s) so the individuals can be quickly located by public safety agencies. Additionally, please ensure that all structures meet ADA requirements, as appropriate.

Please feel free to contact me if you have any questions.

Sincerely,



Julie Hunter, M. S.
EMS Coordinator
jdhunter@washoecounty.us
(775) 326-6043

From: [Mark Freese](#)
To: [Cahalane, Daniel](#)
Subject: RE: July Agency Review Memos I & II
Date: Thursday, July 15, 2021 1:14:13 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

[**NOTICE:** This message originated outside of Washoe County -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dan,

We would recommend incorporating the following condition when applicable as Washoe County had done on other projects:

The applicant shall work with the Nevada Department of Wildlife (NDOW) to create a Wildlife Mitigation Plan acceptable to NDOW. Prior to the final map approval, the applicant shall provide evidence to the Planning and Development Division that such a plan has been created to NDOW's satisfaction. Ensuring compliance with the elements of this plan shall be the responsibility of NDOW

NDOW Commission Policy 62 (Reference: NRS 501.105).

Thank you,
Mark

From: Cahalane, Daniel <DCahalane@washoecounty.us>
Sent: Thursday, July 15, 2021 12:40 PM
To: Mark Freese <markfreese@ndow.org>
Subject: RE: July Agency Review Memos I & II

If this is for the TM, I don't think so. If you want to condition it here, by all means, just cite your reg provisions as justification.



Let us know how we're doing. Please tell us how we did by taking a quick [survey](#)

Dan Cahalane

Planner | Community Services Department- Planning & Building Division

dcahalane@washoecounty.us | Office: 775.328.3628 | Fax: 775.328.6133

Visit us first online: www.washoecounty.us/csd

For Planning call (775) 328-6100 | Email: Planning@washoecounty.us

1001 E. Ninth St., Bldg A., Reno, NV 89512



Connect with us: [cMail](#) | [Twitter](#) | [Facebook](#) | [www.washoecounty.us](#)

From: Mark Freese <markfreese@ndow.org>
Sent: Thursday, July 15, 2021 12:37 PM
To: Cahalane, Daniel <DCahalane@washoecounty.us>
Subject: FW: July Agency Review Memos I & II

[NOTICE: This message originated outside of Washoe County -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Dan,
Did any wildlife stipulations get included for wildlife based upon our last comments? Attached are the our comments from 4/26/2021 which remain the same.

Thank you,
Mark

From: Kerfoot, Lacey <LKerfoot@washoecounty.us>
Sent: Thursday, July 15, 2021 11:12 AM
To: Mark Freese <markfreese@ndow.org>
Cc: Emerson, Kathy <KEmerson@washoecounty.us>
Subject: July Agency Review Memos I & II

Good afternoon,

I have attached Agency Review Memos I and II with cases received in July by Washoe County Community Services Department, Planning and Building Division. You've been asked to review the below items. The item descriptions and links to the applications are provided in the memo.

Memo I – Comments Due by July 30, 2021

- All items

Memo II – Comments Due by August 2, 2021

- Items 1-4 and 6

Please remember to send any agency review responses/comments directly to the Planner for the case, rather than replying to me.

Regards,

| **Lacey Kerfoot**

**WTM21-007
EXHIBIT D**



Office Support Specialist | Community Services Department

LKerfoot@washoecounty.us | Office: 775-328-3606 | Fax: 775-328-6133

1001 E. 9th Street, Reno, NV 89512

Visit us first online: www.washoecounty.us/csd

For Planning call (775) 328-3600, Email: Planning@washoecounty.us





WASHOE COUNTY
COMMUNITY SERVICES DEPARTMENT
Regional Parks and Open Space

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

TO: Dan Cahalane, Planner

FROM: Sophia Kirschenman, Park Planner

DATE: July 20, 2021

SUBJECT: Updated Tentative Subdivision Map Case Number WTM21-007 (Village Parkway)



I have reviewed the updated WTM21-006 application on behalf of the Washoe County Regional Parks and Open Space Program (Parks Program) and prepared the following comments:

If approved, this tentative subdivision map would allow for major grading to facilitate the construction of 166 detached single-family dwellings and 183 attached single-family dwellings as part of a common open space development. Fill materials shall be imported as part of the project. The proposal includes the construction of one trail off of the end of a private road (Cactus Ridge Dr.) to connect to the existing social trail system. No trailhead parking is provided.

Given these considerations, the Parks Program requires the following conditions of approval:

1. All fill materials shall be “certified weed free” to prevent the spread of noxious weeds in the county.
2. The existing and proposed trails shall be owned and maintained by the homeowner’s association in perpetuity. Trail maintenance provisions shall be included in the CC&Rs.
3. A public non-motorized trail easement shall be recorded over all trails on the subject site. This easement shall be identified on the final map.

The Parks Program recommends the following conditions of approval:

1. In conformance with Land Use and Transportation Plan Policy 14.6, and Cold Springs Area Plan Policies 6.3, 6.7 and 6.7.4, the Parks Program recommends that the applicant construct a north-south trail along the length of the subdivision that would connect to the proposed trail off of Cactus Ridge Dr. This would provide better connectivity for future subdivision residents.
2. The existing trails are social trails on steep grades and do not meet sustainable trail design standards (see photos below). As evidenced by the tire tracks, in addition to any non-motorized uses, these trails are also used for dirt biking and OHV use. To avoid any future liability-related issues, the Parks Program recommends that the applicant bring existing trails up to sustainable trail design standards and decommission any remaining trails that do not meet these standards.



INTEGRITY



EFFECTIVE COMMUNICATION



QUALITY PUBLIC SERVICE

WTM21-007
EXHIBIT D

Memo to: Dan Cahalane
Subject: WTM21-007
Date: July 20, 2021
Page: 2

3. The Parks Program recommends that the applicant install appropriate signage at the trailhead location indicating the allowable uses for the trail system. Should the applicant wish to keep the trails open for motorized use, the Parks Program recommends the addition of a non-motorized trail to avoid future user conflicts and liability.





WASHOE COUNTY
COMMUNITY SERVICES
INTEGRITY COMMUNICATION SERVICE

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

July 20, 2021

TO: Dan Cahalane, Planner, CSD, Planning & Development Division
FROM: Vahid Behmaram, Water Rights & Water Resources Consultant, CSD
SUBJECT: Tentative Subdivision Map Case Number WTM21-007 (Village Parkway).

Project description:

For hearing, discussion and possible action to approve a tentative map for 166 detached single family dwelling units and 183 attached single family dwelling units in a common open space development, and major grading permit for the proposed tentative map.

Project located at West side of Village Parkway, north of Cold Springs Dr., Assessor's Parcel Number(s): 087-400-11, 087-400-23, 087-400-24.

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

Comments:

The application indicates that Municipal water service will be provided by the Great Basin Water Company, a notice of intent to serve is attached to the application. The water rights referenced are those with source and point of diversion located within Long Valley Hydrographic Area. As such the water supply is not in conflict with the State Engineer's moratorium on will serve letters from Cold Springs Valley Hydrographic Basin sources of water supply and points of diversion.

Conditions:

There are no water rights conditions for approval of this tentative map. Following the possible approval of the tentative subdivision map, the potential future project will require water supply and sewer service which in turn will require the expansion of water and sewer services.

Valid water and sewer will serve letters will be required prior to approval of the final map proposed by this tentative map.



**DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DIVISION OF WATER RESOURCES**

901 South Stewart Street, Suite 2002
Carson City, Nevada 89701-5250
(775) 684-2800 • Fax (775) 684-2811
<http://water.nv.gov>

July 26, 2021

RE: Comments on WTM21-007

To: Dan Cahalane, Planner
Washoe County Community Services Department
1001 East Ninth Street, Building A
Reno, NV 89512

Name: Village Parkway

County: Washoe County – Cold Springs, Mud Springs Drive and Village Parkway

Location: A portion of the E½ of Section 17, Township 21 North, Range 18, East, MDB&M.

Plat: Tentative: One-hundred-sixty-six (166) single family dwellings and One-hundred-eighty-three (183) high density single family dwellings totaling approximately 124.60 acres and being Washoe County Assessor's Parcel Numbers 087-400-11, 087-400-23, and 087-400-24.

**Water Service
Commitment**

Allocation: Great Basin Water Company has provided an Intent to Serve which states that 46.30 acre-feet annually from Permits 65056 and 65058 are sufficient to serve this project.

**Owner-
Developer:** Lifestyle Homes TND, LLC
4790 Caughlin Parkway, Suite 519
Reno, NV 89519

Engineer: Christy Corporation
1000 Kiley Parkway
Sparks, NV 89436

**Water
Supply:** Great Basin Water Company

General: There are no active water rights appurtenant to the described lands in this proposed project. The lands of the proposed project lie within the Great Basin Water Company service area. Any water used on the described lands should be provided by an established utility or under permit issued by the State Engineer's Office.

All waters of the State belong to the public and may be appropriated for beneficial use pursuant to the provisions of Chapters 533 and 534 of the Nevada Revised Statutes (NRS), and not otherwise.

Any water or monitor wells, or boreholes that may be located on either acquired or transferred lands are the ultimate responsibility of the owner of the property at the time of the transfer and must be plugged and abandoned as required in Chapter 534 of the Nevada Administrative Code. If artesian water is encountered in any well or borehole it shall be controlled as required in NRS § 534.060(3).

Municipal water service is subject to Great Basin Water Company rules and regulations and approval by the Office of the State Engineer regarding water quantity and availability.

A Will Serve from Great Basin Water Company and mylar map of the proposed project must be presented to the State Engineer for approval and signed through his office prior to development.

Action: Approval of Village Parkway will be based on acceptance of Water Will Serve by Great Basin Water Company.

Best regards,

Steve Shell

Steve Shell
Water Resource Specialist II

From: [Rosa, Genine](#)
To: [Cahalane, Daniel](#)
Subject: July Agency Review Memo I
Date: Tuesday, July 27, 2021 4:32:06 PM

Tentative Map Case Number WTM21-007 (Village Parkway)

Dust Control Permit will be required prior to breaking ground, failure to do so may result in enforcement action resulting in a Notice of Violation with associated fines. For Dust Control Permit questions call AQMD at 775-784-7200 or visit www.OurCleanAir.com.

Link to application: [Dust Control Permit Application](#)

P.S. – Please be sure to click the link below and sign up to receive air quality news, updates, public notices and more via e-mail.

Genine Rosa

Environmental Engineer II | Air Quality Management Division | Washoe County Health District
grosa@washoecounty.us | O: (775) 784-7204 | 1001 E. Ninth St., Bldg. B, Reno, NV 89512

*My schedule is 4 x 10's M-Th 7-5:30 off on Fridays.

www.OurCleanAir.com | [Subscribe to get Air Quality Updates!](#)



Please take our customer satisfaction survey by clicking [here](#)

Cahalane, Daniel

From: Thomason, Jennifer C CIV USARMY CESPCK (USA) <Jennifer.C.Thomason@usace.army.mil>
Sent: Thursday, April 29, 2021 11:55 AM
To: Cahalane, Daniel
Subject: Tentative Subdivision Map Case Number WTM20-007 (Village Parkway)

[NOTICE: This message originated outside of Washoe County -- **DO NOT CLICK** on links or open **attachments** unless you are sure the content is safe.]

Hi Dan,

This project may not require a permit under Section 404 of the Clean Water Act. This Silver Lake basin is generally known as a closed basin that is not known to flow to a traditionally navigable water and as such would not be federally jurisdictional. However, our office has not processed a jurisdictional determination for this project or any other projects in the area under the Navigable Waters Protection Rule that became effective in June 2020 so I don't have a specific determination that covers this area that allows me to make that definitive statement. It is the project proponent's responsibility to document the jurisdiction on their property and to coordinate with our office as needed to determine the need for a permit. Please let me know if you need anything more.

Thanks,

Jennifer C. Thomason
Senior Project Manager
Nevada-Utah Regulatory Section
300 Booth Street, Room 3050
Reno, Nevada 89509

Ph: 775-784-5304
Cell: 775-686-9622- Primary number during COVID-19 Response

Regular Schedule Tuesday-Friday

In response to COVID-19, Regulatory Division staff are teleworking from home or other approved location. We will do our best to administer the Regulatory Program in an effective and efficient manner. Priority will be given to health and safety activities and essential infrastructure. Action on your permit application or other request may be delayed during this emergency. We appreciate your patience over the next several weeks.

Let us know how we're doing. Please complete the survey at:
<https://regulatory.ops.usace.army.mil/customer-service-survey/>

From: [Lemon, Brittany](#)
To: [Cahalane, Daniel](#)
Cc: [Way, Dale](#)
Subject: WTM21-007 (Village Parkway) Conditions of Approval
Date: Monday, July 19, 2021 2:09:38 PM
Attachments: [image001.png](#)

Hi Dan,

This project shall meet and comply with all requirements of currently adopted TMFPD fire codes, ordinances, and standards at the time of construction to include infrastructure for fire apparatus access roads and water supply. This project is in a HIGH WUI Hazard Classification zone.

<https://tmfpd.us/fire-code/>

Thank you!

Brittany Lemon

Fire Captain - Fire Prevention | Truckee Meadows Fire & Rescue

blemon@tmfpd.us | Office: 775.326.6079 | Cell: 775.379.0584

3663 Barron Way, Reno, NV 89511



"Committed to excellence, service, and the protection of life and property in our community"



Washoe-Storey Conservation District

Bret Tyler Chairman
Jim Shaffer Treasurer
Cathy Carfield Storey app.
Jean Herman Washoe app.

1365 Corporate Blvd.
Reno NV 89502
775 857-8500 ext. 131
nevadacconservation.com

July 27, 2021

Washoe County Community Services Department

C/O Dan Cahalane, Planner

1001 E Ninth Street, Bldg. A

Reno, NV 89512

R: WTM21-007 Village Parkway

Dear Dan,

In reviewing the tentative map for 166 detached and 183 attached single family units, the Conservation District has the following comments.

The applicant submits to the District for approval a revegetation plan prepared by a qualified professional that includes a seed mix based on soil type, a contingency water plan, fertilizer plan, erosion control structures and a monitoring plan with updates provided to the Conservation District after the completion of the growing season (October 31) every year for a three-year period.

To prevent the spread of noxious weeds concerning grading and import of material, the applicant shall collaborate with the Conservation District to develop an onsite noxious weeds management plan to ensure weed seeds do not impact other areas, utilizing certified weed free material.

To support water not holding longer than 7 days and eliminating this attractive nuisance in the 3 detention basins, the District requires a 6–8-inch rock lined low flow channel from the inlet to the outlet(s) pipe including 2 feet by 3 feet infiltration trench below the low flow channel that will diminish storm water runoff to Swan Lake. No vegetation shall be planted within two feet on other side of the low flow channel in the detention basins.

If the walls located at the western edge are rockery, we will require placing smaller rock in the voids of the face of the entire height of the wall to reduce any undermining by small animals.

The District recommends the front yards of single-family homes designed with xeriscape standards to minimize nuisance water runoff to Swan Lake but if turf is optional, a two-foot buffer (no turf) is required from the back face of sidewalk and or curb.

The exterior of the detached and attached single family homes including roofing material, monument signage, group mailboxes use an earth tone color palette to blend with the native area.

With a trail constructed at the western edge of the project connecting to open space a minimum of 1 pet station is recommended to encourage users with dogs to use this amenity.

Thank you for providing us the opportunity to review the project that may have impacts on our natural resources and if there are questions call us at (775)-750-8272.

Sincerely,

Shaffer-Tyler



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

July 21, 2021

FR: Chrono/PL 181-21

Mr. Dan Cahalane, Planner
Community Services Department
Washoe County
PO Box 11130
Reno, NV 89520

Dear Mr. Cahalane,

RE: WTM21-007 (Village Parkway)

The Regional Transportation Commission (RTC) has reviewed this application for a tentative map for 166 detached single family dwelling units and 183 attached single family dwelling units in a common open space subdevelopment, and major grading permit for the proposed tentative map and a recommendation from the Planning Commission on a proposed Director’s Modification of Standards for cuts exceeding 10ft from the natural grade.

The project site access is located on Village Parkway, a regional road, identified by the 2050 Regional Transportation Plan (RTP) as an Arterial with moderate access control. New accesses on Village Parkway should be designed to meet the criteria outlined in the table below.

Access Management Class	Posted Speeds	Signals Per Mile and Spacing ²	Median Type	Left From Major Street? (Spacing from signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways	Driveway Spacing ³
Moderate Access Control	40-45 mph	3 or less Minimum spacing 1590 feet	Raised or painted w/ turn pockets	Yes 500 ft. minimum	No, on 6- or 8- lane roadways w/o signal	Yes ⁵	200 ft./300 ft

1. On-street parking shall not be allowed on any new arterials. Elimination of existing on-street parking shall be considered a priority for major and minor arterials operating at or below the policy level of service.
2. Minimum signal spacing is for planning purposes only; additional analysis must be made of proposed new signals in the context of existing conditions, planned signalized intersections, and other relevant factors impacting corridor level of service.
3. Minimum spacing from signalized intersection/spacing from other driveways.
4. If there are more than 30 inbound, right-turn movements during the peak-hour.
5. If there are more than 60 inbound, right-turn movements during the peak-hour.
6. Minimum spacing on collectors.

The application requests to approve a tentative map for 166 detached single family dwelling units and 183 attached single family dwelling units. Though the number and type of units evaluated in the applicant’s traffic study does not match the number and type of units proposed in the application, the overall trip generation for the number proposed in the application is largely the same as shown in the traffic study. Therefore, the recommendations/mitigations provided in the traffic study are still valid. The proposed 166 detached single family

units and 183 attached single family units are anticipated to generate approximately 2907 daily trips, 207 AM peak hour trips, and 266 PM peak hour trips.

The policy Level of Service (LOS) standard for Village Parkway and White Lake Parkway is LOS D. Intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridor. This project should be required to complete roadway improvements necessary to maintain policy LOS standards. The traffic study shows that the intersection of the Project Access/ Village Parkway will operate at LOS B or better in the 2040 Plus Project Scenario with the construction of a 340' exclusive northbound to westbound left turn lane on Village Parkway. **The applicant should be required to construct this left turn lane and any necessary accompanying improvements on Village Parkway as a condition of approval.** The traffic generated by the project will also impact the intersection of regional roadways Village Parkway and White Lake Parkway. The applicant's traffic study shows that with no improvements, the intersection will operate at LOS C or better in the 2040 Plus Project Scenario which meets the policy level of service of LOS D.

The applicant should assess the available stopping and intersection sight distance at the proposed project access intersections using guidelines provided in AASHTO's Policy on Geometric Design of Highways and Streets (Green Book). Landscaping and buildings should be placed so that clear sight triangles are provided.

Please ask the developer to contact Scott Miklos, Trip Reduction Analyst, at 775-335-1920 or smiklos@rtcwashoe.com to discuss disbursing information to buyers. Mr. Miklos can assist with providing RTC Smart Trips materials with specific transportation options information for that site that will help reduce the pollution and congestion this develop will add to the valley.

The RTP, RTC Bicycle/Pedestrian Master Plan and the Nevada Department of Transportation Pedestrian Safety Action Plan, all indicate that new development and re-development will be encouraged to construct pedestrian and bicycle facilities, internal and/or adjacent to the development, within the regional road system. In addition, these plans recommend that the applicant be required to design and construct any sidewalks along the frontage of the property in conformance with the stated ADA specifications.

Thank you for the opportunity to comment on this application. Please feel free to contact me at 775-332-0174 or email me at rkapuler@rtcwashoe.com if, you have any questions or comments.

Sincerely,



Rebecca Kapuler
Senior Planner

CC: Dale Keller, Regional Transportation Commission
Blaine Petersen, Regional Transportation Commission,
Sara Going, Regional Transportation Commission
Tina Wu, Regional Transportation Commission
Andrew Jankayura, Regional Transportation Commission
Scott Miklos, Regional Transportation Commission

/Village Parkway

From: [Rodela, Brett A](#)
To: [Cahalane, Daniel](#)
Cc: [Baxley, Randy](#); [Freund, Sandy](#)
Subject: RE: [EXTERNAL] RE: Development Review WTM21-007 (Village Parkway)
Date: Thursday, July 15, 2021 12:54:06 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

[**NOTICE:** This message originated outside of Washoe County -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hello, Mr. Cahalane,

Everything stands consistent with previous communications pertaining to WTM21-007 (below) with exception to updated future enrollment projections in the following table for this oncoming school year and adjustments to North Valleys High School on account of zoning changes that will go into effect at the start of the 2022/23 school year, impacting enrollments there.

School	2021/2022	2025/26	2030/31
Inskeep ES	63%	75%	84%
Cold Springs MS	47%	53%	69%
North Valleys HS	102%	100%	117%

Please reply any further questions and/or requests pertaining to **WTM21-007 (Village Parkway)**, and thank you for the opportunity to comment.

Brett A. Rodela

GIS Analyst

Washoe County School District

Office: (775) 325-8303 | Cell: (775) 250-7762

From: Cahalane, Daniel <DCahalane@washoecounty.us>
Sent: Thursday, April 1, 2021 9:51 AM
To: Rodela, Brett A <Brett.Rodela@WashoeSchools.net>
Subject: RE: [EXTERNAL] RE: Development Review WTM21-007 (Village Parkway)

Thank you.



Let us know how we're doing. Please tell us how we did by taking a [quick survey](#)

Dan Cahalane

**WTM21-007
EXHIBIT D**

Planner | Community Services Department- Planning & Building Division

dcahalane@washoecounty.us | Office: 775.328.3628 | Fax: 775.328.6133

Visit us first online: www.washoecounty.us/csd

For Planning call (775) 328-6100 | Email: Planning@washoecounty.us

1001 E. Ninth St., Bldg A., Reno, NV 89512



Connect with us: [cMail](mailto:Planning@washoecounty.us) | [Twitter](https://twitter.com/WashoeCounty) | [Facebook](https://www.facebook.com/washoecounty) | www.washoecounty.us

From: Rodela, Brett A <Brett.Rodela@WashoeSchools.net>

Sent: Thursday, April 1, 2021 9:50 AM

To: Cahalane, Daniel <DCahalane@washoecounty.us>

Cc: Baxley, Randy <RBaxley@washoeschools.net>; Freund, Sandy <Sandy.Freund@WashoeSchools.net>

Subject: RE: [EXTERNAL] RE: Development Review WTM21-007 (Village Parkway)

[NOTICE: This message originated outside of Washoe County -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Dan,

In response to your questions:

- “Does this tentative map move up the need to invest in Cold Springs High School?”
 - The timing and need for all of WCSD’s Capital Program is evaluated at least annually and may be adjusted based on the most current information. WCSD remains the beneficiary of multiple, permanent sources of public revenue against which debt may be issued to accelerate investments as warranted.
- “Is there a capacity issue that we will be making significantly worse since there is no funding for the Cold Springs High School for 4-5 years when I see a table with 100%+ capacity starting now.”
 - What if the redistrict doesn’t pass and we see a 5% reduction in enrollment in that district?”
 - As was previously indicated, the projected enrollment impacts to NVHS from this 349 unit development (at full build-out – which isn’t anticipated until around 2028, possibly best case scenario) is only approximately 29 students. That represents approximately a 1% increase in enrollments to NVHS; so no, this development is not projected to have a significant impact on enrollment at NVHS.

Brett A. Rodela

GIS Analyst

Washoe County School District

**WTM21-007
EXHIBIT D**

From: Cahalane, Daniel <DCahalane@washoecounty.us>
Sent: Wednesday, March 31, 2021 11:57 AM
To: Rodela, Brett A <Brett.Rodela@WashoeSchools.net>
Subject: RE: [EXTERNAL] RE: Development Review WTM21-007 (Village Parkway)

I look at those budget documents in conjunction with the table provided and ask:

- Does this tentative map move up the need to invest in Cold Springs High School?
- Is there a capacity issue that we will be making significantly worse since there is no funding for the Cold Springs High School for 4-5 years when I see a table with 100%+ capacity starting now.
 - What if the redistrict doesn't pass and we see a 5% reduction in enrollment in that district?

I don't want to be put in a position to have to analyze the school's analysis and funding decisions. I'm not the subject area expert, it's out of my wheelhouse. However, I will be asked questions on it by the Planning Commission who are going to look at the table and CIP and ask those above questions during the public hearing. I would prefer to have a solid agency review that I can point to stating why the School District sees it a certain way.

I would like a clear comment that addresses the issues that the School District foresees (or doesn't foresee) and why approving (or denying) the tentative map is acceptable from the School District's standpoint or a set of conditions that mitigate the impacts of the proposed entitlement. That gives me clear direction on the topics I am supposed to review per 110.608.20 and the findings the Planning Commission is required to make under 110.608.25.

Regards,



Let us know how we're doing. Please tell us how we did by taking a quick [survey](#)

Dan Cahalane

Planner | Community Services Department- Planning & Building Division

dcahalane@washoecounty.us | Office: 775.328.3628 | Fax: 775.328.6133

Visit us first online: www.washoecounty.us/csd

For Planning call (775) 328-6100 | Email: Planning@washoecounty.us

1001 E. Ninth St., Bldg A., Reno, NV 89512



Connect with us: [cMail](mailto:) | [Twitter](https://twitter.com/) | [Facebook](https://www.facebook.com/) | www.washoecounty.us

From: Rodela, Brett A <Brett.Rodela@WashoeSchools.net>
Sent: Wednesday, March 31, 2021 11:17 AM

To: Cahalane, Daniel <DCahalane@washoecounty.us>
Cc: Baxley, Randy <RBaxley@washoeschools.net>; Freund, Sandy <Sandy.Freund@WashoeSchools.net>
Subject: RE: [EXTERNAL] RE: Development Review WTM21-007 (Village Parkway)

[NOTICE: This message originated outside of Washoe County -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Hello, Dan,

I wanted to connect you to the two attached publicly available documents that just came to my awareness pertaining to the future construction of a high school in Cold Springs which will go to the direct relief of North Valleys High School. Both are 5-Year Capital Improvement Plans, the first of which was approved by the Board of Trustees at their Regular Meeting June 9, 2020:

[BoardDocs® Agenda Item: 5.07 PRESENTATION, DISCUSSION, AND POSSIBLE ACTION TO APPROVE THE FOLLOWING, AS RECOMMENDED BY THE CAPITAL FUNDING PROTECTION COMMITTEE \(CFPC\) AT THEIR MEETING ON JUNE 4, 2020: THE WASHOE COUNTY SCHOOL DISTRICT CAPITAL IMPROVEMENT PROGRAM TO INCLUDE THE 2019/20 'E' MAJOR PROJECTS PROGRAM AND THE 2020/21 CAPITAL RENEWAL PROGRAM, AND THE FISCAL YEAR 2021-2025, FIVE-YEAR CAPITAL IMPROVEMENT PLAN TO INCLUDE PROJECTS THROUGHOUT THE WASHOE COUNTY SCHOOL DISTRICT PURSUANT TO THE ATTACHED LIST OF PROGRAM PROJECTS AND ASSOCIATED COSTS FOR EACH PROJECT \(FOR POSSIBLE ACTION\)](#)

The second, (proposed) 5-Year FY22 CIP, goes to the Capital Funding Protection Committee tomorrow for Presentation, Discussion, and/or Possible Action to recommend approval which if granted would be forwarded to the Board of Trustees.

[BoardDocs® Agenda Item: 2.04 Presentation, Discussion, and Possible Action to recommend approval of the Fiscal Year 2022-2026, Five-Year Capital Improvement Plan, to the Washoe County School District Board of Trustees \(FOR POSSIBLE ACTION\)](#)

On the documents under **Expenditures** you'll be able to view the item for "Cold Springs HS" and the financial values allocated to and recommended for it for the upcoming years.

Brett A. Rodela

GIS Analyst

Washoe County School District

Office: (775) 325-8303 | Cell: (775) 250-7762

From: Cahalane, Daniel <DCahalane@washoecounty.us>
Sent: Monday, March 29, 2021 4:34 PM
To: Rodela, Brett A <Brett.Rodela@WashoeSchools.net>
Subject: RE: [EXTERNAL] RE: Development Review WTM21-007 (Village Parkway)

**WTM21-007
EXHIBIT D**

Thank you. That will help me explain the case to the commissioners.



Let us know how we're doing. Please tell us how we did by taking a [quick survey](#)

Dan Cahalane

Planner | Community Services Department- Planning & Building Division

dcahalane@washoecounty.us | Office: 775.328.3628 | Fax: 775.328.6133

Visit us first online: www.washoecounty.us/csd

For Planning call (775) 328-6100 | Email: Planning@washoecounty.us

1001 E. Ninth St., Bldg A., Reno, NV 89512



Connect with us: [cMail](mailto:) | [Twitter](https://twitter.com/) | [Facebook](https://www.facebook.com/) | www.washoecounty.us

From: Rodela, Brett A <Brett.Rodela@WashoeSchools.net>

Sent: Monday, March 29, 2021 4:31 PM

To: Cahalane, Daniel <DCahalane@washoecounty.us>

Cc: Baxley, Randy <RBaxley@washoeschools.net>; Freund, Sandy <Sandy.Freund@WashoeSchools.net>

Subject: RE: [EXTERNAL] RE: Development Review WTM21-007 (Village Parkway)

[NOTICE: This message originated outside of Washoe County -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Dan,

Our enrollment capacity projections including the -5% includes approved future development of areas within North Valleys High School's enrollment boundary. The school district is not expecting a contraction in North Valleys/Cold Springs population. The -5% reflects a possible decrease to student enrollment if the school district's Zoning Advisory Committee and Board of Trustees approves the recommended realignment of North Valleys High School's enrollment boundary.

Brett A. Rodela

GIS Analyst

Washoe County School District

Office: (775) 325-8303 | Cell: (775) 250-7762

From: Cahalane, Daniel <DCahalane@washoecounty.us>

Sent: Monday, March 29, 2021 4:15 PM

To: Rodela, Brett A <Brett.Rodela@WashoeSchools.net>

**WTM21-007
EXHIBIT D**

Subject: RE: [EXTERNAL] RE: Development Review WTM21-007 (Village Parkway)

I will. I'm just trying to figure out whether those projections mean that this project meets finding (d) – Public Facilities – the availability and accessibility of public services such as schools, police and fire protection, transportation, recreation and parks. Normally, we defer to the agency responsible for those determinations.

Is -5% enrollment is a reasonable estimate based on a projected [Regional Plan](#) population increase in the county by 100k between 2018-2038? Can you please provide more detail on why the School District is expecting a contraction in the North Valleys/Cold Springs when it's one of the more affordable areas in the metro area? That's going to be hard for me to answer without more detail at the planning commission when 3 of the commissioners sit on the Regional Planning Commission.

Regards,



Let us know how we're doing. Please tell us how we did by taking a quick [survey](#)

Dan Cahalane

Planner | Community Services Department- Planning & Building Division

dcahalane@washoecounty.us | Office: 775.328.3628 | Fax: 775.328.6133

Visit us first online: www.washoecounty.us/csd

For Planning call (775) 328-6100 | Email: Planning@washoecounty.us

1001 E. Ninth St., Bldg A., Reno, NV 89512



Connect with us: [cMail](#) | [Twitter](#) | [Facebook](#) | www.washoecounty.us

From: Rodela, Brett A <Brett.Rodela@WashoeSchools.net>

Sent: Monday, March 29, 2021 4:00 PM

To: Cahalane, Daniel <DCahalane@washoecounty.us>

Cc: Baxley, Randy <RBaxley@washoeschools.net>; Freund, Sandy <Sandy.Freund@WashoeSchools.net>

Subject: RE: [EXTERNAL] RE: Development Review WTM21-007 (Village Parkway)

[NOTICE: This message originated outside of Washoe County -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Please keep in mind those are projections.

Brett

From: Rodela, Brett A
Sent: Monday, March 29, 2021 3:59 PM
To: Cahalane, Daniel <DCahalane@washoecounty.us>
Cc: Baxley, Randy <RBaxley@washoeschools.net>; Freund, Sandy <Sandy.Freund@WashoeSchools.net>
Subject: RE: [EXTERNAL] RE: Development Review WTM21-007 (Village Parkway)

Dan,

If the recommended zoning alignment is approved through the Board of Trustees and we see a -5% in enrollments through 2030/31, enrollments will reflect as follows for the years indicated:

2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
102%	102%	102%	100%	102%	104%	110%	113%	118%

Brett A. Rodela

GIS Analyst

Washoe County School District

Office: (775) 325-8303 | Cell: (775) 250-7762

From: Cahalane, Daniel <DCahalane@washoecounty.us>
Sent: Monday, March 29, 2021 3:51 PM
To: Rodela, Brett A <Brett.Rodela@WashoeSchools.net>
Subject: RE: [EXTERNAL] RE: Development Review WTM21-007 (Village Parkway)

So that just put it to capacity in 2026/27?



Let us know how we're doing. Please tell us how we did by taking a quick [survey](#)

Dan Cahalane

Planner | Community Services Department- Planning & Building Division

dcahalane@washoecounty.us | Office: 775.328.3628 | Fax: 775.328.6133

Visit us first online: www.washoecounty.us/csd

For Planning call (775) 328-6100 | Email: Planning@washoecounty.us

1001 E. Ninth St., Bldg A., Reno, NV 89512



Connect with us: [cMail](mailto:) | [Twitter](https://twitter.com/) | [Facebook](https://www.facebook.com/) | www.washoecounty.us

From: Rodela, Brett A <Brett.Rodela@WashoeSchools.net>

Sent: Monday, March 29, 2021 3:32 PM
To: Cahalane, Daniel <DCahalane@washoecounty.us>
Cc: Baxley, Randy <RBaxley@washoeschools.net>; Freund, Sandy <Sandy.Freund@WashoeSchools.net>
Subject: RE: [EXTERNAL] RE: Development Review WTM21-007 (Village Parkway)

[NOTICE: This message originated outside of Washoe County -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Dan,

The school district is posed to respond to and address overcrowding at North Valleys High School.

Our Zoning Advisory Committee is currently addressing zoning of North Valleys High School and are slated to take action at their next meeting on April 15th on the topic. If their recommendation is approved by the Board of Trustees, possibly as soon as May of this year, North Valleys could see enrollment relief of -5% for the future years indicated and adjacent.

Brett A. Rodela

GIS Analyst

Washoe County School District

Office: (775) 325-8303 | Cell: (775) 250-7762

From: Cahalane, Daniel <DCahalane@washoecounty.us>
Sent: Monday, March 29, 2021 3:13 PM
To: Rodela, Brett A <Brett.Rodela@WashoeSchools.net>
Subject: RE: [EXTERNAL] RE: Development Review WTM21-007 (Village Parkway)

Just so I'm clear, there are no conditions despite the fact that this will result in overcrowding in North Valleys High School, correct?

Regards,



Let us know how we're doing. Please tell us how we did by taking a [quick survey](#)

Dan Cahalane

Planner | Community Services Department- Planning & Building Division

dcahalane@washoecounty.us | Office: 775.328.3628 | Fax: 775.328.6133

Visit us first online: www.washoecounty.us/csd

For Planning call (775) 328-6100 | Email: Planning@washoecounty.us

1001 E. Ninth St., Bldg A., Reno, NV 89512



**WTM21-007
EXHIBIT D**

Connect with us: [cMail](#) | [Twitter](#) | [Facebook](#) | [www.washoecounty.us](#)

From: Rodela, Brett A <Brett.Rodela@WashoeSchools.net>
Sent: Monday, March 29, 2021 3:08 PM
To: Cahalane, Daniel <DCahalane@washoecounty.us>
Cc: Baxley, Randy <RBaxley@washoeschools.net>; Freund, Sandy <Sandy.Freund@WashoeSchools.net>
Subject: RE: [EXTERNAL] RE: Development Review WTM21-007 (Village Parkway)

[NOTICE: This message originated outside of Washoe County -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Dan,

Thanks – My fault for missing that.

166 Detached Units is calculated to generate 32, 19, and 17 students for a grand total of 55, 31, and 29 students respective of each school.

Brett A. Rodela

GIS Analyst

Washoe County School District

Office: (775) 325-8303 | Cell: (775) 250-7762

From: Cahalane, Daniel <DCahalane@washoecounty.us>
Sent: Monday, March 29, 2021 2:45 PM
To: Rodela, Brett A <Brett.Rodela@WashoeSchools.net>
Subject: [EXTERNAL] RE: Development Review WTM21-007 (Village Parkway)

Hi Bret,

Just to confirm, that this was communicated. This is a 349 unit tentative map. 183 attached units and 166 detached units.

Does that impact your calculations?

Regards,



Let us know how we're doing. Please tell us how we did by taking a [quick survey](#)

Dan Cahalane

**WTM21-007
EXHIBIT D**

Planner | Community Services Department- Planning & Building Division

dcahalane@washoecounty.us | Office: 775.328.3628 | Fax: 775.328.6133

Visit us first online: www.washoecounty.us/csd

For Planning call (775) 328-6100 | Email: Planning@washoecounty.us

1001 E. Ninth St., Bldg A., Reno, NV 89512



Connect with us: [cMail](mailto:) | [Twitter](https://twitter.com/) | [Facebook](https://www.facebook.com/) | www.washoecounty.us

From: Rodela, Brett A <Brett.Rodela@WashoeSchools.net>

Sent: Monday, March 29, 2021 2:39 PM

To: Cahalane, Daniel <DCahalane@washoecounty.us>

Cc: Baxley, Randy <RBaxley@washoeschools.net>; Freund, Sandy <Sandy.Freund@WashoeSchools.net>

Subject: Development Review WTM21-007 (Village Parkway)

[NOTICE: This message originated outside of Washoe County -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Hello, Mr. Cahalane,

Village Parkway proposing 183 attached single family units is zoned for Inskeep Elementary, Cold Springs Middle, and North Valleys High Schools. 183 units is calculated to generate 23, 12, and 12 students respective of each school.

The following table outlines current and future-projected school enrolment capacity percentages for each impacted school:

School	2020/21	2025/26	2030/31
Inskeep ES	N/A	75%	84%
Cold Springs MS	65%	53%	69%
North Valleys HS	94%	105%	122%

As indicated by the attached 20 Year Facilities Plan, the school district intends to build a high school in the Cold Springs area sometime in the timeframe around 2027-2029. This new high school will go to the direct enrollment relief of North Valleys High School. In addition to this, North Valleys High School is expected to receive some enrollment relief with the opening of Debbie Smith Career and Technical Education Academy at current Hug High School in the Fall of 2023 following the opening of New Hug High School (Fall 2022). Enrollment relief expected from Debbie Smith CTE is considered within the provided projections.

For further information as to the school district's plans as they pertain to facilities for the next 19

years, please feel free to reference the Facilities Plan, approved for conformance with Truckee Meadow's Regional Planning Agency's 20 Year Plan.

Thank you for the opportunity to comment. Please reply with any further questions and/or requests pertaining to **WTM21-007 (Village Parkway)**.

Brett A. Rodela

GIS Analyst

Washoe County School District

Office: (775) 325-8303 | Cell: (775) 250-7762



Fuel modification distances are minimum distances necessary to provide a defensible space to protect the structure and to allow fire fighters an area to provide additional protection to the structure as the fire approaches.

The minimum distance of fuel modification is based on the relative fire hazard severity for the site, which is determined using Table 502.1. See the commentary to Section 502.1 for additional information.

The fuel modification distances increase as the fire hazard severity increases, with a minimum distance of 30 feet. In all situations, the fuel modification is based on the requirements in Table 603.2 or the distance to the property line, whichever is less. For example, the size of the property may not allow a fuel modification distance of 100 feet when located in an extreme fire hazard area. The property owner only has control over his or her individual property to protect his or her own structure. See Commentary Figure 603.2.



Commentary Figure 603.2
FUEL MODIFICATION ON
DOWNSLOPE SIDE OF STRUCTURE

TABLE 603.2
REQUIRED DEFENSIBLE SPACE

WILDLAND-URBAN INTERFACE AREA	FUEL MODIFICATION DISTANCE (feet) ^a
Moderate hazard	30
High hazard	50
Extreme hazard	100

For SI: 1 foot = 304.8 mm.

a. Distances are allowed to be increased due to site-specific analysis based on local conditions and the fire protection plan.

The effect of slope on the intensity of the fire is the reason that the downslope side of structure is naturally the most vulnerable exposure. For this reason, Footnote a in Table 603.2 and the last sentence in Section 603.2 state that the fuel modification can be increased by the code official. It may be that the downslope side of the structure in a high hazard area should be increased beyond 50 feet because on that

downslope side, the fire is coming up a canyon. The canyon presents a higher-risk fire behavior than rolling hills.

603.2.1 Responsible party. Persons owning, leasing, controlling, operating or maintaining buildings or structures requiring defensible spaces are responsible for modifying or removing nonfire-resistive vegetation on the property owned, leased or controlled by said person.

❖ The code official cannot require the adjacent property owner to provide fuel modification based on the fuel modification distance for a structure on property he or she is not responsible for. However, if there is a fire protection plan that addresses the community, subdivision or area as whole, then each property owner must do his or her part to maintain that plan, which may include providing a defensible space around the perimeter of the subdivision for the protection of the area as a whole. See the commentary to Section 405 for additional information on fire protection plans.

603.2.2 Trees. Trees are allowed within the *defensible space*, provided that the horizontal distance between crowns of adjacent trees and crowns of trees and structures, overhead electrical facilities or unmodified fuel is not less than 10 feet (3048 mm).

❖ It is not the intent for the defensible space to be void of vegetation; the vegetation must be thinned and maintained. Trees are allowed within the defensible space but they are to be removed or trimmed to provide a clear separation of 10 feet from the tree crown to other trees and to the structure. See Commentary Figure 603.2.2.

603.2.3 Groundcover. Deadwood and litter shall be regularly removed from trees. Where ornamental vegetative fuels or cultivated ground cover, such as green grass, ivy, succulents or similar plants are used as ground cover, they are allowed to be within the designated *defensible space*, provided that they do not form a means of transmitting fire from the native growth to any structure.

❖ Dead material is easily ignited. This would include any dead branches that have not yet fallen, pine needles, leaves and any other combustible material. These dead materials, even pine needles, can carry fire to a structure.

A common practice in many areas is to rake the pine needles, or pine straw, together and use them as a type of mulch. This is often placed around the trunk of a tree or along the exterior wall of the building. This practice is not in concert with creating a defensible space. Pine needles will carry a fire to the structure. Many structures have been ignited simply from a cigarette discarded into this pine straw. The pine straw smolders and ignites, then ignites the structure itself. In a wildland fire situation, an ember can land in the pine straw and smolder even after the fire has passed, later igniting and consuming the structure. See Commentary Figure 603.2.3.

GENERAL REQUIREMENTS

A102.2 Clearance of brush or vegetative growth from roadways. The code official is authorized to require areas within 10 feet (3048 mm) on each side of portions of fire apparatus access roads and driveways to be cleared of non-fire-resistive vegetation growth.

Exception: Single specimens of trees, ornamental vegetative fuels or cultivated ground cover, such as green grass, ivy, succulents or similar plants used as ground cover, provided they do not form a means of readily transmitting fire.

❖ Clearing vegetative growth from roadways accomplishes several important objectives. It reduces the probability of ignition of the typical grass and weed growth along roadside areas. It moves the fuel load away from the roadway, thereby creating a safer path of ingress and egress, and provides an existing anchor point for operational decisions such as burn-outs, evacuation assistance or creation of safety zones. The 10-foot clearance is measured horizontally from the edge of the roadway. See Commentary Figure A102.2.

The exception allows for trees or bushes to remain, provided they are separated and do not create a continuous path of fuel spread. The exception also allows ivy and succulents to remain as ground cover. Both ivy and succulents are excellent plants for limiting fire spread.



Commentary Figure A102.2
VEGETATION CLEARANCE ALONGSIDE A ROADWAY

A102.3 Clearance of brush and vegetative growth from electrical transmission and distribution lines. Clearance of brush and vegetative growth from electrical transmission and distribution lines shall be in accordance with Sections A102.3.1 through A102.3.2.3.

Exception: Sections A102.3.1 through A102.3.2.3 do not authorize persons not having legal right of entry to enter

on or damage the property of others without consent of the owner.

❖ One of the most common fire ignition sources is power lines and particularly the areas beneath utility towers. Maintaining these areas free of vegetation that would be easily ignited and also readily carry fire from the location is an important objective. The exception here is important, as it clearly does not create the authority to trespass.

A102.3.1 Support clearance. Persons owning, controlling, operating or maintaining electrical transmission or distribution lines shall have an *approved* program in place that identifies poles or towers with equipment and hardware types that have a history of becoming an ignition source, and provides a combustible free space consisting of a clearing of not less than 10 feet (3048 mm) in each direction from the outer circumference of such pole or tower during such periods of time as designated by the code official.

Exception: Lines used exclusively as telephone, telegraph, messenger call, alarm transmission or other lines classed as communication circuits by a public utility.

❖ Persons include governmental, quasi-governmental and private individuals as well as corporations that are viewed as responsible for maintaining and operating the power lines. Control is the key to responsibility. The nature of power line installations is that their locations span a variety of physically and politically diverse underlying properties. The most common controlling person is the quasi-governmental public utility. Most fire departments and their respective code officials will have no role in approving the clearance program. They are typically limited to identifying deficiencies and reporting to the State or other entity that approves the program. In those remaining circumstances where the local code official is responsible for approving such a program, he or she should adopt a program that most nearly aligns with the dominant public utility in the area. As with the roadside clearance in Section A102.2, it is important to remember the clearance should be measured horizontally. Appropriate due diligence here would be to survey the power poles in the jurisdiction and identify respective responsibilities.

A102.3.2 Electrical distribution and transmission line clearances. Clearances between vegetation and electrical lines shall be in accordance with Sections A102.3.2.1 through A102.3.2.3.

❖ See the commentary to Section A102.3.1 for general discussion. Where no approved program is in place that includes clearance between vegetation and electrical lines, the code official shall use Sections A102.3.2.1 through A102.3.2.2 and Tables A102.3.2.1 and A102.3.2.2 or may approve an alternative.

APPENDIX A-2

INTERNATIONAL CODE COUNCIL

Copyright © 2020 ICC. ALL RIGHTS RESERVED. Accessed by Green Way [dewjain@iccc.com], (Truckee Meadows Fire Prot Dist) Order Number 410000011 on Jul 25, 2024 09:49 AM (PDT) pursuant to License Agreement with ICC. No further reproduction, no further reproductions by any third party, or distribution authorized. Single user only, copying and networking prohibited. ANY UNAUTHORIZED REPRODUCTION OR DISTRIBUTION IS A VIOLATION OF THE FEDERAL COPYRIGHT ACT AND THE LICENSE AGREEMENT, AND SUBJECT TO CIVIL AND CRIMINAL PENALTIES THEREUNDER.

2018 IWUIC® CODE and COMMENTARY

Appendix F: Characteristics of Fire-resistive Vegetation

This appendix is for information purposes and is not intended for adoption.

General Comments

The purpose of developing a defensible space is to slow the fire and reduce its intensity as it approaches a structure. This can be accomplished by removing or thinning vegetation, or by replacing the natural vegetation with fire-resistive vegetation.

This appendix provides general guidelines when evaluating the fire-resistant characteristics of various vegetative species.

Purpose

Appendix F is an informational appendix provided for the convenience of the code user. It is simply a compilation of the eight characteristics of fire-resistive vegetation that can be used effectively within wildland-urban interface areas to reduce the likelihood of fire spread through vegetation.

All plants will burn under extreme *fire weather* conditions such as drought. However, plants burn at different intensities and rates of consumption. Fire-resistive plants burn at a relatively low intensity, slow rates of spread and with short flame lengths. The following are characteristics of fire-resistive vegetation:

1. Growth with little or no accumulation of dead vegetation (either on the ground or standing upright).
2. Nonresinous plants (willow, poplar or tulip trees).
3. Low volume of total vegetation (for example, a grass area as opposed to a forest or shrub-covered land).
4. Plants with high live fuel moisture (plants that contain a large amount of water in comparison to their dry weight).
5. Drought-tolerant plants (deeply rooted plants with thick, heavy leaves).
6. Stands without ladder fuels (plants without small, fine branches and limbs between the ground and the canopy of overtopping shrubs and trees).
7. Plants requiring little maintenance (slow-growing plants that, when maintained, require little care).
8. Plants with woody stems and branches that require prolonged heating to ignite.

❖ It is important to understand that all plants will burn given the right circumstances. But many plants are more difficult to ignite and burn much more slowly once ignited. Succulents and ice plants are typically good choices, as they contain a high fuel moisture and there is little dead and dried material.

Fire-resistive plants will vary from region to region and from climate zone to climate zone. General qualities of fire-resistive plants are:

- The ability to store water.
- An extensive root system.
- Limited production of dead material.

- High levels of salt.
- The ability to withstand drought.
- Low levels of oils or resins.
- The ability to resprout after a fire.

Several sources are available that identify specific species of fire-resistant plants. The Landscaping Network at www.landscapingnetwork.com/plants/fire-resistant.html provides the following list of 10 plants for fire hazard gardens:

1. Ice Plant
2. Aeonium
3. Lavender
4. Lamb's Ear
5. Sage
6. Agave
7. Fortnight Lily
8. New Zealand Flax
9. Yucca
10. Blue Fescue

Bibliography

The following resource materials were used in the preparation of the commentary to this chapter of the code:

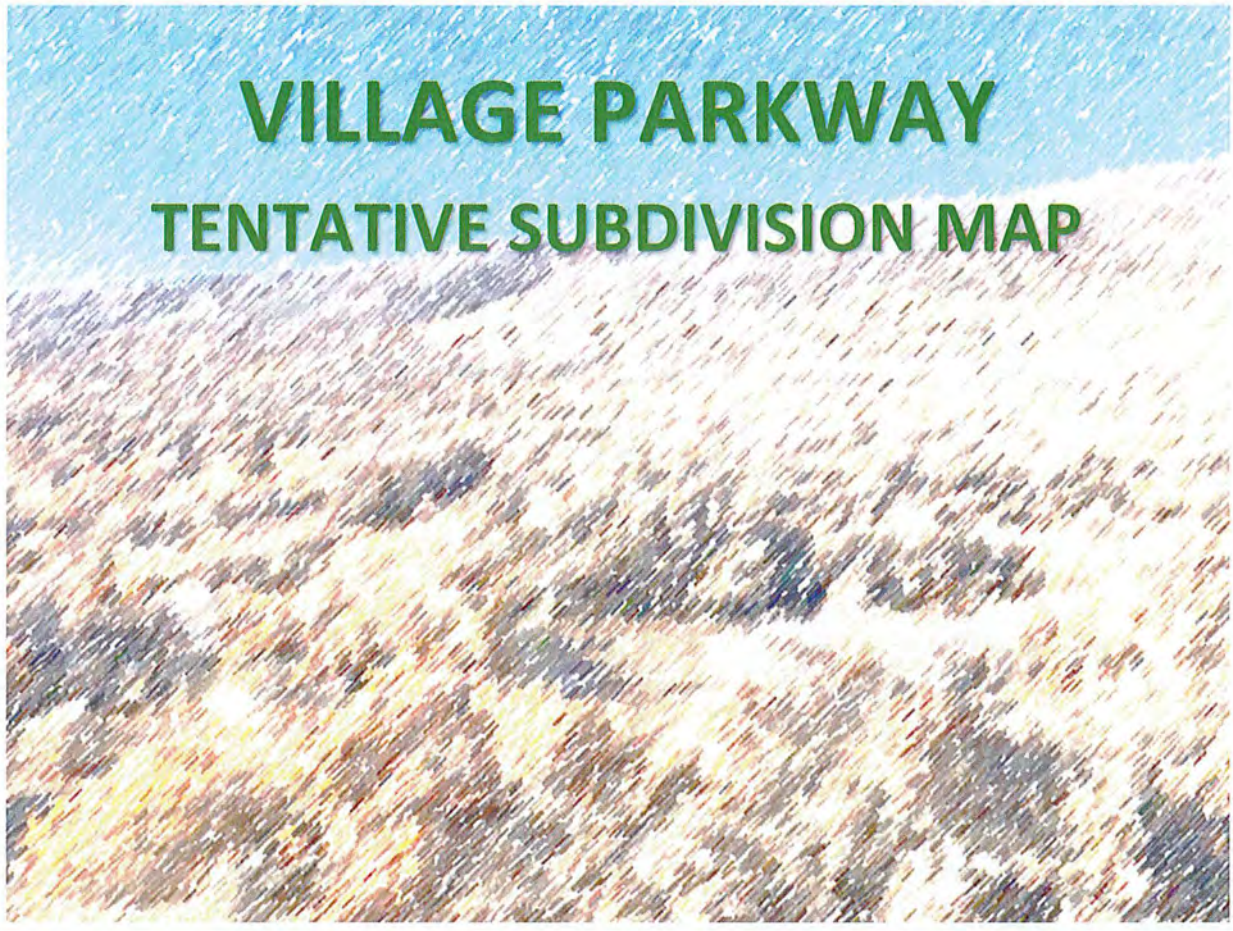
www.landscapingnetwork.com/plants/fire-resistant.html.
The Landscaping Network, July 22, 2019.

Plants to Avoid

BOTANICAL NAME	COMMON NAME	P
<i>Artemisia</i> species	Sage or Wormwood	
<i>Calamagrostis acutiflora</i>	Feather Reed Grass	
<i>Calocedrus decurrens</i>	Incense Cedar	
<i>Cedrus atlantica</i> 'Glaucæ'	Blue Atlas Cedar	
<i>Chrysothamnus nauseosus</i>	Rubber Rabbitbrush	
<i>Cupressus glabra</i>	Arizona Cypress	
<i>Cytisus</i> species	Broom	
<i>Genista</i> species	Dwarf Broom	
<i>Juniperus</i> species	Juniper	
<i>Picea glauca</i> 'Conica'	Dwarf Alberta Spruce	
<i>Picea pungens</i>	Spruce	
<i>Pinus</i> species	Pine	
<i>Sequoiadendron giganteum</i>	Giant Redwood	
<i>Thuja occidentalis</i>	Arborvitae	



Notice provided to 133 Parcels within 500ft



**VILLAGE PARKWAY
TENTATIVE SUBDIVISION MAP**

Prepared by:



March 8, 2021

**WTM21-007
EXHIBIT G**

VILLAGE PARKWAY

TENTATIVE SUBDIVISION MAP

Prepared for:

Lifestyle Homes TND, LLC
4790 Caughlin Parkway, Suite 519
Reno, Nevada 89519

Prepared by:

Christy Corporation, Ltd.
1000 Kiley Parkway
Sparks, Nevada 89436
(775) 502-8552

March 8, 2021

VILLAGE PARKWAY TENTATIVE MAP

Table of Contents

Introduction1
Project Location1
Existing Conditions2
Request Summary6
Cold Springs Area Plan10
Tentative Map Findings14

List of Figures:

Figure 1 – Vicinity Map1
Figure 2 – Master Plan Land Use2
Figure 3 – Zoning.....3
Figure 4 – Existing Conditions4
Figure 5 – Existing Conditions5
Figure 6 – Preliminary Site Plan7

Appendices:

- Washoe County Development Application
- Owner Affidavit
- Tentative Subdivision Map Application
- Request to Reserve Street Names
- Property Tax Verification
- Water Service Letter
- Sewer Service Letter
- Preliminary Title Report
- Washoe County Assessor’s Office Map

VILLAGE PARKWAY TENTATIVE MAP

Attachments:

Preliminary Engineering Plans
Preliminary Engineering Reports
Preliminary Landscape Plan
Preliminary Geotechnical Investigation
Traffic Impact Analysis

VILLAGE PARKWAY TENTATIVE MAP

Introduction

This application includes the following request:

- A **Tentative Subdivision Map** to allow for 166 detached single family units and 183 attached single family units in the High Density Suburban (HDS) regulatory zone.

Project Location

The Village Parkway properties (APN #'s 087-400-11, 23, and 24) consist of 124.6± acres located on the west side of Village Parkway, north of Cold Springs Drive in the Cold Springs Area Plan. Mud Springs Drive (private) traverses the site along the eastern property boundary. Figure 1 (below) depicts the project location.

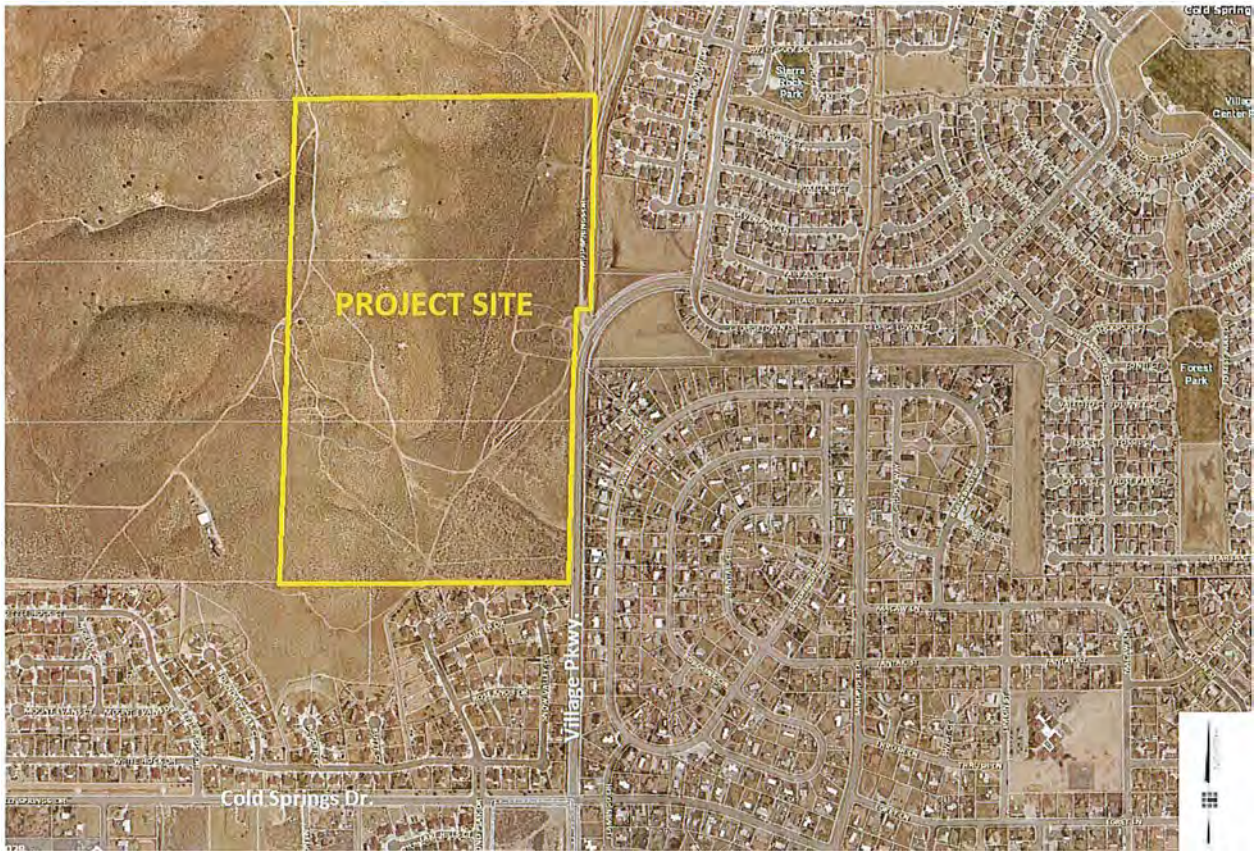


Figure 1 – Vicinity Map

VILLAGE PARKWAY TENTATIVE MAP

Existing Conditions

Currently, the project site is vacant. The western side of the properties is characterized by steep slopes and a ridgeline that separates the parcels from large lot residential uses to the west. The eastern portion of the property is relatively flat and easily accessed from Village Parkway. Surrounding land use included single family suburban residential to the east, south, and northeast, and large-lot residential to the north and west.

The site topography is reflected in the current Master Plan designations for the site. The western portions of the property are designated as Rural while the eastern half of the site is Suburban Residential. Figure 2 (below) depicts the existing Master Plan designations for the site and surrounding area.

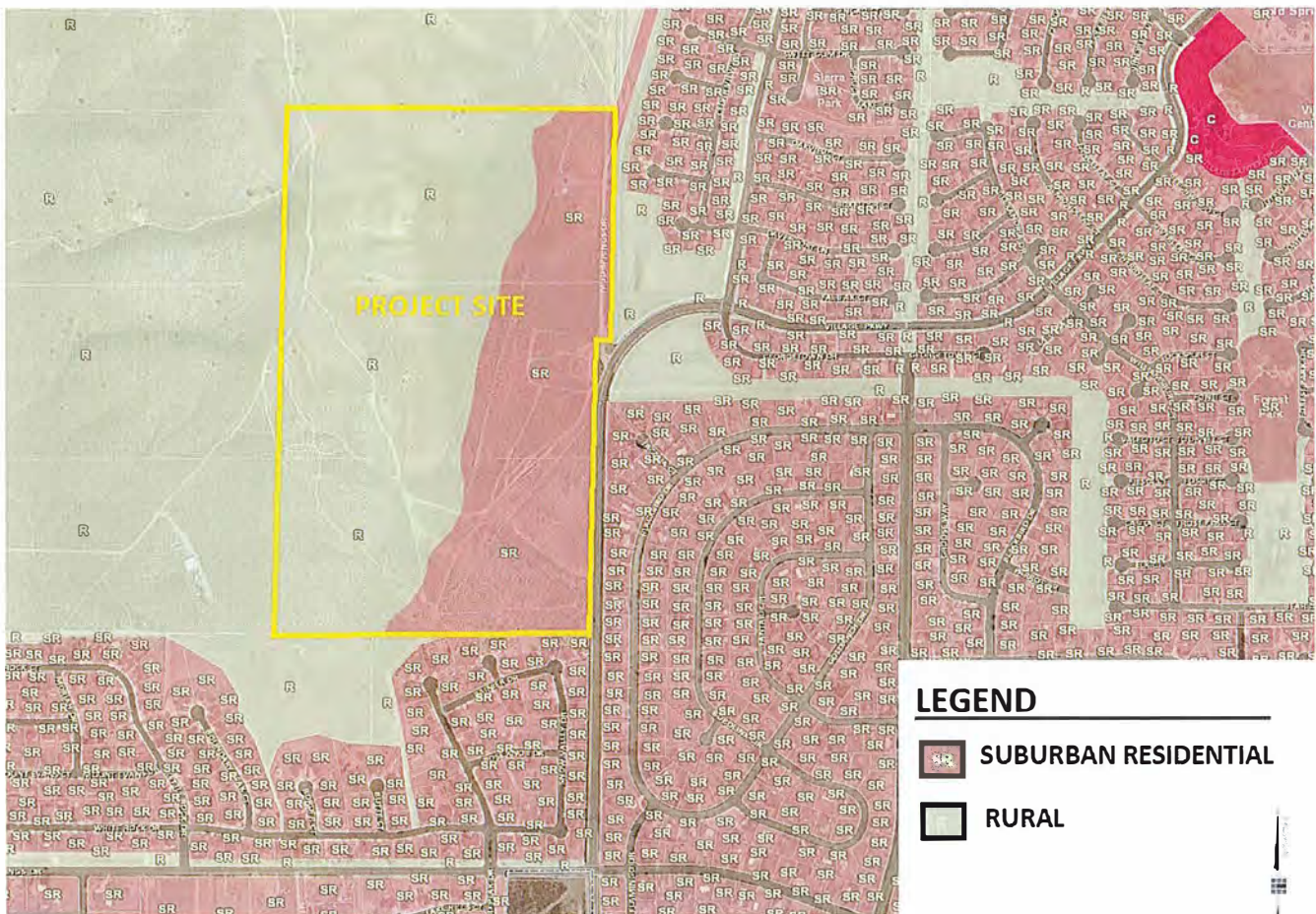


Figure 2 – Master Plan Land Use

VILLAGE PARKWAY TENTATIVE MAP

The project site includes split zoning. The western side of the property is zoned General Rural (GR) while the eastern portion of the site is designated as High Density Suburban (HDS). The HDS portion of the site includes 47.2± acres of HDS zoning which allows for 7 dwelling units per acre for detached single family and 9 units per acre for attached single family use.

Figure 3 (below) depicts the existing site zoning.

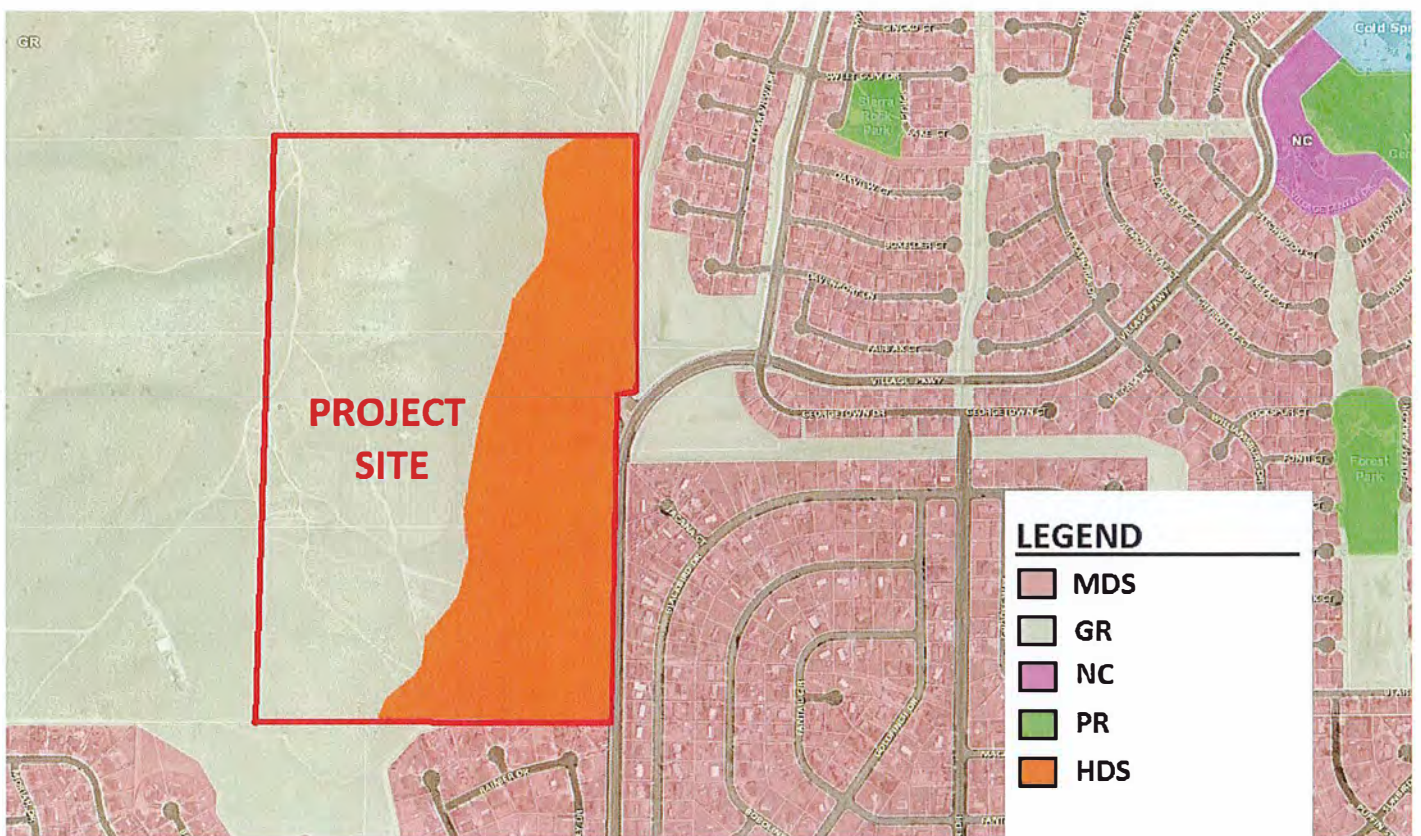


Figure 3 - Zoning

VILLAGE PARKWAY TENTATIVE MAP

Figure 4 (below) and 5 (following page) depict the existing onsite conditions.

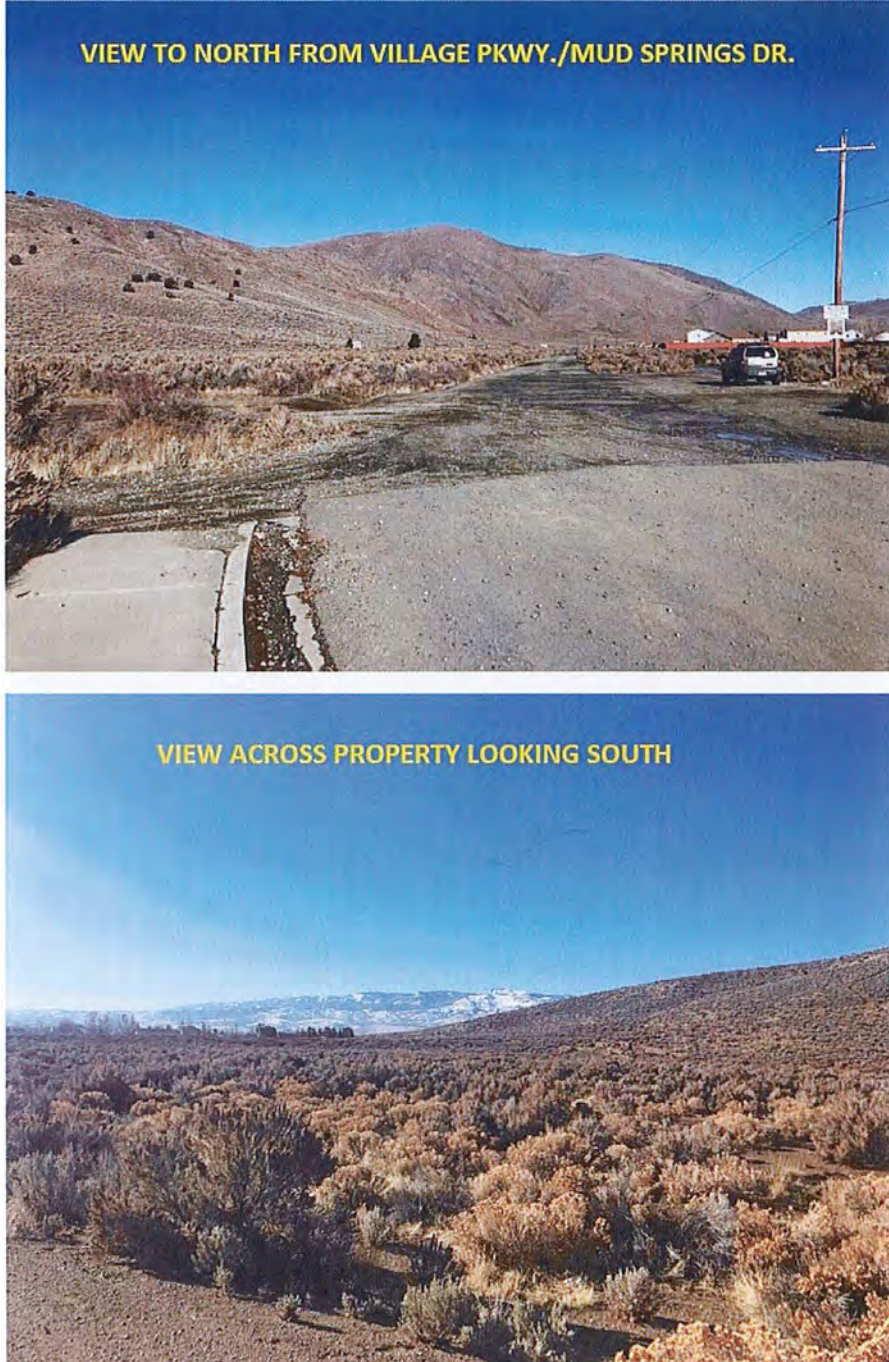


Figure 4 – Existing Conditions

VILLAGE PARKWAY TENTATIVE MAP

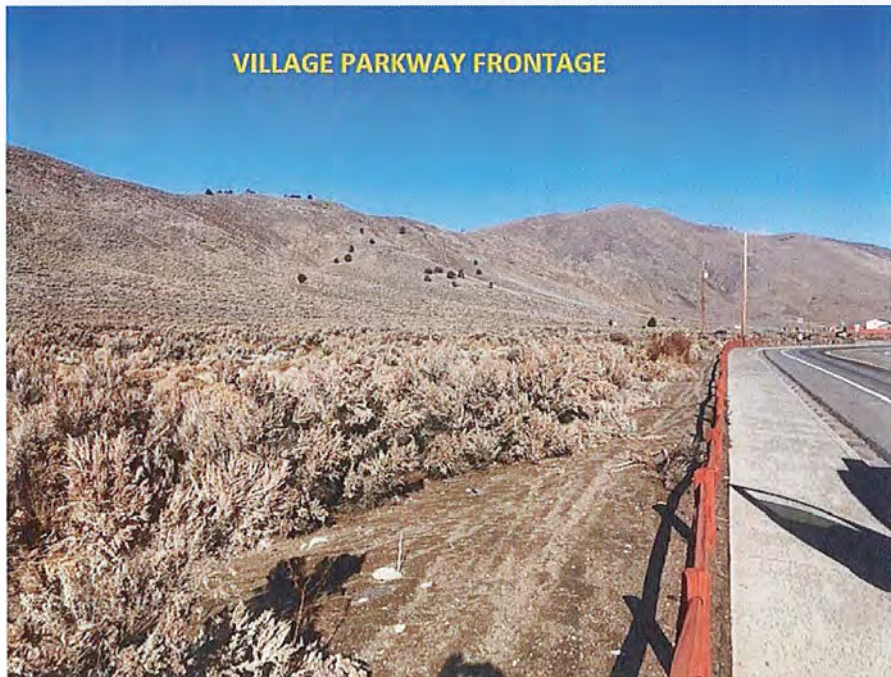
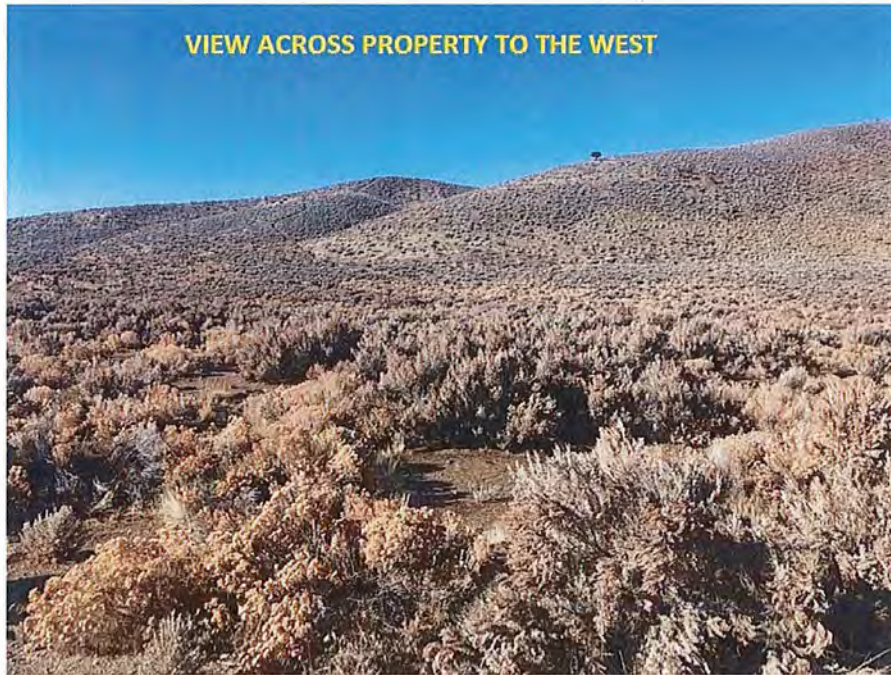


Figure 5 – Existing Conditions

VILLAGE PARKWAY TENTATIVE MAP

Request Summary

This application includes a request for a Tentative Subdivision Map to allow for a mix of attached and detached single family units totaling 349. Attached single family product (townhomes) is clustered at the southern portion of the project site with detached single family units located at the central and northern portions of the project area. The project utilizes a Common Open Space Development concept which preserves the General Rural (GR) zoned portion of the site and steeper slopes located at the west side of the existing parcels. Units are proposed to be clustered within the HDS zoning area.

Primary access to the project will be via a new divided entry along Village Parkway. This entry will serve as the primary access for both the townhome and detached units. Two secondary emergency access roads located at the southern boundary and north-central portion of the site will provide additional connection to Village Parkway ensuring all emergency access requirements are met. The secondary access roads will be gated to limit access to emergency vehicles only.

The Village Parkway Tentative Map is somewhat unique in that it provides for two distinct housing types. Townhome units will be located at the southern portion of the project site and are designed to face landscaped common areas/paseos within the project. These common areas create an attractive outdoor living space for residents and encourage outdoor gathering, recreation, etc. The design of the townhome portion of the tentative map includes alley-loaded garages. As a result, building facades facing the landscaped paseos are not dominated by garages and provide for a safe pedestrian environment free of vehicles.

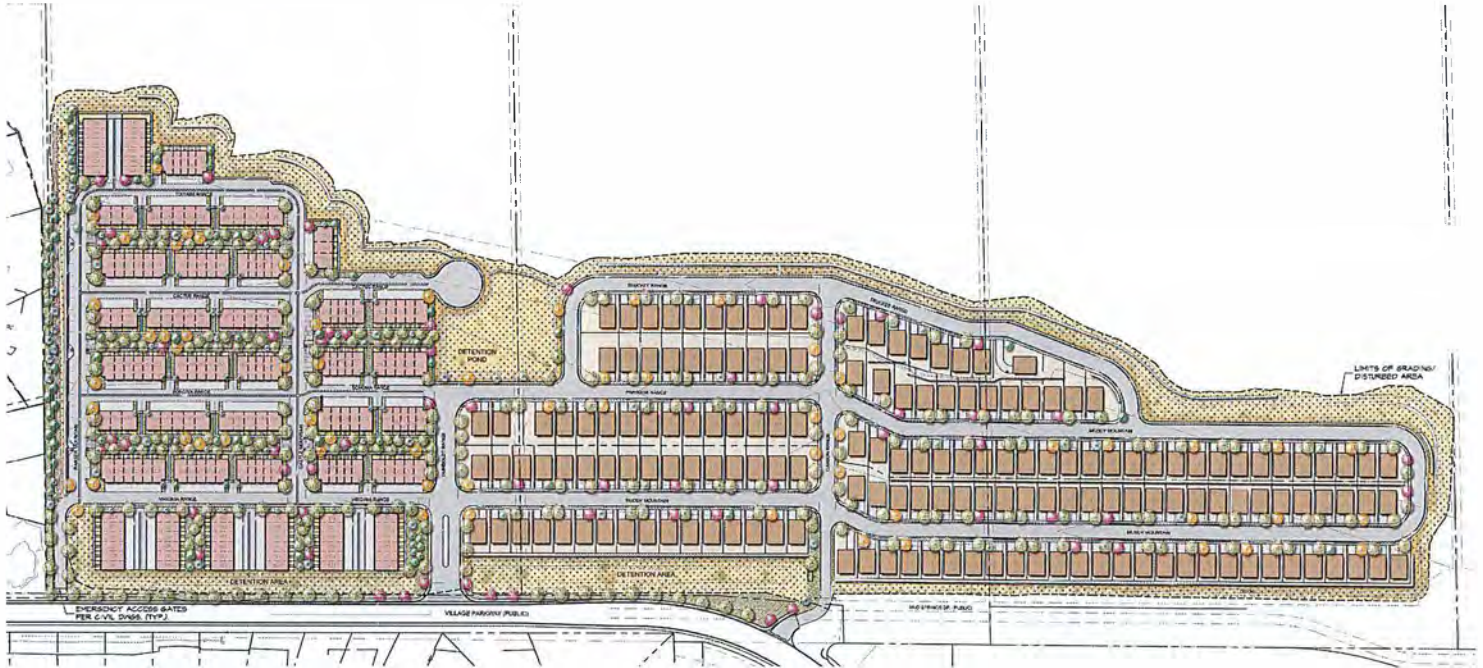
Townhome units are expected to range in size from 900± square feet to 2,000± square feet and will include a mix of one, two, and three story floorplans (not to exceed 35 feet in height). Alleyways within the townhome area will be private and maintained by a homeowner's association (HOA). The HOA will also be responsible for the ongoing maintenance of paseos, landscape common areas, and exterior maintenance of units. A separate HOA for the townhome units (not to include the single family detached units) may be enacted with final map.

Each townhome unit will include a garage along the internal alleys. Additionally, parking "pods" are provided and dispersed throughout the community within proximity to units, providing guest and visitor parking. Parking areas are located to not interfere with paseo functionality and include an additional 114 spaces, ensuring all Washoe County Development Code requirements are satisfied. A parking summary is also included on the attached site plan.

Townhomes will share a common wall(s) with adjoining units. As attached single family products, residents will own the individual parcel of land on which the townhome is located. The townhome concept serves to diversify residential offerings within Cold Springs and broadens home ownership opportunities for residents in the area by offering a lower maintenance, more affordable housing option. A total of 183 townhome units are proposed.

VILLAGE PARKWAY TENTATIVE MAP

Figure 6 (below) depicts the preliminary site plan for the Village Parkway Tentative Map. A full size copy of the plan is included as an attachment to this report.



GENERAL NOTES

- 1) ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING CODES.
- 2) TREES
 - ONE HALF OF ALL DECIDUOUS TREES SHALL HAVE A MINIMUM CALIPER OF 2 INCHES THE REMAINING MAY HAVE A CALIPER OF 1" AT TIME OF PLANTING.
 - ONE HALF OF ALL EVERGREEN TREES SHALL HAVE A MINIMUM HEIGHT OF 7 FEET. THE REMAINING MAY HAVE A HEIGHT OF 5 FEET AT TIME OF PLANTING.
- 3) FINAL PLANT SELECTION AND LAYOUT WILL BE BASED ON SOUND HORTICULTURAL PRACTICES RELATING TO MICRO CLIMATE, SOIL AND WATER REGIMES. ALL TREES WILL BE STAKED SO AS TO REMAIN UPRIGHT AND PLUMB FOLLOWING INSTALLATION. PLANT SIZE AND QUALITY AT TIME OF PLANTING WILL BE PER THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-1990).
- 4) ALL SHRUBBEDS WILL RECEIVE 4" DEPTH MULCH WITH WEED CONTROL.
- 5) ALL LANDSCAPING WILL BE AUTOMATICALLY IRRIGATED. CONTAINER PLANTINGS WILL BE DRIP IRRIGATED BASED ON THE SPECIFIC HORTICULTURAL REQUIREMENTS OF EACH SPECIES. A REDUCED-PRESSURE-TYPE BACKFLOW PREVENTOR WILL BE PROVIDED ON THE IRRIGATION SYSTEMS AS REQUIRED PER CODE.
- 6) PLAN IS CONCEPTUAL. PLANT QUANTITIES INDICATED ARE PER CITY OF RENO CODE REQUIREMENTS. PLANT LOCATIONS, FINAL SPECIES SELECTION, AND SIZE AT PLANTING SHALL BE DETERMINED DURING DEVELOPMENT OF THE FINAL CONSTRUCTION DOCUMENTS.

PLANT LEGEND

- FLOWERING TREE
- DECIDUOUS SHADE TREE
- EVERGREEN TREE
- COMMON AREA LANDSCAPING
- STREETSCAPE
- RE-VEGETATION AREA

LANDSCAPE DATA

- DEVELOPMENT SITE AREA = 2,034,615 SQ FT (46.7 ACRES)
 ZONING: HD5 (HIGH DENSITY SUBURBAN)
 TOWNHOME REQUIRED LANDSCAPE AREA = 146,400 SQ FT (3.36 ACRES) MIN
 (20% OF TOWNHOME DEVELOPMENT SITE 732,000 SQ FT (16.8 ACRES))
 INCLUDES
- COMMON AREA LANDSCAPE
 - FRONT, BACK AND SIDE YARDS WHERE ADJACENT TO THE STREET
 - STREETScape ALONG WOODLAND VILLAGE PARKWAY - 1 TREE PER 50 LN FT
- SINGLEFAMILY
- 1 TREE PER LOT OR 50 LN FT OF STREET FRONTAGE FOR FRONT AND SIDE YARDS
 - 1 TREE PER 50 LN FT ALONG WOODLAND VILLAGE PARKWAY
- PARKING TREES REQUIRED
- 1 TREE PER 20 LN FT IN OFF-SET ROWS FOR PARKING SCREENING BETWEEN MF AND SF
 - 1 TREE PER 10 PARKING SPACES
- NOTE: FINAL NUMBERS OF TREES SHOWN IN COMMON AREAS TO BE DETERMINED DURING FINAL DESIGN.



Figure 6 – Preliminary Site Plan

VILLAGE PARKWAY TENTATIVE MAP

As Figure 6 depicts, detached single family units are located at the central and northern portions of the tentative map area. The detached units take on a more traditional neighborhood concept and include lots sizes ranging from 3,645± square feet to 8,257± square feet. New units will be accessed via an internal street network with no units accessed directly from Village Parkway. Roadways within the detached unit area will be public and are designed to Washoe County standards. In all, a total of 166 detached units are proposed.

Grading of the project site will include cutting into a small portion of the GR zoned property located on the west side of the tentative map area to provide fill within eastern portions of the site. In accordance with Washoe County grading standards, cuts will be less than 10 feet in height and will be screened from the view of Village Parkway by the intervening homes. No units are proposed within the GR zoned portion of the existing parcels. Improvements within the GR area include limited grading along the eastern edge as well as a portion of roadway that will provide access to detached units at the north end of the site.

Landscaped common area will be located along the Village Parkway frontage. This will provide for a visually appealing streetscape and incorporates required onsite detention. Additionally, a larger detention basin, central to the project site, is located at the western side of the tentative map area to ensure all Washoe County requirements related to stormwater and drainage are implemented. Similar to the Village Parkway frontage, the detention area will include landscaping and is incorporated as a community amenity. Landscape improvements and detention areas are located within dedicated common area and will be maintained by the project HOA. A trail (as shown on the attached plans) will be included at the western side of the site, connecting to open space areas to the west.

The project will be constructed in phases. Townhomes and detached products may be phased separately but could include concurrent phases of development. It is anticipated that each product type may include up to 4 individual phases with project buildout estimated at 5 to 7 years.

The current HDS zoning allows for up to 9 units per acre for attached single family and 7 units per acre for detached single family housing. Thus, under the current conditions, up to 424 units could be developed at the project site. Under the proposed mix, 349 units are proposed. The townhome portion of the project accounts for approximately 45% of the site area (21.24± acres), resulting in a proposed density of 8.6 units per acre. Detached single family products account for the remaining 25.96± acres of the site, resulting in a detached density of 6.4 units per acre. Overall project density is 7.4 dwelling units per acre. This is fully compliant with the existing HDS zoning and Suburban Residential Master Plan designation.

Per the Common Open Space Development provisions of the Washoe County Development Code, units are clustered within the portion of the site zoned HDS which includes approximately 47.2± acres. The remaining 77.4± acres zoned GR will be dedicated as open space with no future development. Therefore, the overall gross density for the project is 2.8 dwelling units per acre.

VILLAGE PARKWAY TENTATIVE MAP

The proposed units and densities not only comply with the underlying land use designations assigned by Washoe County, but are also compatible with the surrounding area as well. Per the Land Use Compatibility Matrix included in the Washoe County Development Code, HDS zoning and its associated permitted density, has the highest compatibility rating with MDS zoning which is located immediately to the south. GR portions of the site will remain undeveloped and are included as dedicated common area/open space. Preservation of this area, including steep slopes and ridgelines, will preserve viewsheds within Cold Springs and serves to ensure that the project provides a proper land use transition to the west.

The Common Open Space approach to the project is highly logical given the site location, characteristics, and product types proposed. Dedicated common areas will include landscape areas, resident amenities (within the townhome portion of the site) and stormwater facilities. These areas provide visual breaks within the community and add aesthetic appeal within neighborhoods. By including these areas and facilities within common area, long term maintenance by the HOA will occur, reducing the burden upon Washoe County. One of the most important considerations of the Common Open Space provisions is the preservation and protection of the western side of the site (areas zoned GR). This will ensure the permanent protection of steep slopes and the adjoining ridgeline. These areas help frame the west side of the Cold Springs Valley and dedicating them as common area/open space preserves views for residents of the entire area.

A detailed traffic impact analysis for the Village Parkway Tentative Map has been prepared by Solaegui Engineers to evaluate the traffic impacts resulting from development of the project. The study was done in conjunction with the Village Center project which is also being developed by Lifestyle Homes/Lissner family. Thus, the analysis provides for a more comprehensive analysis to account for all projects occurring within the area that may impact the local and regional roadway network. Recommendations from the traffic analysis are incorporated into the project design and identified mitigation measures can be conditioned (as necessary) with this tentative map request.

Based on trip generation data published by the Institute of Transportation Engineers (ITE), the townhome units (ITE Land Use Code 230) are expected to generate 1,063 average daily trips (ADT) with 81 am and 95 pm peak hour trips. The detached units (ITE Land Use Code 210) will generate 1,580 ADT with 125 am and 166 pm peak trips. Total estimated traffic generation is 2,643 ADT with 206 am and 261 pm peak trips at full buildout. It is important to note that this is a cumulative impact with the completion of all project phases. Per the recommendations of the traffic analysis, improvements and mitigations to the roadway network will occur to ensure that all traffic impacts are properly mitigated, and acceptable levels of service are maintained for area roadways.

VILLAGE PARKWAY TENTATIVE MAP

The following table provides for an overall executive summary of the project:

Village Parkway Tentative Map - Development Summary	
Project Component	Proposed with Tentative Map
Project Area	124.6± acres
Development Area (HDS zoning)	47.2± acres
Townhome Units (Single Family Attached)	183 units
Detached Single Family Units	166 units
Total Units	349 units
Gross Project Density	2.8 dwelling units per acre
Net Project Density (Tentative Map Area)	7.4 dwelling units per acre
Smallest Detached Lot Size	3,645± square feet
Largest Detached Lot Size	8,257± square feet
Average Detached Lot Size	4,250± square feet
Smallest Attached Lot Size	800± square feet
Largest Attached Lot Size	1,348± square feet
Average Attached Lot Size	1,047± square feet
Total Lot Area	20.48± acres
Public Right-of-Way Area	6.65± acres
Common Area ¹	97.47± acres

¹ – includes private roadway area.

Cold Springs Area Plan

The Village Parkway Tentative Map and its associated design and density fully complies with the current HDS regulatory zoning and Suburban Residential Master Plan land use designations. The proposed unit mix will serve to diversify the Cold Springs housing market and offers much needed housing opportunities that are more affordable than traditional single family homes on larger lots located within the area. This will appeal to a wide range of residents, including the “missing middle” which has been identified as an area of critical concern by regional agencies, including Washoe County, Truckee Meadows Regional Planning, and the Economic Development Authority of Western Nevada (EDAWN).

The project, as proposed, will either support or implement the following policies from the Cold Springs Area Plan. It is also important to note that the project does not conflict with any provisions outlined in the Area Plan. The site is located within the Cold Springs Suburban Character Management Area which is identified as the area where new growth is to occur within the Cold Springs Valleys.

Relevant policies:

CS.1.1.3 Any residential land use more dense than one dwelling unit per five acres (1du/5 acres) must be located within the Cold Springs Suburban Character Management Area (CSCMA).

VILLAGE PARKWAY TENTATIVE MAP

CS.2.7 Landscape designs for new development will emphasize the use of native and/or drought tolerant vegetation, with non-native and atypical vegetation integrated sparingly into any landscaped area.

CS.2.7.1 Where landscaping is required in yards adjoining streets, residential subdivisions shall offer at least two (2) options for drought tolerant (i.e. climate adaptive) and native type landscaping.

CS.2.7.2 Large expanses of turf shall be discouraged, except for necessary use in parks and recreational facilities. The use of treated effluent shall be used whenever feasible for irrigation of large turf areas.

CS.2.8 To avoid long, continuous sections of solid fencing along street frontages, especially collectors and arterials, subdivision design should avoid platting large numbers of continuous linear lots with back yards and fences directly abutting the public right of way (see Photo 13). This design approach not only creates a "tunnel" effect, but can also result in maintenance problems, graffiti, and illegal access issues. If this design situation cannot be avoided, the following shall be required:

a. Fences may not exceed six (6) feet in height and shall be set back at least fifteen (15) feet from the edge of pavement or right-of-way, whichever is greater;

b. Fences shall employ offsetting articulation every other section;

c. Fences shall be either open (e.g. split rail) or (if not open) constructed of materials other than wood and metal, such as block masonry, brick, or stucco; and,

d. The creation of a Homeowners Association will be encouraged (for unified maintenance of common area and fencing).

CS.2.10 Prevent future suburban residential subdivisions from locating residences directly adjacent to major highways or railroad easements. Effective shielding and buffering will be planned to provide noise abatement with health and safety precautions.

CS.3.1 The policy level of service (LOS) for local and regional transportation facilities in the Cold Springs planning area is LOS "C" or better for roadway volume (i.e. flow rates) and LOS "D" or better for intersections. All development proposals must demonstrate how the adopted level of service for local transportation facilities will be maintained.

CS.3.2 Washoe County will work with the Regional Transportation Commission (RTC) and neighboring jurisdictions to ensure that potential impacts arising from development in neighboring jurisdictions are mitigated and consistent with the intent of policy CS.3.1.

CS.3.3 The necessary right-of-way and intersection requirements identified in the Regional Transportation Plan will be protected through dedication, setback or other method deemed adequate and appropriate by the Regional Transportation Commission and Washoe County.

VILLAGE PARKWAY TENTATIVE MAP

CS.4.1 Ensure that the scenic and ecologic qualities of the mountains and hills in the Cold Springs planning area are preserved.

CS.4.1.1 Development on hillsides shall disturb the smallest area possible. All graded or disturbed areas, exposed slopes and areas of soil or landform disturbance not designated for development shall be revegetated after grading in order to mitigate adverse visual impacts, improve soil conditions, minimize erosion and stabilize necessary cut and fill slopes with plant roots. Drought tolerant/fire resistant and/or native species should be used whenever possible.

CS.4.1.2 Revegetation should be conducted as soon as practicable after disturbance while considering factors favorable to successful outcomes, such as weather and seasonal conditions.

CS.4.1.3 During development review, preference will be given to proposals that minimize hillside disturbance or otherwise conserve steep slopes.

CS.4.1.4 Development and/or disturbance of slopes in excess of 30% shall be prohibited except for necessary utility and infrastructure facilities. Any area of 30% slopes disturbed for utility or infrastructure purposes shall be mitigated by the provision of undisturbed open space elsewhere on the site at a 2:1 ratio.

CS.4.1.5 Unique geological landforms, landmarks, and natural rock outcroppings shall be preserved.

CS.4.2 The following shall be considered in all grading activities:

- a. Minimize disruption to natural topography.*
- b. Utilize natural contours and slopes.*
- c. Complement the natural characteristics of the landscape.*
- d. Preserve existing vegetation and ground coverage where possible to minimize erosion.*
- e. Minimize cuts and fills.*

CS.4.3 Encourage techniques such as transfer of development rights and conservation easements to protect sensitive areas. For example, development rights on the upper slopes of Peavine, Fred's and Petersen Mountains could be transferred or purchased for use in more suitable areas.

CS.4.5 Fencing installed along common open space areas within subdivisions should consist of an "open fence" design (e.g. split rail or equivalent).

VILLAGE PARKWAY TENTATIVE MAP

CS.5.1 *Prior to the approval of master plan amendments, tentative maps, or public initiated capital improvements in the Cold Springs planning area, the Nevada Department of Conservation and Natural Resources will be contacted and, if the department requests, an appropriate archaeological investigation will be conducted.*

CS.6.1 *All development and planning activities, regardless of agency, shall be reviewed for compatibility with, and potential implementation of, the Recreational Opportunities Plan map.*

CS.6.1.1 *Certain proposed trail alignments follow existing street alignments in order to provide overall connectivity and linkage to school and park facilities. These alignments are considered “proposed” because at present only the street right-of-way is available for pedestrian and bike use. Concrete sidewalks, dirt and gravel paths, bike lanes, signage, and/or other improvements should be constructed along these alignments as part of future street maintenance, development, or other capital improvements. These proposed routes represent desired designated bike and pedestrian routes within the community.*

CS.9.3 *Open space areas, including privately owned common open space, should be linked together to the greatest extent possible (to form unbroken corridors) and allow barrier free access to wildlife.*

CS.9.4 *South facing slopes with good sun exposure, particularly slopes with bitterbrush and mature vegetation, should receive a higher priority in the designation of open space to protect winter range habitat for Mule Deer and other wildlife.*

CS.9.5 *The Petersen Mountain Range is used as critical winter range by local Mule Deer herds and is of particular importance to overall Mule Deer habitat within the planning area. Washoe County strongly supports the preservation of this habitat and associated migration corridors and encourages the Bureau of Land Management to conduct additional planning for this area.*

CS.10.1 *Development proposals within the Cold Springs Valley will conform to Regional Water Management Plan Policy 3.1.c, “Flood Plain Storage Outside the Truckee River Watershed,” as well as locally specific flood control requirements as amended and adopted by the Washoe County Department of Water Resources and the Regional Water Planning Commission.*

CS.10.2 *Increases or displacement in volume of storm drainage runoff as a result of development will be mitigated per procedures set forth in Washoe County Code Chapter 110 (i.e. the Development Code), the Regional Water Management Plan, and the Truckee Meadows Low Impact Development Manual.*

CS.10.3 *The use of Low Impact Development (LID) techniques is strongly encouraged to help implement Goal Ten (10) and associated policies. For guidance implementing this policy, consult the Truckee Meadows Low Impact Development Manual developed for the Cities of Reno and Sparks and Washoe County under the guidance of the Truckee Meadows Storm Water Permit Coordinating Committee.*

VILLAGE PARKWAY TENTATIVE MAP

CS.11.2 New development shall comply with Regional Water Management Plan Policy 1.3.e: "Water Resource Commitments."

CS.11.3 New development shall comply with Regional Water Management Plan Policy 2.1.a: "Effluent Reuse – Efficient Use of Water Resources and Water Rights."

Tentative Map Findings

Section 110.608.20 of the Washoe County Development Code establishes legal findings that must be made by the Planning Commission or Board of County Commissioners in order to approve a Tentative Map request. These findings are listed below and are addressed in **bold face** type.

- (a) Environmental and Health Laws. 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;

The Village Parkway Tentative Map will be served by municipal water through an extension of existing Great Basin Water Company facilities. Sewer service will be provided by Washoe County at the Cold Springs Water Reclamation Facility which has ample capacity to accommodate the 349 proposed units (a will serve letter is included in the appendices of this report). Waste Management will provide solid waste removal and is already operating in the immediate area.

- (b) Availability of Water. The availability of water which meets applicable health standards as well as requirements for water rights, quality or will-serve commitments;

The project will be served by Great Basin Water Company. An intent to serve letter from the water company is included as an attachment to this report.

- (c) Utilities. The availability and accessibility of utilities;

The project will be served by all municipal utilities, infrastructure, and services as detailed within this report and on the attached engineering plans.

- (d) Public Services. The availability and accessibility of public services such as schools, police and fire protection, transportation, recreation and parks;

Public services, including sheriff patrols are already occurring within the surrounding neighborhoods. With construction of the new elementary school in Cold Springs, the Washoe County School District has indicated that there is ample capacity to accommodate new students from this project. The project site is within a two minute response time of the TMFPD Cold Springs station and is within walking distance of existing park facilities.

VILLAGE PARKWAY TENTATIVE MAP

- (e) Plan Consistency. General conformance with the Development Code and Master Plan;

The project, as proposed, is consistent with Washoe County Development Code standards, including the Article 408/Common Open Space provisions. Project density is in full compliance with the existing HDS zoning and Suburban Residential Master Plan designations.

- (f) Impact on Existing Streets. The effect of the proposed subdivision on existing public streets and the need for new streets or highways to serve the subdivision;

A detailed traffic impact analysis has been completed by Solaegui Engineers, concurrent with this tentative map request. The traffic study identifies required roadway improvements and mitigation measures that can be conditioned with this request to ensure all impacts associated with the project are properly mitigated and appropriate levels of service are retained.

- (g) Physical Characteristics. Physical characteristics of the land such as flood plain, slope and soil;

The site is well suited for the type and intensity of development proposed, as discussed in the previous section of this report. Development is focused on flat portions of the site with very little disturbance proposed within GR designated areas. The Common Open Space approach will preserve steeper slopes and the ridgeline that runs within the western portion of the parcel boundaries.

- (h) Agency Review. The recommendations and comments of the entities reviewing the tentative map; and

Copies of this report and the included plans will be circulated to all applicable reviewing agencies for review and comment. Specific requirements and relevant comments can be included as conditions tied to this request and implemented with final map(s).

- (i) Impact on Existing Drainage System. The effect of the proposed subdivision on the existing natural and man-made drainage system.

The project will provide for onsite detention at various locations within the site, compliant with Washoe County standards. Run-off from the site will not be increased in the post development condition. A detailed drainage study is included as an attachment to this report.

APPENDICES

Washoe County Development Application

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

Project Information		Staff Assigned Case No.: _____	
Project Name: Village Parkway Tentative Map			
Project Description: A tentative subdivision map request to allow for 166 detached and 183 attached single family units in the HDS zone.			
Project Address: West side of Village Parkway, north of Cold Springs Drive			
Project Area (acres or square feet): 124.6 acres			
Project Location (with point of reference to major cross streets AND area locator):			
<small>The site is located on the west side of Village Parkway, north of Cold Springs Drive in Cold Springs. Mud Springs Drive traverses along the eastern property boundary. See attached vicinity map.</small>			
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
087-400-11	42.43 acres	087-400-24	41.26 acres
087-400-23	40.91 acres		
Indicate any previous Washoe County approvals associated with this application: Case No.(s). WRZA20-0004			
Applicant Information (attach additional sheets if necessary)			
Property Owner:		Professional Consultant:	
Name: Lifestyle Homes TND, LLC		Name: Christy Corporation, Ltd.	
Address: 4790 Caughlin Pkwy., Suite 519		Address: 1000 Kiley Pkwy.	
Reno, NV	Zip: 89519	Sparks, NV	Zip: 89436
Phone: (775) 750-5537	Fax:	Phone: (775) 502-8552	Fax:
Email: rlissner@gmail.com		Email: mike@christynv.com	
Cell: (775) 750-5537	Other:	Cell: (775) 250-3455	Other:
Contact Person: Bob Lissner		Contact Person: Mike Railey	
Applicant/Developer:		Other Persons to be Contacted:	
Name: Same as Above		Name: Summit Engineering Corporation	
Address:		Address: 5405 Mae Anne Ave.	
	Zip:	Reno, NV	Zip: 89523
Phone:	Fax:	Phone: (775) 747-8550	Fax:
Email:		Email: robert@summitnv.com	
Cell:	Other:	Cell: (775) 787-4331	Other:
Contact Person:		Contact Person: Robert Gelu, P.E.	
For Office Use Only			
Date Received:	Initial:	Planning Area:	
County Commission District:		Master Plan Designation(s):	
CAB(s):		Regulatory Zoning(s):	

Community Services Department
Planning and Building
TENTATIVE SUBDIVISION MAP
APPLICATION



Community Services Department
Planning and Building
1001 E. Ninth St., Bldg. A
Reno, NV 89512-2845

Telephone: 775.328.6100

Tentative Subdivision Map Application Supplemental Information

(All required information may be separately attached)

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

The project site is on the west side of Village Parkway approximately 1,300 feet north of Cold Springs Drive.

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

Village Parkway Homes

3. Density and lot design:

a. Acreage of project site	124.6 acres
b. Total number of lots	349
c. Dwelling units per acre	2.8 du/ac
d. Minimum and maximum area of proposed lots	800 sq.ft. minimum/8,257 sq.ft. maximum
e. Minimum width of proposed lots	18 feet (attached product)
f. Average lot size	4,250 sq.ft. (detached)/1,047 sq.ft. (attached)

4. What utility company or organization will provide services to the development:

a. Sewer Service	Cold Springs Water Treatment Facility
b. Electrical Service	NV Energy
c. Telephone Service	AT&T or Charter Communications
d. LPG or Natural Gas Service	NV Energy
e. Solid Waste Disposal Service	Waste Management
f. Cable Television Service	AT&T or Charter Communications
g. Water Service	

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

- a. Acreage of common open space:

97.47 acres

- b. What development constraints are within the development and how many acres are designated slope, wetlands, faults, springs, and/or ridgelines:

The west side of the site contains slope areas (approximately 77.37 acres)

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

800 square feet (attached) to 8,257 square feet (detached)

d. Proposed yard setbacks if different from standard:

Detached - 20' to garage/10' to house (front), 3' to property line/10' to buildings (side), 10' (rear). Attached - 0' with 10' between buildings.

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

The adjusted setbacks allow for a new product type in the Cold Springs market that is much needed and provides more attainable housing for a wide demographic.

f. Identify all proposed non-residential uses:

Various common area and open space is provided. Refer to attached plans.

g. Improvements proposed for the common open space:

Common areas will be landscaped as shown on the attached landscape plan. Slopes on the west side of the property will remain as natural open space.

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

Refer to the attached plan for trails, paths, and pedestrian improvements.

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

A trail is provided at the western portion of the project providing connection to open space areas.

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

Ridgelines on the west side of the property are preserved as permanent open space.

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

Privacy fencing between detached homes will be permitted per WCDL standards.

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

A homeowner's association will be established to provide ongoing maintenance of common areas and community amenities.

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

Public land exists beyond GR zoned areas. A trail is provided to allow access to this area. Refer to attached plans.

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

Yes

No

8. Is the parcel within the Cooperative Planning Area as defined by the Regional Plan?

Yes No If yes, within what city?

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

Not applicable.

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

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

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

A water service acknowledgement from Great Basin Water Company is attached.

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

Homes will include energy efficient building materials and solar orientation is a consideration in the placement of building envelopes (to the extent possible).

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

Not applicable.

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

Alleys will be private but no gating is proposed.

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

Refer to attached report for a detailed policy analysis.

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

Not applicable.

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

The project is expected to take 5 to 7 years to complete with up to 4 phases for each product type.

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

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	If yes, include a separate set of attachments and maps.
------------------------------	--	---

18. Is the project subject to Article 418, Significant Hydrologic Resources? If yes, please address Special Review Considerations within Section 110.418.30 in a separate attachment.

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

Grading

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

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

Refer to attached engineering plans and reports for a full grading plan including cut/fill analysis.
--

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

Import of fill material will occur. Refer to attached engineering plans for full details.

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

Areas of cut will be fully screened from adjoining properties by new homes and landscaping.

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

Revegetation and rip-rap (as needed) will be used to stabilize disturbed slopes. Slopes are proposed at 3:1, consistent with Washoe County policy.
--

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

Berms will be included adjacent to detention areas and include a mix of native revegetation and formal landscape treatments.
--

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

Refer to attached grading plan for specific wall details and heights. Walls are located at the western edge of the project.

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

Not applicable.

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

Refer to attached landscape plan for revegetation specifications.

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

Temporary irrigation can be provided via a connection with domestic service planned for landscaped common areas.

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

WSCD will be a reviewing agency of this request and suggestions can be conditioned as appropriate.



Great Basin
Water Co.™

NOTICE OF INTENT TO SERVE

Re: Mud Springs Condos

329 Townhouses – Washoe County Parcels 87-400-11, 23 and 24

Type: Central Water

Utility Service Provider Name: Great Basin Water Co.

The undersigned Utility Service Provider agrees to provide the aforementioned Mud Springs Condos (aka Village Parkway) project (“the Project”) water service in accordance with the terms and conditions of the then current utility tariffs approved by the Public Utilities Commission of Nevada (PUCN) and subject to the conditions set forth herein and agreed to by the developer of the Project (“Developer”) who has countersigned below. Developer and Utility Service Provider shall cooperate to seek approval from the Public Utilities Commission of Nevada (“PUCN”) to annex the Project area into the Utility Service Provider’s certificated service area.

This commitment to serve is conditioned upon the Utility Service Provider’s receipt of necessary approvals from all required government agencies, including but not limited to the annexation approval from the PUCN, the Developer’s satisfaction of all tariff and development requirements of Utility Service Provider. Such development requirements of Utility Service Provider include the Developer’s payment of all appropriate fees and Developer’s dedication and Utility Service Provider’s acceptance of any and all required infrastructure and water rights in good standing with the Nevada Division of Water Resources (“NDWR”) and adequate for provision of water service to the Project. For the avoidance of doubt, Utility Service Provider shall have no obligation to provide service to the Project unless and until all Developer obligations are satisfied which shall include any necessary regulatory approvals from Nevada Division Water Resources or any other agency with jurisdiction for Utility Service Provider’s use of the water rights Developer dedicates to the Utility Service Provider for its provision of service to the Project.

Utility Service Provider intends to service the proposed development with potable water service for 329 Townhouses. This Project requires an estimated 46.3 AFA (using permit Nos. 65056 and 65058) calculated at .12 AFA per unit plus 2.0 acres of landscaping calculated at 3.41 AFA per acre based on GBWC Division Tariff 1-W (Water) Rule No. 21, C. Water Rights Dedication Requirements for an Intent to Serve, Cold Springs – Spanish Springs. Utility Service Provider’s intent to serve is conditioned upon the availability and adequacy of water under these water rights dedicated by Developer.

This document is agreed to under the signature of an agent of the Utility Service Provider authorized to sign the agreement and Developer’s authorized agent. This notice of Intent to Serve will expire and become null and void if the service for the aforesaid parcel is not applied for with the Utility Service

Provider within two years of the date of this document in accordance with the terms of the utility's tariffs in force at such time.

Name of Lifestyle Homes TND, LLC agent: Robert Lissner

Robert Lissner 1/8/20

Signature of Authorized Agent of Developer

Date

Name of Utility Service Provider's authorized agent: Wendy Barnett, President, GBWC

Wendy Barnett 1-8-20

Signature of Authorized Agent of Water Provider

Date

Recd 2/8/21

ADDENDUM TO INTENT TO SERVE
Mud Springs Condos – January 8, 2020

Subject: December 16, 2020 update:

1. Name -- From Mud Springs Condos to Village Parkway
2. From 329 Townhouses to 191 Townhouses and 181 Single Family Residences
3. Change in water right permit Nos. and total AFA requirement

Developer had previously proposed the development as Mud Springs Condos (now Village Parkway) for 329 Townhouses and is now altering the plans to have 191 Townhouses and 181 Single Family Residences (3600 sq ft). Originally, the development was to use 46.3 AFA using two permit Nos. Now the development will use 73.03 AFA that will come from Permit No. 65058 only.

This intent to serve is conditioned upon GBWC's receipt of necessary approvals from all required government agencies.

IN WITNESS WHEREOF, this Agreement is executed on the date above first written.

Lifestyle Homes TND, LLC agent

R. LUSNER 2/8/21

By:

Its: MANAGER

Great Basin Water Co.

Sean Twomey

By: Sean Twomey

Its: President



WASHOE COUNTY
COMMUNITY SERVICES DEPARTMENT
Engineering and Capital Projects

1001 EAST 9TH STREET
PO BOX 11130
RENO, NEVADA 89520-0027
PHONE (775) 328.3600
FAX (775) 328.3699

January 27, 2021

Robert Lissner
Woodland Village North, LLC
4790 Caughlin Parkway #519
Reno, NV 89519

SUBJECT: Intent to Serve Village Parkway Homes
APN: 087-400-11; 087-400-24; 087-400-23
372 Units

To whom it may concern:

The Washoe County Community Services Department, Engineering and Capital Projects Division, has reviewed the preliminary plans for the subject project and has committed to serve the project under the following conditions:

1. Final building permit plans are submitted to Washoe County Utilities for review and approval per Washoe County ordinance and design standards.
2. Adhere to all sections of NAC 278.290 & NAC 278.430 that require all necessary improvements to the collection system or treatment facility be approved by Washoe County Utilities and constructed and/or the financial assurance made prior to the approval of the building permit.

Review of the information submitted does not constitute an application for service, imply the process of planning and construction of the facilities necessary for service have been completed, is not a will serve letter nor does it imply that any sewer connection fees have been paid. Capacity assurance will be determined after all fees have been paid and accepted.

Sincerely,

Dwayne E. Smith, P.E.
Director Engineering & Capital Projects

c: Timothy Simpson, P.E., Licensed Engineer



INTEGRITY



EFFECTIVE
COMMUNICATION



QUALITY
PUBLIC SERVICE

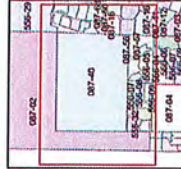
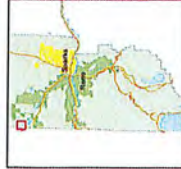
WWW.WASHOECOUNTY.US

WTM21-007
EXHIBIT G

LAND MAP #45
 MAP OF DIVISION INTO LARGE PARCELS
 PORTION OF SECTION 17
 T21N - R18E

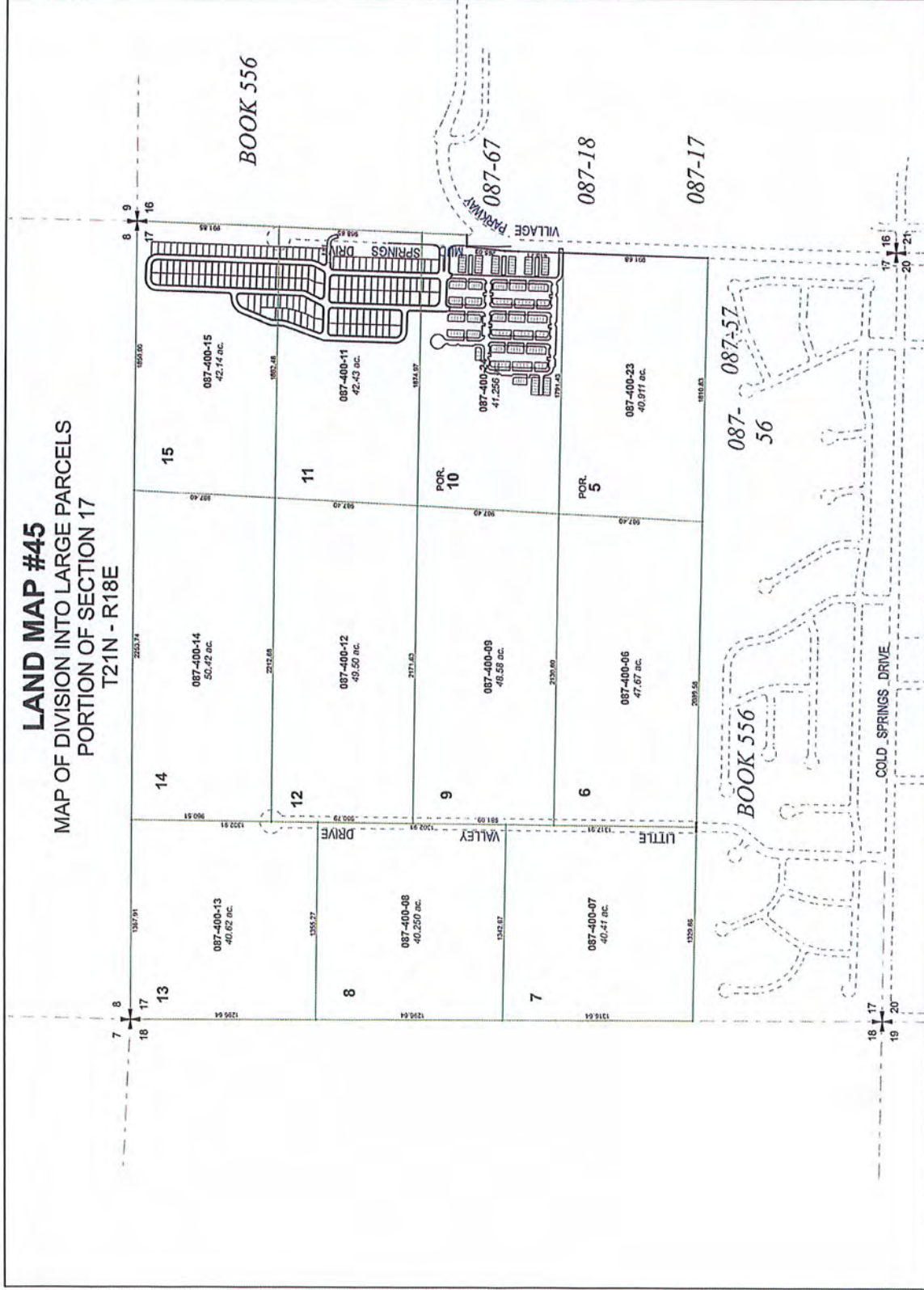
Assessor's Map Number
087-40

STATE OF NEVADA
WASHOE COUNTY
 ASSESSOR'S OFFICE
 Michael E. Clark, ASSESSOR
 1001 East Main Street
 Reno, Nevada 89502
 (775) 335-2231



created by: **EMG 6/26/2015**
 last updated:
 area previously shown on map(s):
087-02

NOTE: This map was prepared for the use of the Washoe County Assessor for assessment and a survey of the premises. No liability is assumed as to the public utility or accuracy of the data presented herein.





July 7, 2021

Dan Cahalane
Washoe County Planning and Building Division
1001 East 9th Street, Building A
Reno, Nevada 89512

RE: Village Parkway Tentative Map

Dear Dan,

As discussed in our previous meetings, attached are updated plan sets for the Village Parkway Tentative Map. Overall, the design and layout of the subdivision is very similar to that of the previously submitted map. The primary change is that cuts will now occur along the western edge of the site to generate the fill material that was previously proposed to be imported. The overall unit count remains the same and amenities such as trails are very similar in scope and location.

With the proposed grading on the west side of the site a Directors Modification is requested to allow for cuts over 10 feet and slopes over 10 feet. This is reflected on the attached plans. Additionally, a completed the Director's Modification questionnaire (completed by Summit Engineering) and application filing fee are also included as an attachment to this letter.

Proposed setbacks for the project are included on the tentative map title sheet, as requested. Also, the overall project summary table from the planning report has been updated and is included below:

Village Parkway Tentative Map - Development Summary	
Project Component	Proposed with Tentative Map
Project Area	124.6± acres
Development Area (HDS zoning)	47.2± acres
Townhome Units (Single Family Attached)	183 units
Detached Single Family Units	166 units
Total Units	349 units
Gross Project Density	2.8 dwelling units per acre
Net Project Density (Tentative Map Area)	7.4 dwelling units per acre
Smallest Detached Lot Size	3,645± square feet
Largest Detached Lot Size	8,257± square feet
Average Detached Lot Size	4,250± square feet
Smallest Attached Lot Size	800± square feet
Largest Attached Lot Size	1,348± square feet
Average Attached Lot Size	1,047± square feet
Total Lot Area	20.45± acres
Public Right-of-Way Area	6.57± acres
Common Area ¹	97.58± acres

¹ – includes private roadway area.

The table demonstrates that the overall project statistics and design is virtually identical to the previously submitted map. The only true change is to the grading design, as detailed on the attached plans.

Please do not hesitate to contact me at mike@christynv.com or (775) 250-3455 with any questions or concerns. Thank you for your ongoing assistance with the project.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Railey". The signature is fluid and cursive, with the first name being more prominent.

Mike Railey
Planning Manager

cc: Bob and Peter Lissner – Lifestyle Homes TND, LLC
Robert Gelu, P.E. – Summit Engineering Corporation

SOLAEGUI
ENGINEERS

April 13, 2021

Mitchell Fink, P.E.
Washoe County Community Development
P.O. Box 11130
Reno, Nevada 89520

Re: Village Parkway Residential – Trip Generation Letter

Dear Mitch:

This letter contains the findings of our trip generation review of the proposed Village Parkway Residential development project located on the west side of Village Parkway north of Cold Springs Drive in Washoe County, Nevada. We completed the original traffic study on November 2, 2020. Subsequent to our analysis the project the site plan was modified and the unit mix changed. The original study was based on 428 residential dwelling units with 385 of them being attached units plus 43 single family detached. The application was submitted showing a total of 347 dwelling units with 166 single family detached homes and 183 attached units. The new project site plan is attached. The purpose of this letter is to document the trip generation attributable to the new site plan with a comparison against the original unit mix.

Trip generation calculations for the project are based on the Tenth Edition of *ITE Trip Generation*, published by the Institute of Transportation Engineers. The calculation sheets are attached for ITE land use #210 Single Family Detached Housing and #220 Multifamily Detached Housing. Table 1 shows trip generation totals for the initial and current unit mix.

TABLE 1
TRIP GENERATION

<u>LAND USE</u>	<u>ADT</u>	AM PEAK HOUR <u>TOTAL</u>	PM PEAK HOUR <u>TOTAL</u>
Original Report			
Single Family Detached Housing			
43 Dwelling Units	478	35	45
Low Rise Multifamily Housing			
385 Dwelling Units	2,870	172	196
Subtotal 428 Dwelling Units	3,348	207	241
Updated Site Plan			
Single Family Detached Housing			
166 Dwelling Units	1,567	123	165
Low Rise Multifamily Housing			
183 Dwelling Units	1,340	84	101
Subtotal 349 Dwelling Units	2,907	207	266
Change with Updated Plan -79DU	-441	0	+25

As indicated in Table 1, the original traffic report showed trip generation totals including 3,348 average daily trips with 207 AM peak hour trips and 241 PM peak hour trips. The updated site plan trip generation totals include 2,907 average daily trips with 207 AM peak hour trips and 266 PM peak hour trips. These totals when compared to the original traffic report are 441 less average daily trips with the same number during the AM peak hour period and 25 more trips during the PM peak hour. The PM peak hour is the only time period of increased trips and the change is only a 10 percent change. A copy of the Regional Transportation Commission comment letter is attached. It noted these totals. They characterized the report recommendations as still being valid. We concur with that description.

We trust that this information will be helpful to you. Please contact us if you have questions or comments.

Very truly yours,
SOLAEGUI ENGINEERS LTD
PAUL W.
SOLAEGUI
CIVIL P.E.
No. 7163
STATE OF NEVADA
REGISTERED PROFESSIONAL ENGINEER



Paul

4-13-21
EXP 6-30-22

Enclosures
Letters/ Village Parkway Residential Trip Generation Letter

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

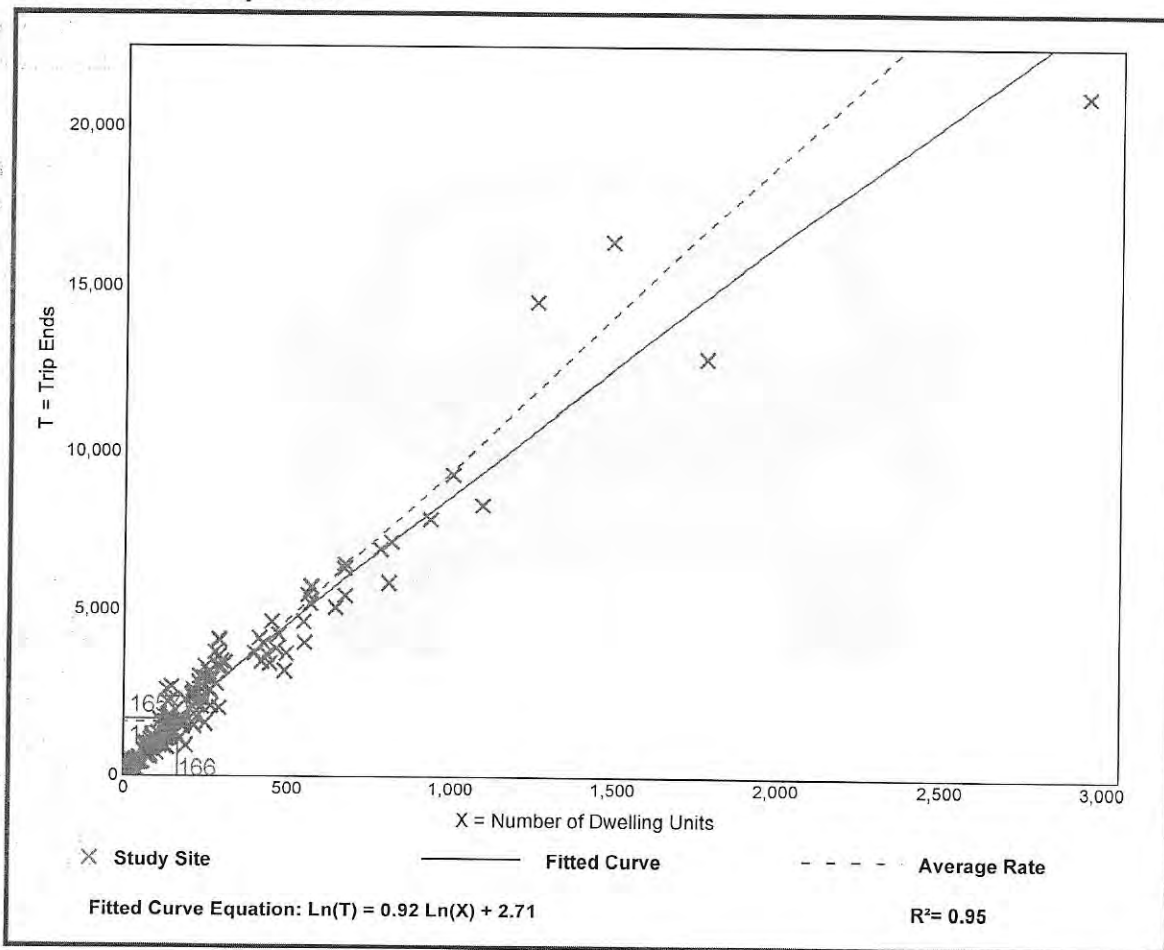
Setting/Location: General Urban/Suburban

Number of Studies: 159
Avg. Num. of Dwelling Units: 264
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.44	4.81 - 19.39	2.10

Data Plot and Equation



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 173

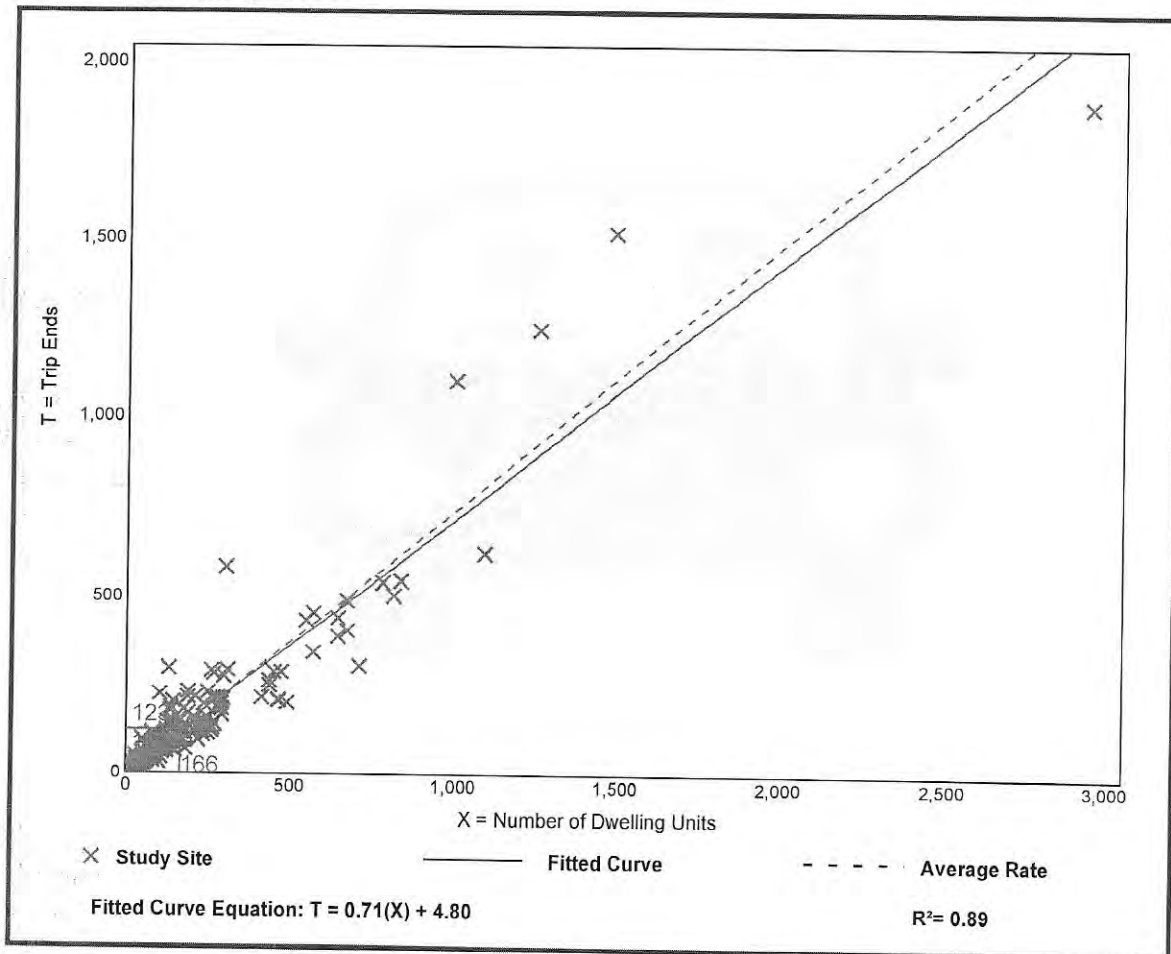
Avg. Num. of Dwelling Units: 219

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.74	0.33 - 2.27	0.27

Data Plot and Equation



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

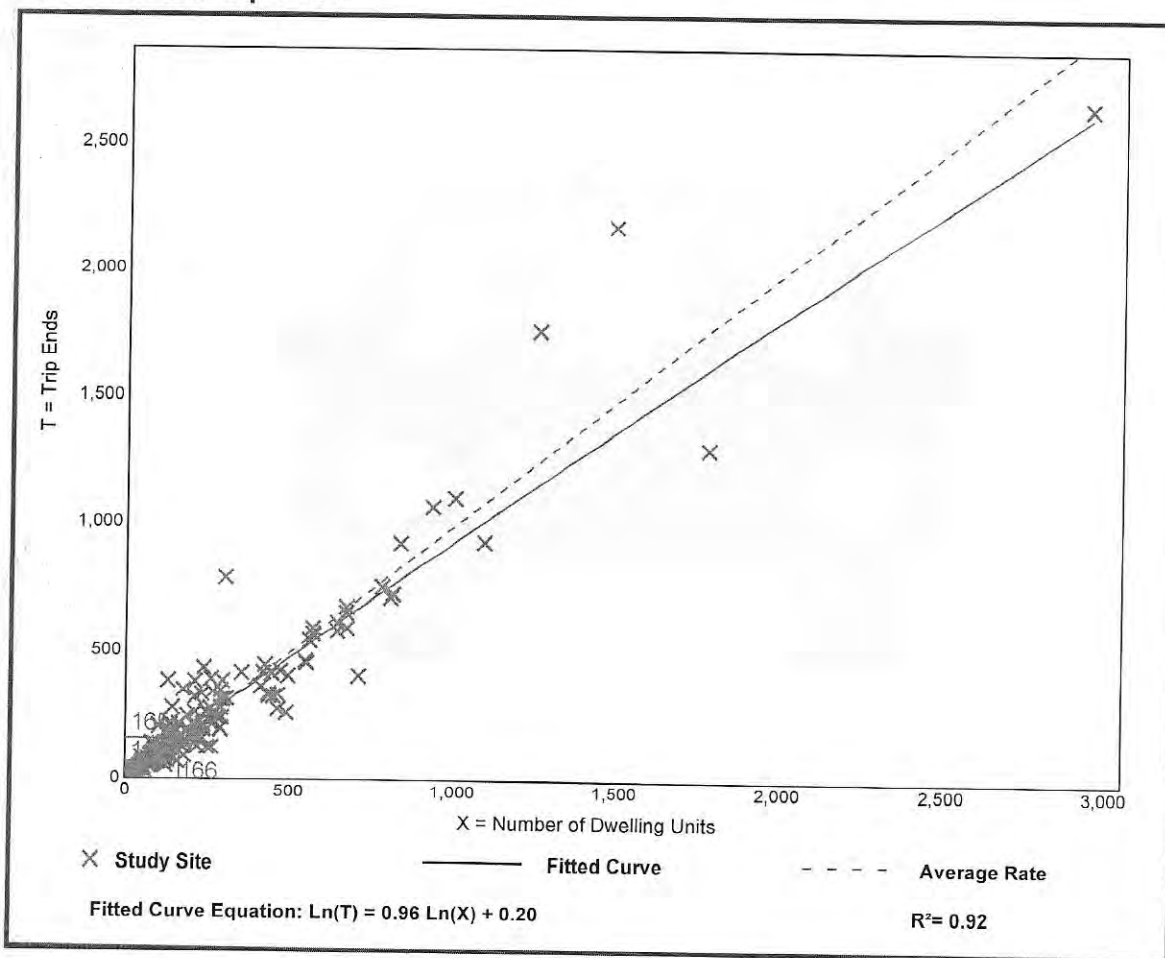
Setting/Location: General Urban/Suburban

Number of Studies: 190
 Avg. Num. of Dwelling Units: 242
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.44 - 2.98	0.31

Data Plot and Equation



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

Multifamily Housing (Low-Rise) (220)

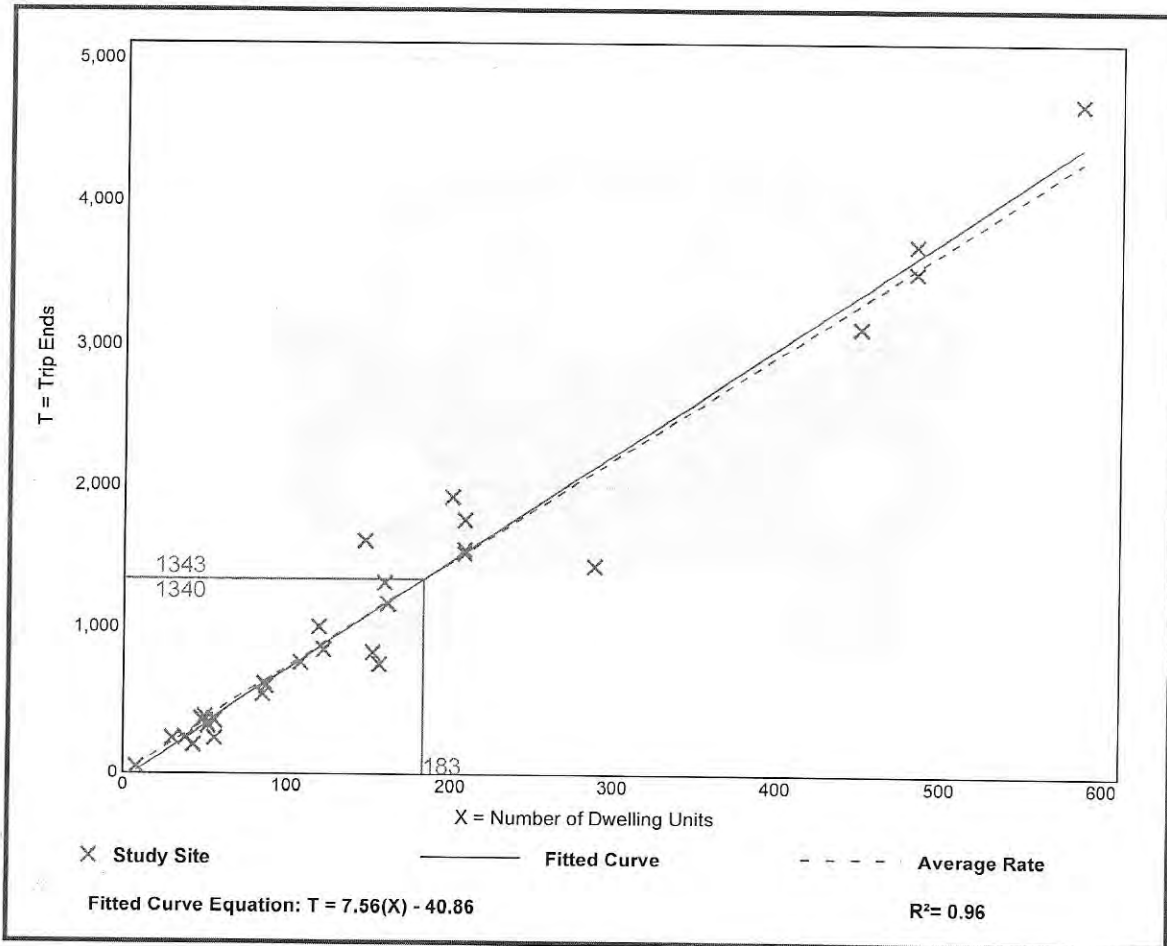
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
 Number of Studies: 29
 Avg. Num. of Dwelling Units: 168
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 42

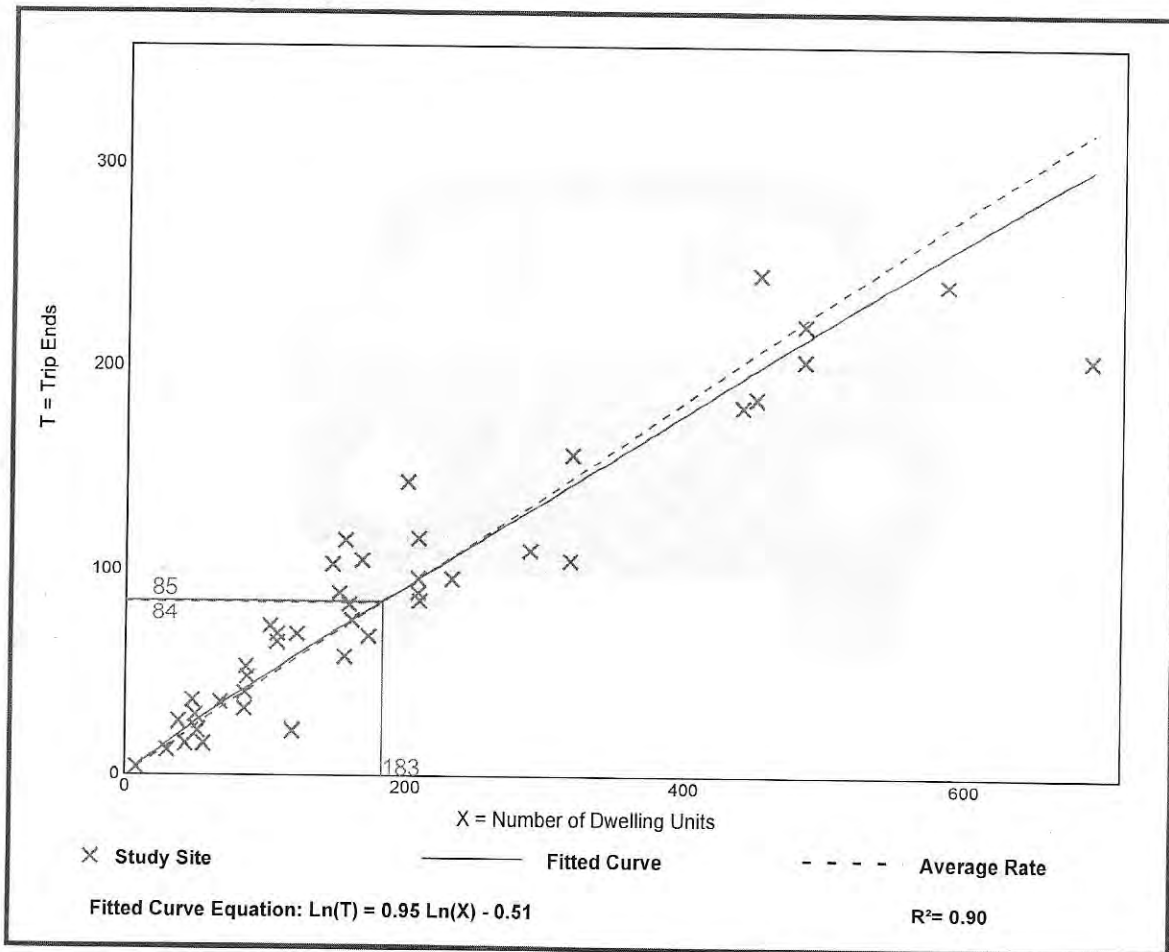
Avg. Num. of Dwelling Units: 199

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

Data Plot and Equation



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 50

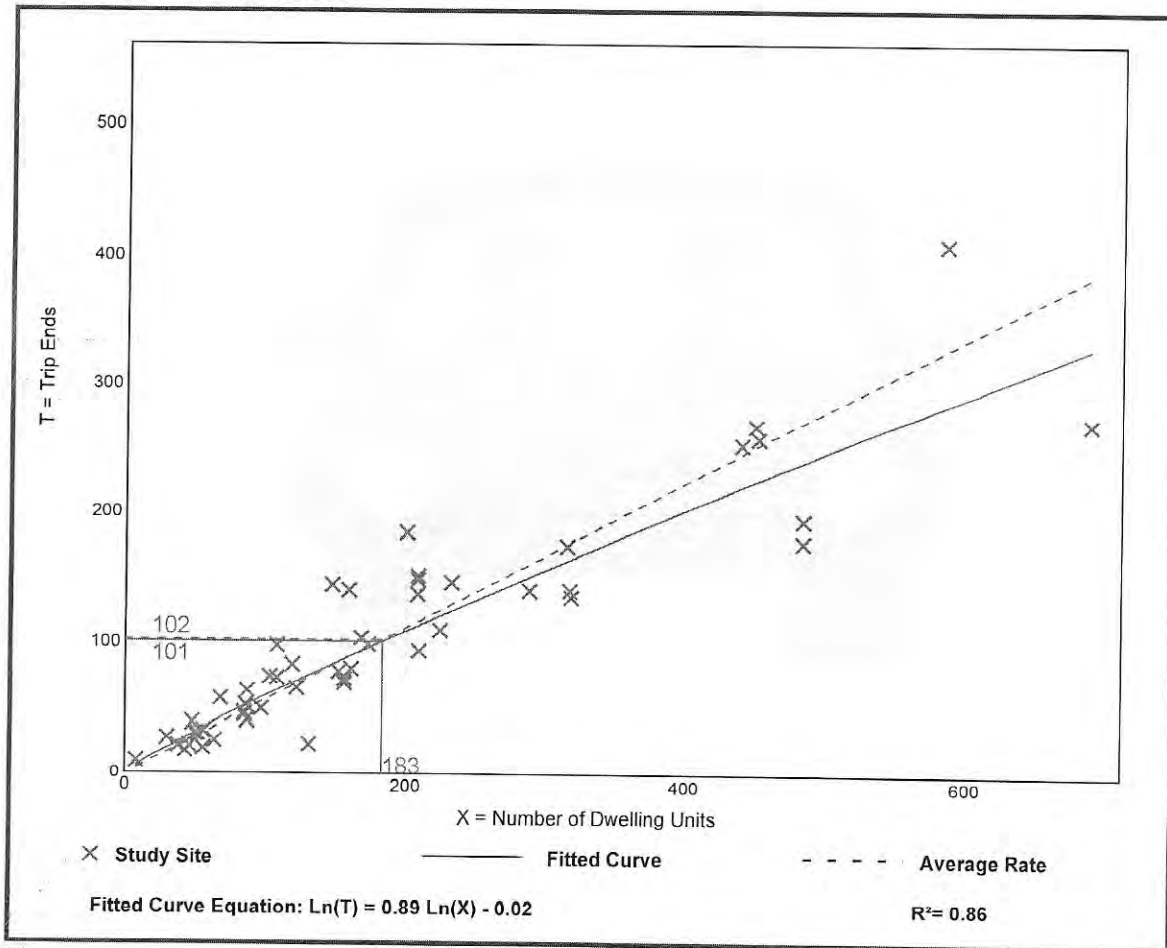
Avg. Num. of Dwelling Units: 187

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

Data Plot and Equation



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers



REGIONAL TRANSPORTATION COMMISSION

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

March 26, 2021

FR: Chrono/PL 181-21

Mr. Dan Cahalane, Planner
 Community Services Department
 Washoe County
 PO Box 11130
 Reno, NV 89520

Dear Mr. Cahalane,

RE: WTM21-007 (Village Parkway)

The Regional Transportation Commission (RTC) has reviewed this request to approve a tentative map for 166 detached single-family dwelling units and 183 attached single-family dwelling units in a common open space subdevelopment, and major grading permit for the proposed tentative map. This project is planned for the west side of Village Parkway, north of Cold Springs Drive.

The project site access is located on Village Parkway, a regional road, identified by the 2050 Regional Transportation Plan (RTP) as an Arterial with moderate access control. New accesses on Village Parkway should be designed to meet the criteria outlined in the table below.

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

¹ On-street parking shall not be allowed on any new arterials. Elimination of existing on-street parking shall be considered a priority for major and minor arterials operating at or below the policy level of service.
² Minimum signal spacing is for planning purposes only; additional analysis must be made of proposed new signals in the context of planned signalized intersections, and other relevant factors impacting corridor level of service.
³ Minimum spacing from signalized intersections/spacing other driveways.
⁴ If there are more than 60 inbound, right-turn movements during the peak-hour.

The application requests to approve a tentative map for 166 detached single-family dwelling units and 183 attached single-family dwelling units. Though the number and type of units evaluated in the applicant's traffic study does not match the number and type of units proposed in the application, the overall trip generation for the number proposed in the application is largely the same as shown in the traffic study. Therefore, the recommendations/mitigations provided in the traffic study are still valid. The proposed 166 detached single-family units and 183 attached single-family units are anticipated to generate approximately 2907 daily trips, 207 AM peak hour trips, and 266 PM peak hour trips.

The policy Level of Service (LOS) standard for Village Parkway and White Lake Parkway is LOS D. Intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridor. This project should be required to complete roadway improvements necessary to maintain policy LOS standards. The traffic study shows that the intersection of the Project Access/ Village Parkway will operate at LOS B or better in the 2040 Plus Project Scenario with the construction of a 340' exclusive northbound to westbound left turn lane on Village Parkway. **The applicant should be required to construct this left turn lane and any necessary accompanying improvements on Village Parkway as a condition of approval.** The traffic generated by the project will also impact the intersection of regional roadways Village Parkway and White Lake Parkway. The applicant's traffic study shows that with no improvements, the intersection will operate at LOS C or better in the 2040 Plus Project Scenario, which meets the policy level of service of LOS D.

The applicant should assess the available stopping and intersection sight distance at the proposed project access intersections using guidelines provided in AASHTO's Policy on Geometric Design of Highways and Streets (Green Book). Landscaping and buildings should be placed so that clear sight triangles are provided.

It is recommended that this development be required to provide a 10-space Park-n-Ride near the entrance of the development. This is a way to promote and encourage carpooling and vanpooling to the residents and it is beneficial to help reduce air pollution and traffic congestion. For information on the Smart Trips program, please contact Scott Miklos, Trip Reduction Analyst at 775-3535-1920 or email smiklos@rtcwashoe.com.

The RTP, RTC Bicycle/Pedestrian Master Plan and the Nevada Department of Transportation Pedestrian Safety Action Plan, all indicate that new development and re-development will be encouraged to construct pedestrian and bicycle facilities, internal and/or adjacent to the development, within the regional road system. In addition, these plans recommend that the applicant be required to design and construct any sidewalks along the frontage of the property in conformance with the stated ADA specifications.

Thank you for the opportunity to comment on this application. Please feel free to contact me at 775-332-0174 or email me at rkapuler@rtcwashoe.com if, you have any questions or comments.

Sincerely,



Rebecca Kapuler
Senior Planner

CC: Dale Keller, Regional Transportation Commission
Blaine Petersen, Regional Transportation Commission,
Sara Going, Regional Transportation Commission
Tina Wu, Regional Transportation Commission
Andrew Jankayura, Regional Transportation Commission
Scott Miklos, Regional Transportation Commission
Alex Wolfson, Nevada Department of Transportation

/Village Parkway

VILLAGE PARKWAY
AND
VILLAGE CENTER
RESIDENTIAL
PROJECTS

TRAFFIC STUDY

NOVEMBER 2020



Prepared by:
Solaegui Engineers, Ltd.
715 H Street
Sparks, Nevada 89431
(775) 358-1004

TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	3
INTRODUCTION.....	5
STUDY AREA.....	5
EXISTING AND PROPOSED LAND USES.....	5
EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS.....	7
TRIP GENERATION.....	9
TRIP DISTRIBUTION AND ASSIGNMENT.....	10
EXISTING AND PROJECTED TRAFFIC VOLUMES.....	10
INTERSECTION CAPACITY ANALYSIS.....	20
SITE PLAN REVIEW.....	27
SCHOOL ZONE PEDESTRIAN SAFETY REVIEW.....	27
TRAFFIC SIGNAL WARRANT ANALYSIS.....	28
RECOMMENDATIONS.....	29
APPENDIX.....	30

LIST OF FIGURES

FIGURE 1 - VICINITY MAP.....	6
FIGURE 2 - TRIP DISTRIBUTION.....	12
FIGURE 3 - TRIP ASSIGNMENT.....	13
FIGURE 4 - EXISTING TRAFFIC VOLUMES.....	14
FIGURE 5 - EXISTING PLUS PROJECT TRAFFIC VOLUMES.....	15
FIGURE 6 - 2030 BASE TRAFFIC VOLUMES.....	16
FIGURE 7 - 2030 BASE PLUS PROJECT TRAFFIC VOLUMES.....	17
FIGURE 8 - 2040 BASE TRAFFIC VOLUMES.....	18
FIGURE 9 - 2040 BASE PLUS PROJECT TRAFFIC VOLUMES.....	19

VILLAGE PARKWAY AND VILLAGE CENTER RESIDENTIAL PROJECTS

TRAFFIC STUDY

EXECUTIVE SUMMARY

The proposed Village Parkway and Village Center Residential developments will be located in the Cold Springs area of Washoe County, Nevada. The Village Parkway Residential site is generally located west of Village Parkway and north of Cold Springs Drive on undeveloped land. The Village Center Residential site is generally located east of Village Parkway and north of Village Center Drive on mostly undeveloped land. Community center and restaurant buildings exist on the Village Center Residential site. The purpose of this study is to address the project's impact upon the adjacent street network. The following intersections have been identified for traffic capacity analysis:

1. Village Parkway/White Lake Parkway
2. Village Parkway/Cold Springs Drive
3. Village Parkway/Project Access
4. Village Parkway/New Forest Drive/Georgetown Drive
5. Village Parkway/Village Center Drive
6. Village Parkway/Rockland Drive
7. Village Parkway/North Driveway
8. Village Center Drive/East Driveway
9. Crystal Canyon Boulevard/Aquamarine Drive

The traffic study includes analysis of the AM and PM peak hours for the existing, existing plus project, 2030 base, 2030 base plus project, 2040 base, and 2040 base plus project scenarios. The White Lake Parkway/Crystal Canyon Boulevard and Village Parkway/White Lake Parkway intersections have been identified for updated traffic signal warrant analysis.

The proposed Village Parkway Residential development will include the construction of a total of 428 attached dwelling units with access provided from one proposed roadway intersecting Village Parkway. The Village Parkway Residential development is anticipated to generate 3,348 average daily trips with 207 trips occurring during the AM peak hour and 241 trips occurring during the PM peak hour.

The proposed Village Center Residential development will include the construction of a total of 111 attached dwelling units with access provided from multiple driveways on Village Parkway and Village Center Drive. The Village Center Residential development is anticipated to generate 851 average daily trips with 61 trips occurring during the AM peak hour and 71 trips occurring during the PM peak hour.

Traffic generated by the Village Parkway and Village Center Residential developments will have some impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping, or traffic control improvements comply with Washoe County requirements.

It is recommended that the Village Parkway/Project Access intersection be designed as a three-leg intersection with stop sign control at the west approach. It is recommended that the intersection contain an exclusive left turn lane with a minimum of 340 feet of storage/deceleration length at the south approach.

It is recommended that the Village Parkway/Rockland Drive-Project Driveway intersection be improved as a four-leg intersection with stop sign control at the east project driveway and west Rockland Drive approaches. It is recommended that the existing lane markings at the west Rockland Drive approach be modified to show a shared left turn-through lane and an exclusive right turn lane. It is recommended that the north Village Parkway approach be modified to contain a left turn lane with a minimum of 100 feet of storage length.

It is recommended that pedestrian crosswalks be installed at the new east leg of the Village Parkway/Rockland Drive-Project Access intersection and at the east leg of the Village Parkway/North Driveway intersection.

INTRODUCTION

STUDY AREA

The proposed Village Parkway and Village Center Residential developments will be located in the Cold Springs area of Washoe County, Nevada. The Village Parkway Residential site is generally located west of Village Parkway and north of Cold Springs Drive. The Village Center Residential site is generally located east of Village Parkway and north of Village Center Drive. Figure 1 shows the approximate location of the two sites. The purpose of this study is to address the project's impact upon the adjacent street network. The following intersections have been identified for traffic capacity analysis:

1. Village Parkway/White Lake Parkway
2. Village Parkway/Cold Springs Drive
3. Village Parkway/Project Access
4. Village Parkway/New Forest Drive/Georgetown Drive
5. Village Parkway/Village Center Drive
6. Village Parkway/Rockland Drive
7. Village Parkway/North Driveway
8. Village Center Drive/East Driveway
9. Crystal Canyon Boulevard/Aquamarine Drive

This traffic study includes analysis of the AM and PM peak hours for the existing, existing plus project, 2030 base, 2030 base plus project, 2040 base, and 2040 base plus project scenarios. The White Lake Parkway/Crystal Canyon Boulevard and Village Parkway/White Lake Parkway intersections have been identified for updated traffic signal warrant analysis.

EXISTING AND PROPOSED LAND USES

Both sites are mostly undeveloped land with existing community center and restaurant buildings on the Village Center Residential site. These buildings will remain with development of the projects. Land adjacent to the Village Parkway Residential site consists of single family dwelling units to the east and south and undeveloped land to the north and west. Land adjacent to the Village Center site consists of single family dwelling units to the north, south and west and a middle school and neighborhood park to the east.

The proposed Village Parkway Residential development will include the construction of a total of 428 attached dwelling units with access provided from one proposed roadway intersecting Village Parkway.

The proposed Village Center Residential development will include the construction of a total of 111 attached dwelling units with access provided from multiple driveways on Village Parkway and Village Center Drive.



**VILLAGE PARKWAY & VILLAGE CENTER RESIDENTIAL PROJECTS
VICINITY MAP
FIGURE 1**

EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS

Village Parkway is a two-lane roadway with one through lane in each direction within the project study area. The speed limit is generally posted for 45 miles per hour west of White Lake Parkway, 35 miles per hour between White Lake Parkway and New Forest Drive, and 25 miles per hour east and north of New Forest Drive. Roadway improvements west of White Lake Parkway generally include graded shoulders with striped edgelines and a striped centerline. The remaining segment of Village Parkway contains curb, gutter, sidewalk and a bike lane on both sides of the street with a striped centerline. A raised center median exists between Rockland Drive and Village Center Drive.

White Lake Parkway is a two-lane roadway with one through lane in each direction east of Village Parkway. The speed limit is posted for 35 miles per hour. Roadway improvements generally include graded shoulders with striped bike lanes and a striped centerline. Some curb, gutter, and sidewalk improvements exist just east of Village Parkway.

Cold Springs Drive is a two-lane roadway with one through lane in each direction east and west of Village Parkway. The speed limit is posted for 25 miles per hour. Roadway improvements west of Village Parkway generally include curb and gutter on both sides of the street, sidewalk on the south side of the street, and a striped centerline. Curb, gutter, sidewalk and striping improvements do not exist on Cold Springs Drive east of Village Parkway.

New Forest Drive is a two-lane roadway with one through lane in each direction north of Village Parkway. The speed limit is posted for 25 miles per hour. Roadway improvements generally include curb, gutter, and sidewalk on both sides of the street with some centerline striping.

Georgetown Drive is a two-lane roadway with one through lane in each direction south of Village Parkway. Georgetown Drive aligns with New Forest Drive at the intersection with Village Parkway. The speed limit is posted for 25 miles per hour. Roadway improvements generally include curb, gutter, and sidewalk on both sides of the street.

Rockland Drive is a two-lane roadway with one through lane in each direction west of Village Parkway. The speed limit is posted for 25 miles per hour. Roadway improvements generally include curb, gutter, and sidewalk on both sides of the street.

Village Center Drive is a two-lane roadway with one through lane in each direction east of Village Parkway. The speed limit is not posted but assumed to be 25 miles per hour. Roadway improvements include curb and gutter on both sides of the street, a sidewalk on the south side of the street, and a striped centerline. Village Center Drive becomes Aquamarine Drive east of Jutewood Court.

Aquamarine Drive is a two-lane roadway with one through lane in each direction east of Jutewood Court. The speed limit is posted for 25 miles per hour. Roadway improvements include curb, gutter, and sidewalk on both sides of the street.

Crystal Canyon Boulevard is a two-lane roadway with one through lane in each direction north and south of Aquamarine Drive. The speed limit is posted for 25 miles per hour near Aquamarine Drive. Roadway improvements generally include curb and gutter on both sides of the street, sidewalk in some areas, and a striped centerline.

The Village Parkway/White Lake Parkway intersection is an unsignalized three-leg intersection with stop sign control at the east White Lake Parkway approach. The north approach contains one left turn lane and one through lane. The south approach contains one through lane and one right turn lane. The east approach contains one shared left turn-right turn lane. A striped crosswalk exists at the north leg.

The Village Parkway/Cold Springs Drive intersection is an unsignalized four-leg intersection with stop sign control at the east and west Cold Springs Drive approaches. The north and south approaches each contain one left turn lane and one shared through-right turn lane. The east and west approaches each contain one shared left turn-through-right turn lane. Striped crosswalks exist at the north and south legs.

The Village Parkway/Project Access intersection does not currently exist but is anticipated to be constructed as an unsignalized three-leg intersection with stop sign control at the west project access approach. The intersection will be analyzed with one shared through-right turn lane at the north approach, one shared left turn-through lane at the south approach, and one shared left turn-right turn lane at the west approach.

The Village Parkway/New Forest Drive-Georgetown Drive intersection is an unsignalized four-leg intersection with stop sign control at the north New Forest Drive and south Georgetown Drive approaches. The north, east, and west approaches each contain one left turn lane and one shared through-right turn lane. The south approach contains one shared left turn-through-right turn lane. Striped crosswalks exist at the north, south, east, and west legs.

The Village Parkway/Village Center Drive intersection is an unsignalized three-leg intersection with stop sign control at the east Village Center Drive approach. The north approach contains one left turn lane and one through lane. The south approach contains one shared through-right turn lane. The east approach contains one left turn lane and one right turn lane. Striped crosswalks do not exist at the intersection.

The Village Parkway/Rockland Drive intersection is an unsignalized three-leg intersection with stop sign control at the west Rockland Drive approach. The north approach contains one shared through-right turn lane. The south approach contains one left turn lane and one through lane. The west approach contains one left turn lane and one right turn lane. Striped crosswalks exist at all legs. With construction of the Village Center Residential development the intersection will be improved as a four-leg intersection with stop sign control at the east and west approaches. The four-leg intersection will be analyzed with one left turn lane and one shared through-right turn lane at the north and south approaches, one shared left turn-through lane and one right turn lane at the west approach, and one shared left turn-through-right turn lane at the east approach.

The Village Parkway/North Driveway intersection is an unsignalized three-leg intersection with stop sign control at the east approach. The north approach contains one left turn lane and one through lane. The south approach contains one shared through-right turn lane. The west approach appears to contain one shared left turn-right turn lane. The driveway currently provides access to the community center parking lot. With development of the Village Center development the driveway will continue to serve the community center as well as the new residential units.

The Village Center Drive/East Driveway intersection is an unsignalized three-leg intersection with stop sign control at the north approach. The west approach contains one shared left turn-through lane. The east approach contains one shared through-right turn lane. The north approach contains one shared left turn-right turn lane. The driveway currently provides access to the restaurant and neighborhood park parking lot. With development of the Village Center development the driveway will continue to serve the restaurant and park as well as the new residential units.

The Crystal Canyon Boulevard/Aquamarine Drive intersection is an unsignalized four-leg intersection with stop sign control at the east and west Aquamarine Drive approaches. The north, south, east, and west approaches each contain one shared left turn-through-right turn lane. Striped crosswalks exist at the north, east, and west legs.

TRIP GENERATION

In order to assess the magnitude of project traffic impacts on the key roadways and intersections, the project dwelling units had to be reviewed in order to correspond to land use categories listed in the Tenth Edition of *ITE Trip Generation* (2018). The Village Parkway development will include a total of 428 attached dwelling units and the Village Center development will include a total of 111 attached dwelling units. Both projects are anticipated to contain single family and multifamily dwellings.

ITE Trip Generation generally states that multifamily housing consists of apartments, townhouses or condominiums located within the same building with at least three other dwelling units. It is estimated that approximately 385 dwelling units within the Village Parkway development and 100 dwelling units within the Village Center development are anticipated to be in buildings with at least three other units which meets the multifamily definition. Trip generation for these dwelling units was therefore calculated based on trip generation equations for *ITE Trip Generation* Land Use 220: Multifamily Housing (Low-Rise).

The remaining 43 dwelling units within the Village Parkway development and 11 dwelling units within the Village Center development are anticipated to be in buildings with less than three other units which does not meet the multifamily definition. Trip generation for these dwelling units was therefore calculated based on trip generation equations for *ITE Trip Generation* Land Use 210: Single Family Detached Housing.

Trip generation was calculated for the weekday peak hours occurring between 7:00 AM and 9:00 AM and 4:00 PM and 6:00 PM which correspond to the peak hours of adjacent street traffic.

Table 1 shows a summary of the average daily traffic (ADT) volumes and peak hour traffic volumes generated by the two projects. The trip generation worksheets are included in the Appendix.

TABLE 1 TRIP GENERATION							
LAND USE/VARIABLE	ADT	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Village Parkway Residential							
Single Family (43 DU)	478	9	26	35	28	17	45
Low-Rise Multifamily (385 DU)	<u>2,870</u>	<u>39</u>	<u>133</u>	<u>172</u>	<u>123</u>	<u>73</u>	<u>196</u>
Total	3,348	48	159	207	151	90	241
Village Center Residential							
Single Family (11 DU)	136	3	10	13	7	5	12
Low-Rise Multifamily (100 DU)	<u>715</u>	<u>11</u>	<u>37</u>	<u>48</u>	<u>37</u>	<u>22</u>	<u>59</u>
Total	851	14	47	61	44	27	71
Grand Total	4,199	62	206	268	195	117	312

TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of the project traffic to the key intersections was based on existing peak hour traffic patterns and the locations of attractions and productions. Figure 2 shows the anticipated trip distribution percentages for both projects. The peak hour trips shown in Table 1 were subsequently assigned to the key intersections based on the trip distribution. Figure 3 shows the trip assignment at the key intersections for the AM and PM peak hours.

EXISTING AND PROJECTED TRAFFIC VOLUMES

Figure 4 shows the existing traffic volumes at the key intersections during the AM and PM peak hours. The existing peak hour traffic volumes were obtained from weekday traffic counts conducted in September and October of 2020. It should be noted that the September and October 2020 traffic counts were conducted during the COVID-19 pandemic which may have resulted in reduced traffic on the area streets. The existing traffic counts at the Village Parkway intersections with White Lake Parkway and Rockland Drive were subsequently compared with 2019 preCOVID-19 traffic volumes at these same intersections. A comparison of the total intersection volumes indicates that the September/October 2020 traffic volumes are higher than the 2019 preCOVID-19 traffic volumes during the AM peak hour and almost equal during the PM peak hour. This comparison indicates that the existing September/October 2020 traffic counts do not require adjustments. However, in order to ensure conservative results the highest turning movement volumes from the 2019 and 2020 counts were utilized at the Village Parkway intersections with White Lake Parkway and Rockland Drive and appropriate adjustments were then made at the adjacent intersections.

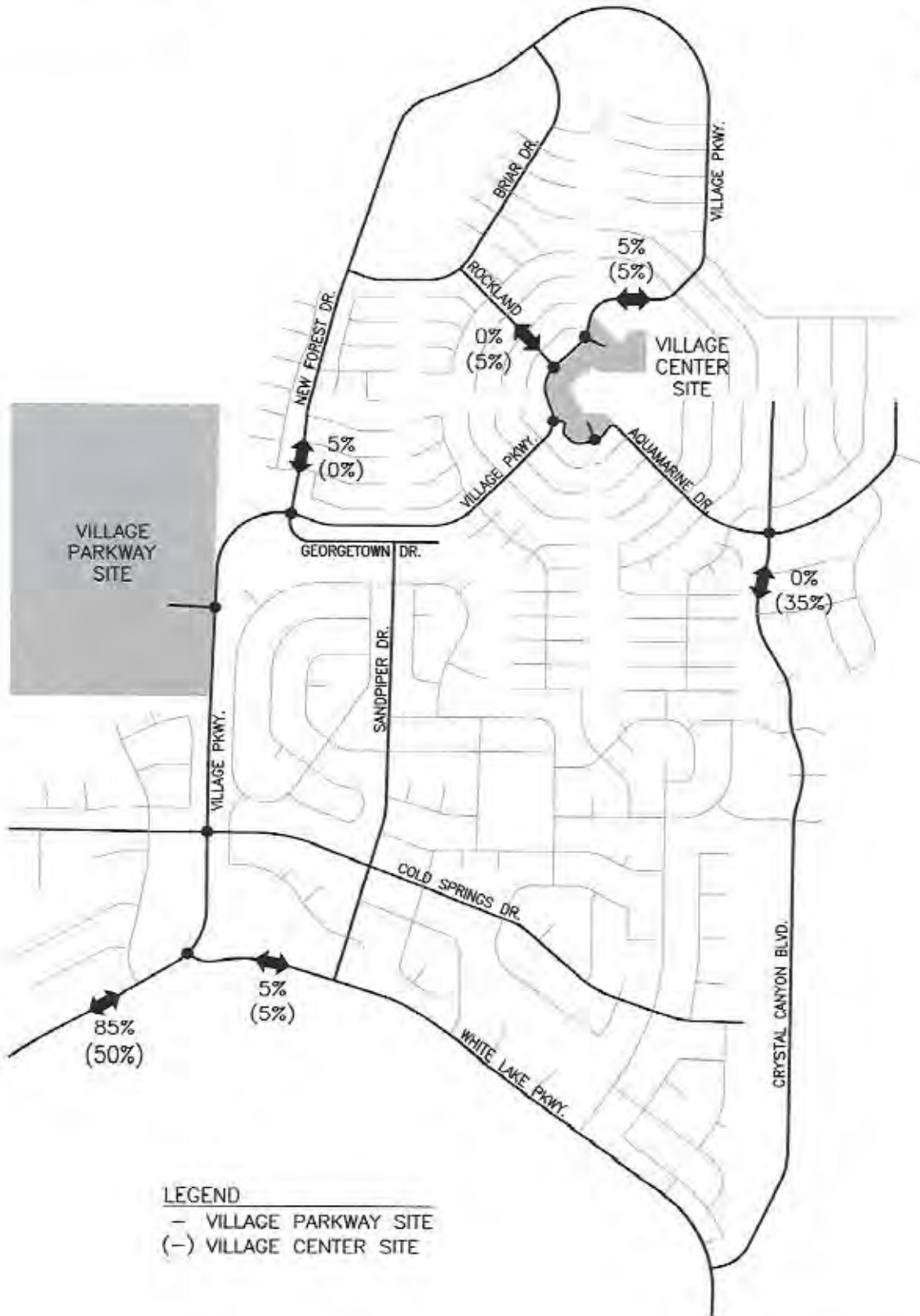
Figure 5 shows the existing plus project traffic volumes at the key intersections during the AM and PM peak hours. The existing plus project volumes were obtained by adding the trip assignment volumes shown on Figure 3 to the existing traffic volumes shown on Figure 4.

Figure 6 shows the 2030 base traffic volumes at the key intersections during the AM and PM peak hours. The 2030 base traffic volumes were obtained by adding traffic generated by the approved but unbuilt dwelling units within Woodland Village and traffic generated by Cold Springs Elementary School, which is currently under construction, to the existing traffic volumes. Peak hour traffic volumes generated by the unbuilt Woodland Village dwelling units were obtained from the Woodland Village Traffic Signal Warrant Study letter dated January 15, 2020. Peak hour traffic volumes generated by the school were obtained from the Cold Springs Elementary School Traffic Study dated March 2019. Woodland Village and Cold Springs Elementary School are both anticipated to buildout by 2030.

Figure 7 shows the 2030 base plus project traffic volumes at the key intersections during the AM and PM peak hours. The 2030 base plus project traffic volumes were obtained by adding the trip assignment volumes shown on Figure 3 to the 2030 base traffic volumes shown on Figure 6.

Figure 8 shows the 2040 base traffic volumes at the key intersections during the AM and PM peak hours. The 2040 base traffic volumes were also obtained by adding traffic generated by the approved but unbuilt dwelling units within Woodland Village and traffic generated by Cold Springs Elementary School, which is currently under construction, to the existing traffic volumes. Woodland Village and Cold Springs Elementary School are both anticipated to buildout by 2030 and therefore the 2030 and 2040 base traffic volumes are identical.

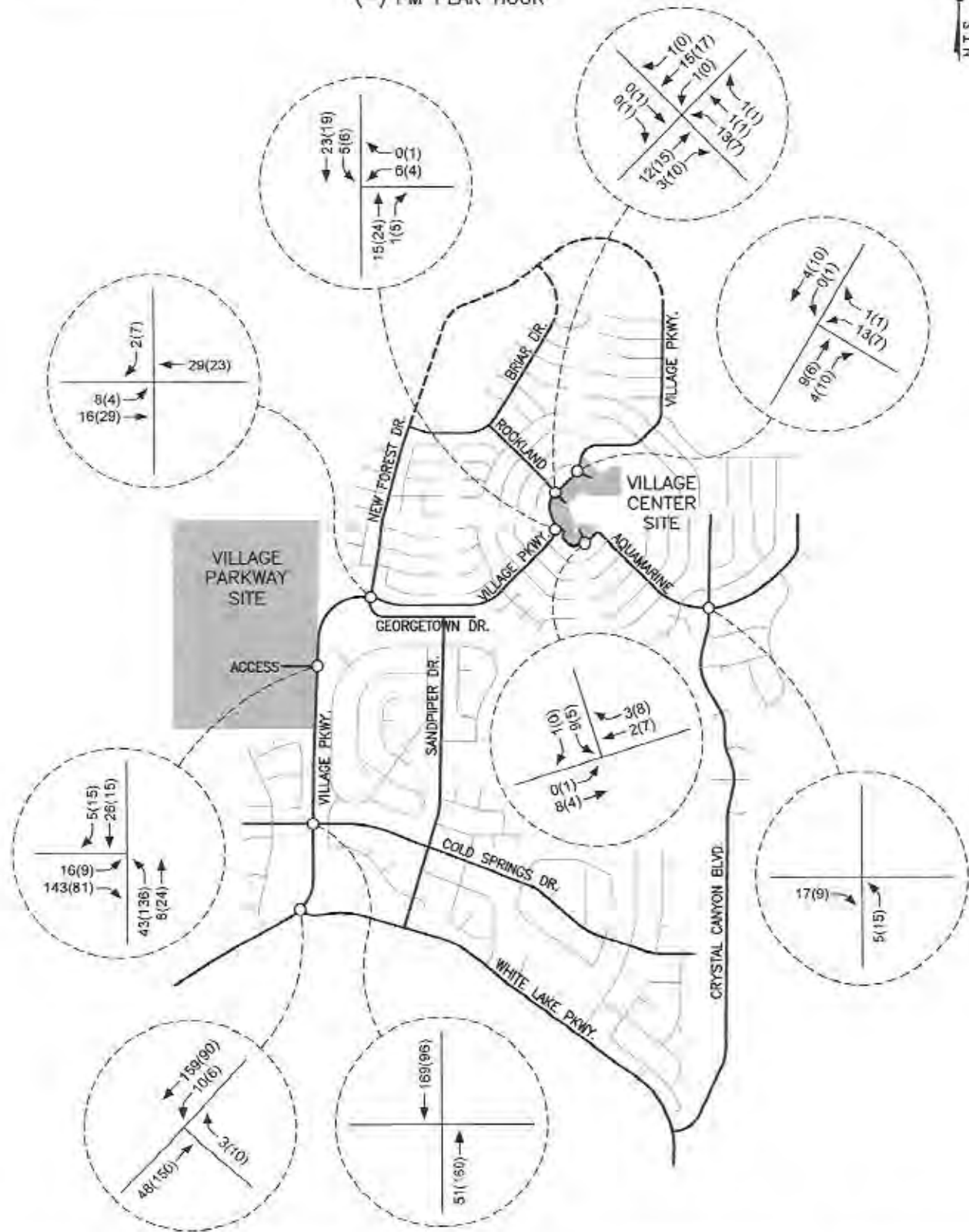
Figure 9 shows the 2040 base plus project traffic volumes at the key intersections during the AM and PM peak hours. The 2040 base plus project traffic volumes were obtained by adding the trip assignment volumes shown on Figure 3 to the 2040 base traffic volumes shown on Figure 8. Again, the 2030 base plus project and 2040 base plus project traffic volumes are identical.



VILLAGE PARKWAY & VILLAGE CENTER RESIDENTIAL PROJECTS

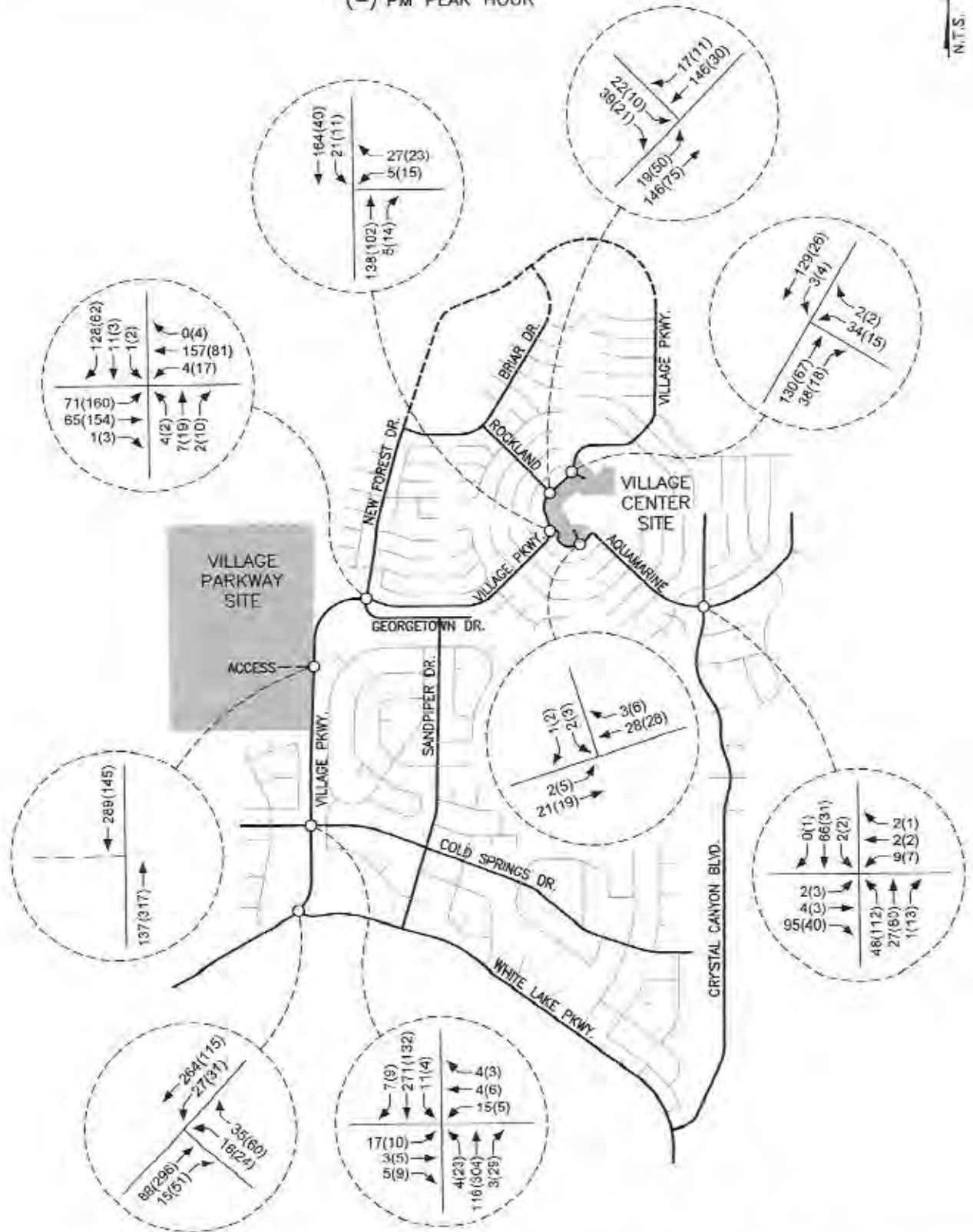
**TRIP DISTRIBUTION
FIGURE 2**

LEGEND
 - AM PEAK HOUR
 (-) PM PEAK HOUR



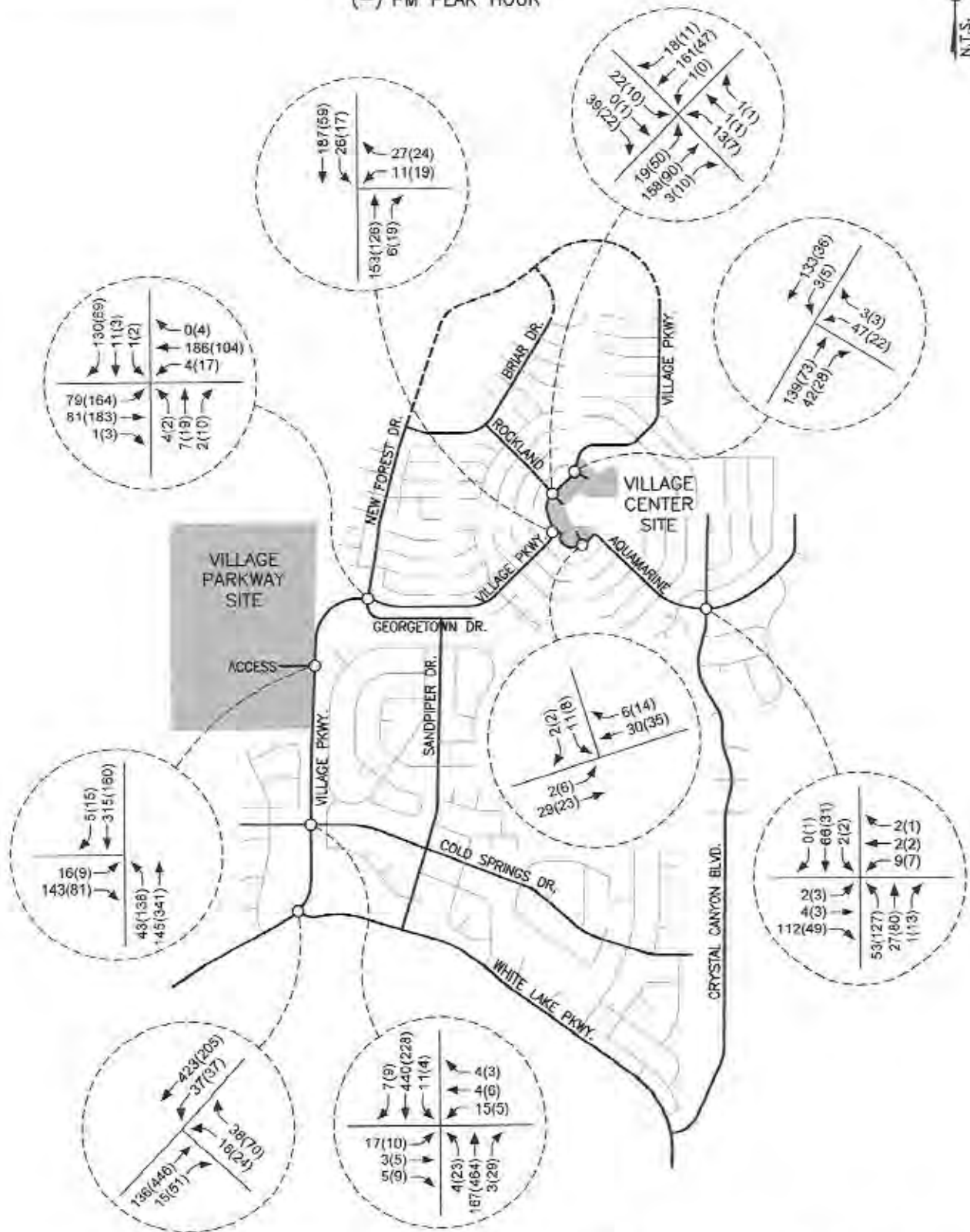
VILLAGE PARKWAY & VILLAGE CENTER RESIDENTIAL PROJECTS
TRIP ASSIGNMENT
FIGURE 3

LEGEND
 - AM PEAK HOUR
 (-) PM PEAK HOUR



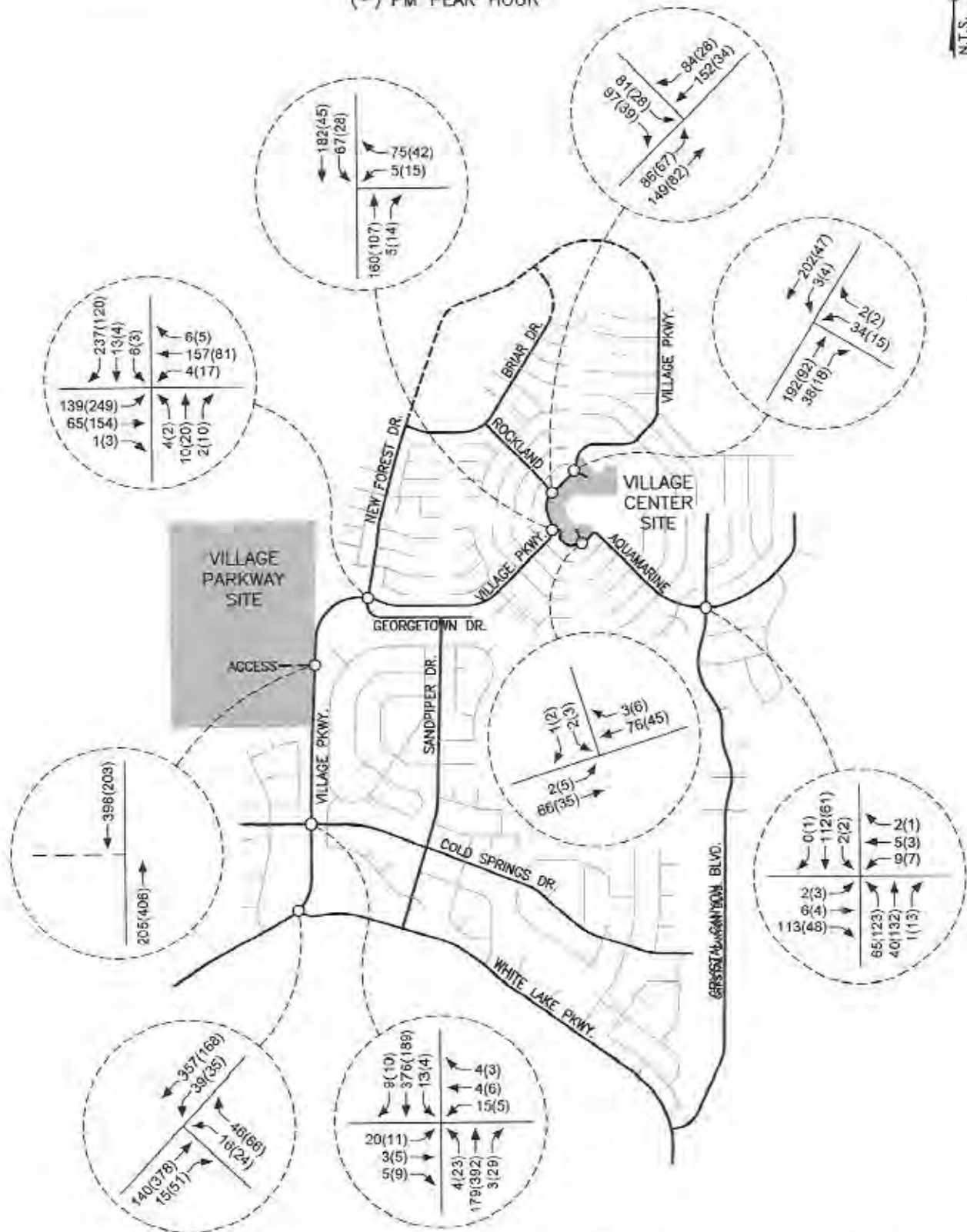
VILLAGE PARKWAY & VILLAGE CENTER RESIDENTIAL PROJECTS
EXISTING TRAFFIC VOLUMES
FIGURE 4

LEGEND
 — AM PEAK HOUR
 (—) PM PEAK HOUR



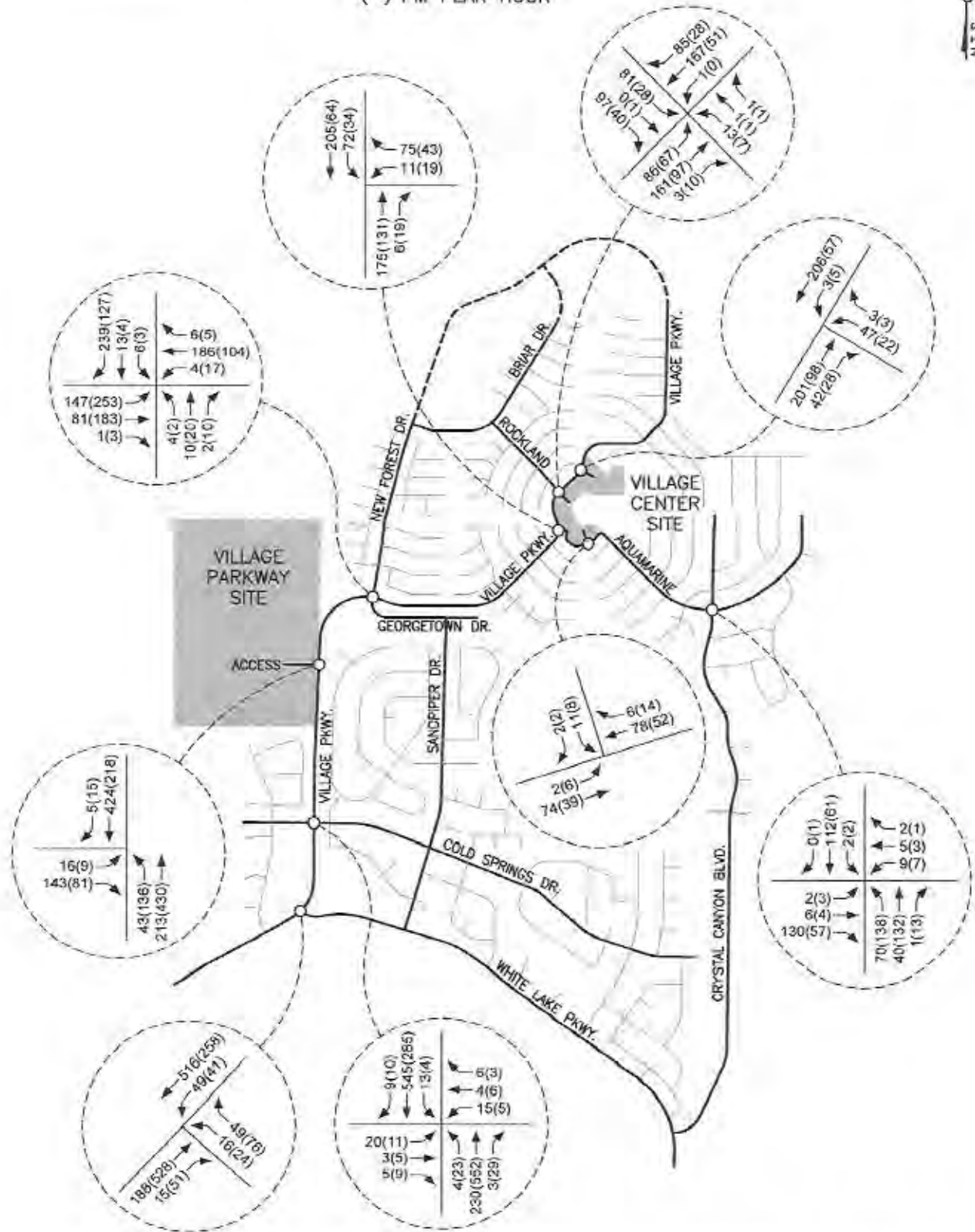
VILLAGE PARKWAY & VILLAGE CENTER RESIDENTIAL PROJECTS
EXISTING PLUS PROJECT TRAFFIC VOLUMES
FIGURE 5

LEGEND
 - AM PEAK HOUR
 (-) PM PEAK HOUR



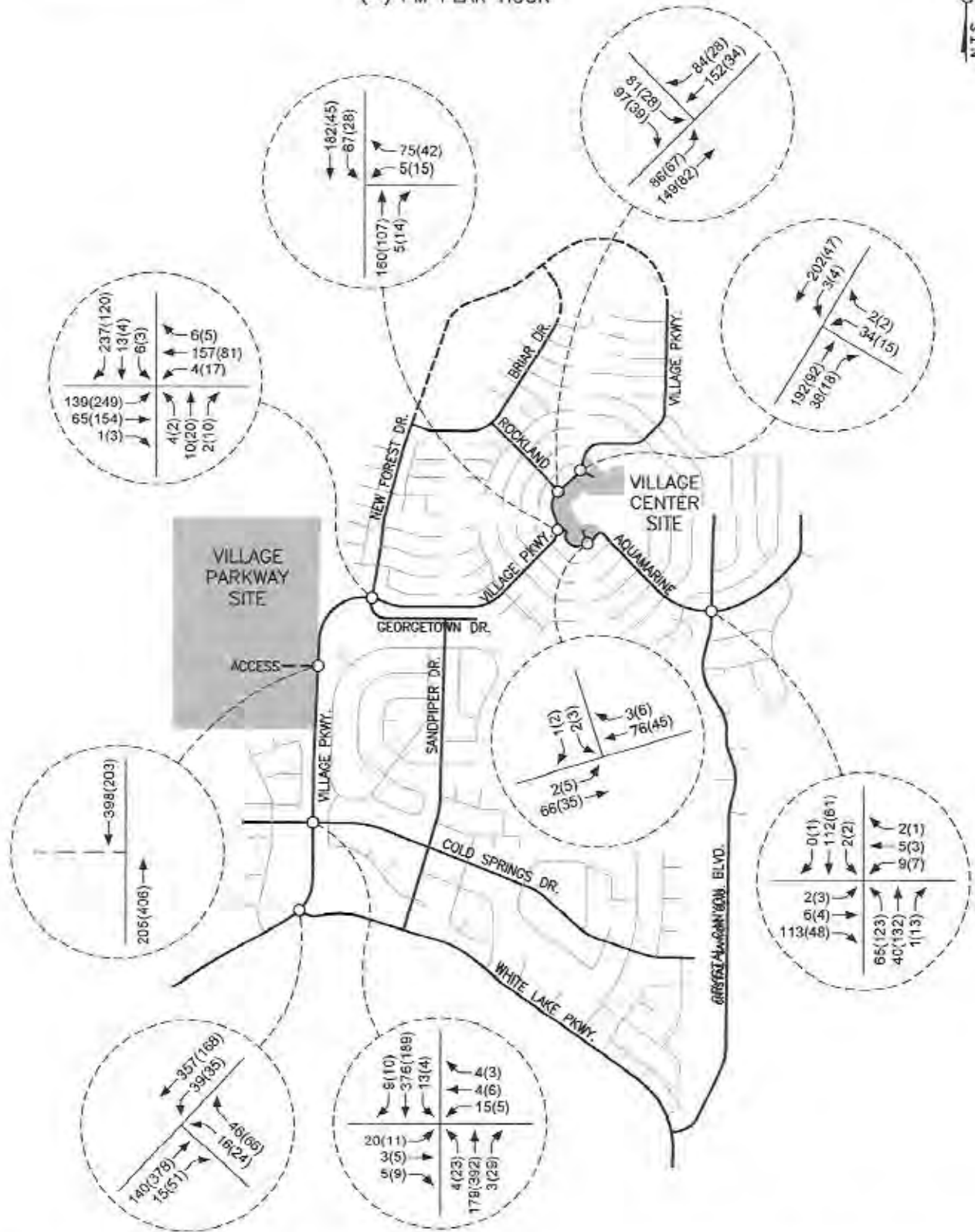
VILLAGE PARKWAY & VILLAGE CENTER RESIDENTIAL PROJECTS
2030 BASE TRAFFIC VOLUMES
FIGURE 6

LEGEND
 — AM PEAK HOUR
 (—) PM PEAK HOUR



VILLAGE PARKWAY & VILLAGE CENTER RESIDENTIAL PROJECTS
2030 BASE PLUS PROJECT TRAFFIC VOLUMES
FIGURE 7

LEGEND
 — AM PEAK HOUR
 (—) PM PEAK HOUR



VILLAGE PARKWAY & VILLAGE CENTER RESIDENTIAL PROJECTS
2040 BASE TRAFFIC VOLUMES
FIGURE 8

INTERSECTION CAPACITY ANALYSIS

The key intersections were analyzed for capacity based on procedures presented in the *Highway Capacity Manual (6th Edition)*, prepared by the Transportation Research Board, for unsignalized stop-controlled intersections. The latest version of the Highway Capacity computer software was used to analyze the intersections.

The result of capacity analysis is a level of service (LOS) rating for each unsignalized intersection minor movement. Level of service is a qualitative measure of traffic operating conditions where a letter grade "A" through "F", corresponding to progressively worsening traffic operation, is assigned to the unsignalized intersection minor movement.

The *Highway Capacity Manual* defines level of service for one or two-way stop controlled intersections in terms of computed or measured control delay for each minor movement. Level of service is not defined for the intersection as a whole. The level of service criteria for unsignalized intersections is shown in Table 2.

LEVEL OF SERVICE	DELAY RANGE (SEC/VEH)
A	≤ 10
B	>10 and ≤ 15
C	>15 and ≤ 25
D	>25 and ≤ 35
E	>35 and ≤ 50
F	>50

The RTC's 2040 Regional Transportation Plan indicates that level of service standards used for assessing the need for street and highway improvements at a planning level are LOS D for all regional roadway facilities projected to carry less than 27,000 ADT and LOS E for all regional roadway facilities projected to carry 27,000 or more ADT. RTC's traffic forecasting model indicates that all roadways at the key study intersections will carry less than 27,000 ADT indicating a policy LOS D standard. It should be noted that Washoe County's Cold Springs Area Plan states that LOS C or better is the policy level of service for roadways and LOS D or better is the policy level of service for intersections. LOS D is therefore the level of service standard for all key intersections in this traffic study.

Table 3 on the following page shows a summary of the level of service and delay results at the key intersections for the existing and existing plus project scenarios. The intersection capacity worksheets are included in the Appendix.

**TABLE 3
INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS
EXISTING AND EXISTING PLUS PROJECT SCENARIOS**

INTERSECTION	EXISTING		EXISTING + PROJECT	
	AM	PM	AM	PM
Village/White Lake (Stop at East) WB Left-Right SB Left	B10.0 A7.5	B11.7 A8.2	B11.1 A7.6	B14.4 A8.7
Village/Cold Springs (Stop East/West) EB Left-Thru-Right WB Left-Thru-Right NB Left SB Left	B12.2 B12.1 A7.9 A7.5	B12.3 B13.2 A7.6 A8.0	C15.6 C15.2 A8.4 A7.6	C15.8 C17.2 A7.8 A8.5
Village/Project Access (Stop at West) EB Left-Right NB Left	N/A N/A	N/A N/A	B12.5 A8.1	B10.9 A7.9
Village/New Forest (Stop North & South) EB Left WB Left NB Left-Thru-Right SB Left-Thru SB Right	A7.8 A7.4 B12.9 B12.3 B10.2	A7.7 A7.6 B14.5 C16.6 A9.0	A7.9 A7.4 B13.9 B13.3 B10.5	A7.8 A7.7 C15.5 C18.0 A9.2
Village/Village Center (Stop at East) WB Left WB Right SB Left	B11.7 A9.4 A7.7	A9.6 A9.0 A7.5	B12.4 A9.5 A7.7	B10.1 A9.1 A7.6
Village/Rockland (Stop at West) EB Left EB Right NB Left Village/Rockland-Project Driveway (Stop at East & West) EB Left-Thru EB Right WB Left-Thru-Right NB Left SB Left	B12.4 A9.9 A7.8 N/A N/A N/A N/A N/A	B10.2 A8.7 A7.4 N/A N/A N/A N/A N/A	N/A N/A N/A B13.7 B10.1 B14.2 A7.9 A7.8	N/A N/A N/A B10.8 A8.8 B10.9 A7.5 A7.5
Village/North Dwy (Stop at East) WB Left-Right SB Left	B11.2 A7.7	A9.2 A7.4	B11.6 A7.7	A9.4 A7.4
Village Center/East Dwy (Stop at North) EB Left SB Left-Right	A7.3 A8.7	A7.3 A8.7	A7.3 A8.9	A7.3 A8.9
Crystal Canyon/Aquamarine (Stop East & West) EB Left-Thru-Right WB Left-Thru-Right NB Left SB Left	A9.3 B10.9 A7.5 A7.3	A9.2 B12.1 A7.5 A7.4	A9.4 B11.2 A7.5 A7.3	A9.2 B12.6 A7.5 A7.4

Table 4 shows a summary of the level of service and delay results at the key intersections for the 2030 base, 2030 base plus project, 2040 base, and 2040 base plus project scenarios. The intersection capacity worksheets are included in the Appendix.

TABLE 4 INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS 2030 AND 2040 SCENARIOS								
INTERSECTION	2030 BASE		2030 BASE + PROJECT		2040 BASE		2040 BASE + PROJECT	
	AM	PM	AM	PM	AM	PM	AM	PM
Village/White Lake (Stop at East) WB Left-Right SB Left	B10.7 A7.6	B13.0 A8.4	B12.1 A7.8	C16.6 A9.0	B10.7 A7.6	B13.0 A8.4	B12.1 A7.8	C16.6 A9.0
Village/Cold Springs (Stop East/West) EB Left-Thru-Right WB Left-Thru-Right NB Left SB Left	B14.9 B14.1 A8.2 A7.7	B14.2 C15.2 A7.7 A8.3	C19.8 C18.2 A8.8 A7.8	C19.0 C20.5 A8.0 A8.8	B14.9 B14.1 A8.2 A7.7	B14.2 C15.2 A7.7 A8.3	C19.8 C18.2 A8.8 A7.8	C19.0 C20.5 A8.0 A8.8
Village/Project Access (Stop at West) EB Left-Right NB Left	N/A N/A	N/A N/A	B14.7 A8.5	B11.9 A8.1	N/A N/A	N/A N/A	B14.7 A8.5	B11.9 A8.1
Village/New Forest (Stop North & South) EB Left WB Left NB Left-Thru-Right SB Left-Thru SB Right	A8.0 A7.4 C17.0 C15.2 B11.4	A7.9 A7.6 C18.7 C22.3 A9.4	A8.1 A7.4 C18.7 C16.6 B11.9	A8.0 A7.7 C20.3 C24.6 A9.6	A8.0 A7.4 C17.0 C15.2 B11.4	A7.9 A7.6 C18.7 C22.3 A9.4	A8.1 A7.4 C18.7 C16.6 B11.9	A8.0 A7.7 C20.3 C24.6 A9.6
Village/Village Center (Stop at East) WB Left WB Right SB Left	B13.9 B10.0 A7.9	B10.0 A9.1 A7.5	B15.0 B10.1 A7.9	B10.5 A9.3 A7.6	B13.9 B10.0 A7.9	B10.0 A9.1 A7.5	B15.0 B10.1 A7.9	B10.5 A9.3 A7.6
Village/Rockland (Stop at West) EB Left EB Right NB Left	C19.9 B11.0 A8.3	B10.8 A8.8 A7.5	N/A N/A N/A	N/A N/A N/A	C19.9 B11.0 A8.3	B10.8 A8.8 A7.5	N/A N/A N/A	N/A N/A N/A
Village/Rockland/Dwy (Stop at East/West) EB Left-Thru EB Right WB Left-Thru-Right NB Left SB Left	N/A N/A N/A N/A N/A	N/A N/A N/A N/A N/A	C24.8 B11.2 C22.2 A8.4 A7.8	B11.7 A8.9 B11.7 A7.6 A7.5	N/A N/A N/A N/A N/A	N/A N/A N/A N/A N/A	C24.8 B11.2 C22.2 A8.4 A7.8	B11.7 A8.9 B11.7 A7.6 A7.5
Village/North Dwy (Stop at East) WB Left-Right SB Left	B13.0 A7.9	A9.5 A7.5	B13.6 A7.9	A9.7 A7.5	B13.0 A7.9	A9.5 A7.5	B13.6 A7.9	A9.7 A7.5

TABLE 4 (CONTINUED)
INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS
2030 AND 2040 SCENARIOS

INTERSECTION	2030 BASE		2030 BASE + PROJECT		2040 BASE		2040 BASE + PROJECT	
	AM	PM	AM	PM	AM	PM	AM	PM
Village Center/East Dwy (Stop at North)								
EB Left	A7.4	A7.3	A7.4	A7.4	A7.4	A7.3	A7.4	A7.4
SB Left-Right	A9.3	A8.9	A9.5	A9.1	A9.3	A8.9	A9.5	A9.1
Crystal Can./Aquamarine (Stop East/West)								
EB Left-Thru-Right	A9.9	A9.6	B10.0	A9.6	A9.9	A9.6	B10.0	A9.6
WB Left-Thru-Right	B12.2	B13.7	B12.6	B14.3	B12.2	B13.7	B12.6	B14.3
NB Left	A7.6	A7.6	A7.6	A7.6	A7.6	A7.6	A7.6	A7.6
SB Left	A7.3	A7.5	A7.3	A7.5	A7.3	A7.5	A7.3	A7.5

Village Parkway/White Lake Parkway Intersection

The Village Parkway/White Lake Parkway intersection was analyzed as an unsignalized three-leg intersection with stop control at the east approach for all scenarios. The intersection minor movements currently operate at LOS B or better during the AM and PM peak hours. For the existing plus project traffic volumes the intersection minor movements continue to operate at LOS B or better during the AM and PM peak hours. For both the 2030 base and 2040 base traffic volumes the intersection minor movements operate at LOS B or better during the AM and PM peak hours. For both the 2030 base plus project and 2040 base plus project traffic volumes the intersection minor movements operate at LOS B or better during the AM peak hour and LOS C or better during the PM peak hour. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets Washoe County's policy LOS D standard for all study scenarios. No capacity improvements are recommended at the Village Parkway/White Lake Parkway intersection.

Village Parkway/Cold Springs Drive Intersection

The Village Parkway/Cold Springs Drive intersection was analyzed as an unsignalized four-leg intersection with stop control at the east and west approaches for all scenarios. The intersection minor movements currently operate at LOS B or better during the AM and PM peak hours. For the existing plus project traffic volumes the intersection minor movements operate at LOS C or better during the AM and PM peak hours. For both the 2030 base and 2040 base traffic volumes the intersection minor movements operate at LOS B or better during the AM peak hour and LOS C or better during the PM peak hour. For both the 2030 base plus project and 2040 base plus project traffic volumes the intersection minor movements operate at LOS C or better during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets Washoe County's policy LOS D standard for all study scenarios. No capacity improvements are recommended at the Village Parkway/Cold Springs Drive intersection.

Village Parkway/Project Access Intersection

The Village Parkway/Project Access intersection was analyzed as an unsignalized three-leg intersection with stop control at the west approach for the existing plus project, 2030 base plus project, and 2040 base plus project scenarios. For the existing plus project traffic volumes the intersection minor movements operate at LOS B or better during the AM and PM peak hours. For both the 2030 base plus project and 2040 base plus project traffic volumes the intersection minor movements operate at LOS B or better during the AM and PM peak hours. The intersection was analyzed with single lanes at all approaches for each scenario. The Village Parkway/Project Access intersection meets Washoe County's policy LOS D standard for all with project scenarios.

The need for an exclusive left turn lane on Village Parkway at the project access intersection was reviewed based on AASHTO guidelines for left turn lanes on two-lane roadways. Table 9-23 of the AASHTO publication lists traffic volumes and operating speeds which necessitate the need for left turn lanes. An exclusive left turn lane is warranted based on the existing plus project traffic volumes. Storage requirements were subsequently reviewed for the left turn lane based on the AASHTO criteria of providing storage for an average two minute period. Approximately 125 feet of storage length is required based on the projected left turn volumes. A minimum deceleration length (including taper) of 215 feet is also required for the left turn lane based on the 35 mile per hour speed limit on Village Parkway for a total length of 340 feet. The need for an exclusive right turn lane on Village Parkway at the project access was also reviewed based on RTC's access management standards. The standards indicate that right turn deceleration lanes are needed on moderate access control arterials (Village Parkway) if the right turn ingress movement serves more than 60 vehicles per hour. The anticipated right turn ingress volume is below the 60 vehicle per hour threshold so a right turn lane is not warranted.

It is recommended that the Village Parkway/Project Access intersection be designed as a three-leg intersection with stop sign control at the west approach and contain an exclusive left turn lane with a minimum of 340 feet of storage/deceleration length at the south approach.

Village Parkway/New Forest Drive-Georgetown Drive Intersection

The Village Parkway/New Forest Drive-Georgetown Drive intersection was analyzed as an unsignalized four-leg intersection with stop control at the north and south approaches for all scenarios. The intersection minor movements currently operate at LOS B or better during the AM peak hour and LOS C or better during the PM peak hour. For the existing plus project traffic volumes the intersection minor movements continue to operate at LOS B or better during the AM peak hour and LOS C or better during the PM peak hour. For both the 2030 base and 2040 base traffic volumes the intersection minor movements operate at LOS C or better during the AM and PM peak hours. For both the 2030 base plus project and 2040 base plus project traffic volumes the intersection minor movements operate at LOS C or better during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets Washoe County's policy LOS D standard for all study scenarios. No capacity improvements are recommended at the Village Parkway/New Forest Drive-Georgetown Drive intersection.

Village Parkway/Village Center Drive Intersection

The Village Parkway/Village Center Drive intersection was analyzed as an unsignalized three-leg intersection with stop control at the east approach for all scenarios. The intersection minor movements currently operate at LOS B or better during the AM peak hour and LOS A during the PM peak hour. For the existing plus project traffic volumes the intersection minor movements operate at LOS B or better during the AM and PM peak hours. For both the 2030 base and 2040 base traffic volumes the intersection minor movements operate at LOS B or better during the AM and PM peak hours. For both the 2030 base plus project and 2040 base plus project traffic volumes the intersection minor movements continue to operate at LOS B or better during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets Washoe County's policy LOS D standard for all study scenarios. No capacity improvements are recommended at the Village Parkway/Village Center Drive intersection.

Village Parkway/Rockland Drive-Project Driveway Intersection

The Village Parkway/Rockland Drive intersection was analyzed as an unsignalized three-leg intersection with stop control at the west approach for the existing, 2030 base, and 2040 base scenarios. The intersection minor movements currently operate at LOS B or better during the AM and PM peak hours. For both the 2030 base and 2040 base traffic volumes the intersection minor movements operate at LOS C or better during the AM peak hour and LOS B or better during the PM peak hour. The three-leg intersection was analyzed with the existing approach lanes. The existing three-leg intersection meets Washoe County's policy LOS D standard.

The Village Parkway/Rockland Drive-Project Driveway intersection was analyzed as an unsignalized four-leg intersection with stop control at the east and west approaches for the existing plus project, 2030 base plus project, and 2040 base plus project scenarios. For the existing plus project traffic volumes the intersection minor movements operate at LOS B or better during the AM and PM peak hours. For both the 2030 base plus project and 2040 base plus project traffic volumes the intersection minor movements operate at LOS C or better during the AM peak hour and LOS B or better during the PM peak hour. The four-leg intersection was analyzed with one left turn lane and one shared through-right turn lane at the north and south Village Parkway approaches, one shared left turn-through lane and one right turn lane at the west approach, and one shared left turn-through-right turn lane at the east approach. The four-leg intersection meets Washoe County's policy LOS D standard for all with project scenarios.

It is recommended that the Village Parkway/Rockland Drive-Project Driveway intersection be improved as a four-leg intersection with stop sign control at the east project driveway and west Rockland Drive approaches. It is recommended that the existing lane markings at the west Rockland Drive approach be modified to show a shared left turn-through lane and an exclusive right turn lane. The north approach currently contains a center two-way left turn lane. It is recommended that the north Village Parkway approach be modified to contain a typical left turn lane with a minimum of 100 feet of storage length.

Village Parkway/North Driveway Intersection

The Village Parkway/North Driveway intersection was analyzed as an unsignalized three-leg intersection with stop control at the east approach for all scenarios. The intersection minor movements currently operate at LOS B or better during the AM peak hour and LOS A during the PM peak hour. For the existing plus project traffic volumes the intersection minor movements continue to operate at LOS B or better during the AM peak hour and LOS A during the PM peak hour. For both the 2030 base and 2040 base traffic volumes the intersection minor movements operate at LOS B or better during the AM peak hour and LOS A during the PM peak hour. For both the 2030 base plus project and 2040 base plus project traffic volumes the intersection minor movements continue to operate at LOS B or better during the AM peak hour and LOS A during the PM peak hour. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets Washoe County's policy LOS D standard for all study scenarios. No capacity improvements are recommended at the Village Parkway/North Driveway intersection.

Village Center Drive/East Driveway Intersection

The Village Center Drive/East Driveway intersection was analyzed as an unsignalized three-leg intersection with stop control at the north approach for all scenarios. The intersection minor movements currently operate at LOS A during the AM and PM peak hours. For the existing plus project traffic volumes the intersection minor movements continue to operate at LOS A during the AM and PM peak hours. For both the 2030 base and 2040 base traffic volumes the intersection minor movements operate at LOS A during the AM and PM peak hours. For both the 2030 base plus project and 2040 base plus project traffic volumes the intersection minor movements continue to operate at LOS A during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets Washoe County's policy LOS D standard for all study scenarios. No capacity improvements are recommended at the Village Center Drive/East Driveway intersection.

Crystal Canyon Boulevard/Aquamarine Drive Intersection

The Crystal Canyon Boulevard/Aquamarine Drive intersection was analyzed as an unsignalized four-leg intersection with stop control at the east and west approaches for all scenarios. The intersection minor movements currently operate at LOS B or better during the AM and PM peak hours. For the existing plus project traffic volumes the intersection minor movements continue to operate at LOS B or better during the AM and PM peak hours. For both the 2030 base and 2040 base traffic volumes the intersection minor movements operate at LOS B or better during the AM and PM peak hours. For both the 2030 base plus project and 2040 base plus project traffic volumes the intersection minor movements continue to operate at LOS B or better during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets Washoe County's policy LOS D standard for all study scenarios. No capacity improvements are recommended at the Crystal Canyon Boulevard/Aquamarine Drive intersection.

SITE PLAN REVIEW

A copy of the preliminary site plans for the proposed Village Parkway and Village Center Residential developments are included with this submittal. The preliminary site plan for the Village Center development indicates that project access will be provided from existing driveways on Village Parkway and Village Center Drive and one new driveway on Village Parkway. The new driveway will align with Rockland Drive. The project driveways will connect to the on-site roadways and guest parking area. The site plan also indicates that parking will continue to be provided for the existing Woodland Village community center and restaurant buildings. The project driveways, internal streets, and parking areas are anticipated to provide good access and internal circulation.

Access to the Village Parkway site will be provided from one new roadway intersecting Village Parkway. The location of the project access intersection has not yet been determined but will be located along the project frontage south of Mud Springs Drive. Mud Springs Drive intersects the curved segment of Village Parkway and a left turn lane exists on Village Parkway at Mud Springs Drive. It is therefore suggested that the project access intersection be located so that it meets sight distance requirements and does not interfere with the existing left turn lane at the Village Parkway/Mud Springs Drive intersection. RTC's access management standards also indicate that driveways on arterials with moderate access control (Village Parkway) shall be located a minimum of 300 feet from adjacent driveways. The project access intersection should also be located to meet the 300 foot minimum spacing requirement.

SCHOOL ZONE PEDESTRIAN SAFETY REVIEW

The project's impact on pedestrian safety within the existing school zone on Village Parkway was reviewed. The school zone begins ± 50 feet north of Rockland Drive and ends ± 50 west of Cody Court. A single midblock crosswalk located ± 150 feet north of the North Driveway exists within the Village Parkway school zone. The existing pavement markings and signs at this school zone crossing appear to conform to Manual on Uniform Traffic Control Devices (MUTCD) standards. Three additional Village Parkway crossings located adjacent to the project site exist outside the school zone limits. Two of these crossings are located at the north and south legs of the Village Parkway/Rockland Drive intersection and the third crossing is located approximately midway between Rockland Drive and Village Center Drive. The existing pavement markings and signs at these crossings also appear to conform to MUTCD standards.

School pedestrian activity was subsequently reviewed at the four Village Parkway crosswalks. Actual counts show 9 AM peak hour and 5 PM peak hour pedestrians at the midblock crossing north of the North Project Driveway, 12 AM peak hour and 3 PM peak hour pedestrians at the crossing north of Rockland Drive, 21 AM peak hour and 9 PM peak hour pedestrians at the crossing south of Rockland Drive, and 20 AM peak hour and 6 PM peak hour pedestrians at the midblock crossing between Rockland Drive and Village Center Drive. Our observations indicate good pedestrian safety at each of the crossings.

Traffic volumes were also reviewed on Village Parkway at these pedestrian crossing locations in order to compare to Washoe County street capacity thresholds. The 2040 base plus project traffic volumes show a maximum volume of 527 vehicles during the AM peak hour on Village Parkway south of Rockland Drive. This peak hour volume amounts to $\pm 5,300$ ADT based on a typical 10% AM peak hour percentage of the ADT. Washoe County standards indicate that two-lane collector streets (Village Parkway) are designed to serve a maximum of 7,300 vehicles per day. The maximum 2040 buildout traffic volume of 5,300 ADT on Village Parkway is well below the 7,300 ADT capacity threshold of the street. It should be noted that bike lanes and sidewalks exist on both sides of Village Parkway per Washoe County collector street standards.

In summary, the existing school zone on Village Parkway as well as the existing pedestrian facilities on Village Parkway further south of the school zone appear to conform to MUTCD standard while providing safe operation based on site observations. In addition, buildout traffic volumes on Village Parkway will be lower than the design capacity of the street. It is recommended that pedestrian crosswalks be installed at the new east leg of the Village Parkway/Rockland Drive-Project Access intersection and at the east leg of the Village Parkway/North Driveway intersection.

TRAFFIC SIGNAL WARRANT ANALYSIS

A full traffic signal warrant study was prepared for the White Lake Parkway/Crystal Canyon Boulevard and Village Parkway/White Lake Parkway intersections in January of 2020. Traffic Signal Warrants 1 through 9 as presented in the 2009 Edition of the Manual on Uniform Traffic Control Devices (MUTCD) were analyzed. The results of this study indicate that no traffic signal warrants are met at either the White Lake Parkway/Crystal Canyon Boulevard or Village Parkway/White Lake Parkway intersections for either the existing or existing plus unbuilt Woodland Village traffic volumes.

Traffic Signal Warrants 1 through 3 as presented in the 2009 Edition of the Manual on Uniform Traffic Control Devices (MUTCD) were subsequently re-evaluated at the White Lake Parkway/Crystal Canyon Boulevard and Village Parkway/White Lake Parkway intersections based on additional traffic volumes generated by the proposed Village Parkway and Village Center Residential developments as well as trips generated by the Cold Springs Elementary School.

The results of the updated warrant analysis indicate that traffic signal warrants 1, 2, and 3 are still not met at the White Lake Parkway/Crystal Canyon Boulevard and Village Parkway/White Lake Parkway intersections. The updated warrant analysis is included in the Appendix.

RECOMMENDATIONS

Traffic generated by the Village Parkway and Village Center Residential developments will have some impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping, or traffic control improvements comply with Washoe County requirements.

It is recommended that the Village Parkway/Project Access intersection be designed as a three-leg intersection with stop sign control at the west approach. It is recommended that the intersection contain an exclusive left turn lane with a minimum of 340 feet of storage/deceleration length at the south approach.

It is recommended that the Village Parkway/Rockland Drive-Project Driveway intersection be improved as a four-leg intersection with stop sign control at the east project driveway and west Rockland Drive approaches. It is recommended that the existing lane markings at the west Rockland Drive approach be modified to show a shared left turn-through lane and an exclusive right turn lane. It is recommended that the north Village Parkway approach be modified to contain a left turn lane with a minimum of 100 feet of storage length.

It is recommended that pedestrian crosswalks be installed at the new east leg of the Village Parkway/Rockland Drive-Project Access intersection and at the east leg of the Village Parkway/North Driveway intersection.

UPDATED TRAFFIC SIGNAL WARRANT ANALYSIS

Traffic Volumes

Traffic volumes for the warrant analysis at the White Lake Parkway/Crystal Canyon Boulevard and Village Parkway/White Lake Parkway intersections were obtained by adding traffic generated by the unbuilt Woodland Village dwelling units, unbuilt Cold Springs Elementary School, and Village Parkway and Village Center Residential developments to the existing traffic volumes.

The existing hourly traffic volumes and unbuilt Woodland Village hourly traffic volumes were obtained from the original warrant analysis letter dated January 15, 2020 with updated peak hour counts conducted at the Village Parkway/White Lake Parkway intersection in October 2020. The peak hour traffic volumes for the elementary school were obtained from the Cold Springs Elementary School Traffic Study dated March 2019. The peak hour traffic volumes for the Village Parkway and Village Center Residential developments were calculated based on *ITE Trip Generation*. Trips generated by the school and the proposed Village Parkway and Village Center Residential developments during the remaining hours were estimated based on hourly percentages of daily traffic obtained from *ITE Trip Generation*. The entering and departing trips during the non-peak hours were estimated based on existing traffic volume splits on the key roadways.

Table 1A shows the hourly traffic volumes at the White Lake Parkway/Crystal Canyon Boulevard intersection for the period between 7:00 AM and 6:00 PM.

Table 1A Hourly Traffic Volumes White Lake Parkway/Crystal Canyon Boulevard Intersection								
Time Period	White Lake Parkway (Major Street)					Crystal Canyon Blvd. (Minor Street)		
	NB Thru	NB Right	SB Left	SB Thru	Total	WB Left	WB Right	Total
7:00 AM - 8:00 AM	50	93	3	224	370	317	10	327
8:00 AM - 9:00 AM	86	61	2	176	325	191	12	203
9:00 AM - 10:00 AM	51	49	2	115	217	133	6	139
10:00 AM - 11:00 AM	67	64	4	109	244	145	7	152
11:00 AM - 12:00 PM	99	73	6	96	274	106	9	115
12:00 PM - 1:00 PM	118	147	6	85	356	86	9	95
1:00 PM - 2:00 PM	140	159	8	79	386	102	8	110
2:00 PM - 3:00 PM	143	165	9	81	398	106	9	115
3:00 PM - 4:00 PM	227	226	9	176	638	105	7	112
4:00 PM - 5:00 PM	279	313	13	89	694	96	8	104
5:00 PM - 6:00 PM	249	301	7	92	649	94	9	103

Table 1B shows the hourly traffic volumes at the Village Parkway/White Lake Parkway intersection for the period between 6:00 AM and 6:00 PM.

Table 1B Hourly Traffic Volumes Village Parkway/White Lake Parkway Intersection								
Time Period	Village Parkway (Major Street)					White Lake Parkway (Minor Street)		
	NB Thru	NB Right	SB Left	SB Thru	Total	WB Left	WB Right	Total
6:00 AM - 7:00 AM	81	8	27	412	528	20	15	35
7:00 AM - 8:00 AM	188	15	49	516	768	16	49	65
8:00 AM - 9:00 AM	97	15	31	328	471	33	18	51
9:00 AM - 10:00 AM	97	11	31	282	421	13	24	37
10:00 AM - 11:00 AM	94	11	28	234	367	15	23	38
11:00 AM - 12:00 PM	149	8	29	280	466	17	30	47
12:00 PM - 1:00 PM	300	12	28	219	559	17	37	54
1:00 PM - 2:00 PM	287	16	37	213	553	20	48	68
2:00 PM - 3:00 PM	284	23	26	215	548	25	55	80
3:00 PM - 4:00 PM	367	27	37	215	646	19	42	61
4:00 PM - 5:00 PM	496	22	39	240	797	25	70	95
5:00 PM - 6:00 PM	528	51	41	258	878	24	76	100

The hourly traffic volumes shown in Tables 1A and 1B were subsequently used in the traffic signal warrant analysis at the White Lake Parkway/Crystal Canyon Boulevard and Village Parkway/White Lake Parkway intersections. These hourly traffic volumes represent 2030 and 2040 base plus project conditions.

Warrant Analysis at the White Lake Parkway/Crystal Canyon Boulevard Intersection

Traffic Signal Warrants 1 through 3 as presented in the 2009 Edition of the Manual on Uniform Traffic Control Devices (MUTCD) were reviewed at the White Lake Parkway/Crystal Canyon Boulevard intersection. The intersection is an unsignalized three-leg intersection with stop sign control at the east approach. The intersection contains one shared left turn-through lane at the north approach, one through lane and one right turn lane at the south approach, and one shared left turn-right turn lane at the east approach. White Lake Parkway (major street) therefore has two lanes for moving traffic and Crystal Canyon Boulevard (minor street) has one lane for moving traffic. The speed limit is posted for 35 miles per hour on White Lake Parkway.

Warrant 1 - Eight Hour Vehicular Volume includes a review of two conditions. Condition A, Minimum Vehicular Volume, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal. Condition B, Interruption of Continuous Traffic, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. The need for a traffic signal shall be considered if one of the following conditions exist for each of any eight hours of an average day:

- A. The major street volume (total of both approaches) exceeds 600 vehicles per hour for a two lane approach while the minor street volume (higher volume approach) exceeds 150 vehicles per hour for a one lane approach for Condition A; or
- B. The major street volume (total of both approaches) exceeds 900 vehicles per hour for a one lane approach while the minor street volume (higher volume approach) exceeds 75 vehicles per hour for a one lane approach for Condition B.

The results of warrant 1 are shown in Table 2 for the highest hourly traffic volumes.

Table 2 Warrant 1 Results at White Lake Parkway/Crystal Canyon Boulevard Intersection									
Condition A – Minimum Vehicular Volume									
	7-8 AM	8-9 AM	10-11 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	Req'd
Minor Volume	327	203	152	110	115	112	104	103	150
Major Volume	370	325	244	386	398	638	694	649	600
Hour Met?	No	No	No	No	No	No	No	No	8
Condition B – Interruption of Continuous Traffic									
	7-8 AM	8-9 AM	10-11 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	Req'd
Minor Volume	327	203	152	110	115	112	104	103	75
Major Volume	370	325	244	386	398	638	694	649	900
Hour Met?	No	No	No	No	No	No	No	No	8

As shown in Table 2, no hours are met for Condition A and no hours are met for Condition B. The combination of Conditions A and B was subsequently reviewed. The combination of Conditions A and B indicates that the need for a traffic signal shall be considered if both of the following conditions exist for each of any eight hours of an average day:

- A. The major street volume (total of both approaches) exceeds 480 vehicles per hour for a two lane approach while the minor street volume (higher volume approach) exceeds 120 vehicles per hour for a one lane approach for Condition A; and
- B. The major street volume (total of both approaches) exceeds 720 vehicles per hour for a two lane approach while the minor street volume (higher volume approach) exceeds 60 vehicles per hour for a one lane approach for Condition B.

The results of warrant 1 for the combination of conditions A and B are shown in Table 3.

Table 3 Warrant 1 Combination Results at White Lake Parkway/Crystal Canyon Boulevard Intersection									
Condition A – Minimum Vehicular Volume									
	7-8 AM	8-9 AM	10-11 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	Req'd
Minor Volume	327	203	152	110	115	112	104	103	120
Major Volume	370	325	244	386	398	638	694	649	480
Hour Met?	No	No	No	No	No	No	No	No	8
Condition B – Interruption of Continuous Traffic									
	7-8 AM	8-9 AM	10-11 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	Req'd
Minor Volume	327	203	152	110	115	112	104	103	60
Major Volume	370	325	244	386	398	638	694	649	720
Hour Met?	No	No	No	No	No	No	No	No	8

As shown in Table 3, no hours are met for Condition A and no hours are met for Condition B. Traffic signal warrant 1 is not met for the hourly traffic volumes.

Warrant 2 – Four Hour Vehicular Volume is intended to be applied where the volume of the intersecting traffic is the principal reason to consider installing a traffic signal. The need for a traffic signal shall be considered if for each of any four hours of an average day the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the minor street (higher volume approach) all fall above the applicable curve in Figure 4C-1 of the Manual on Uniform Traffic Control Devices for the existing combination of approach lanes. The curve shown in Figure 4C-1 levels out at a minor street lower threshold volume of 80 vehicles per hour for a one lane approach and a major street volume of approximately 1,300 vehicles per hour for two approach lanes.

The results of warrant 2 are shown in Table 4 for the highest hourly traffic volumes.

Table 4 Warrant 2 Results at White Lake Parkway/Crystal Canyon Boulevard Intersection									
	7-8 AM	8-9 AM	10-11 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	Req'd
Minor Volume	327	203	152	110	115	112	104	103	80
Major Volume	370	325	244	386	398	638	694	649	1300±
Hour Met?	No	No	No	No	No	No	No	No	4

As shown in Table 4, no hours are met for warrant 2. The minor street approach volumes meet the lower threshold volume but the low major street approach volumes result in the plotted points falling below the applicable curve. Traffic signal warrant 2 is not met for the hourly traffic volumes.

Warrant 3 - Peak Hour is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street. The need for a traffic signal shall be considered if the criteria in either of the following two categories are met:

- A. If all three of the following conditions exist for the same hour of an average day:
 1. The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a stop sign equals or exceeds 4 vehicle-hours for a one lane approach, and
 2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic, and
 3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches.

- B. If the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor street approach for one hour of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes. The curve in Figure 4C-3 levels out at a minor street lower threshold volume of 100 vehicles per hour for a one lane approach and a major street volume of approximately 1,700 vehicles per hour.

Category A was first reviewed for Warrant 3. The maximum delay on the minor street approach is approximately 1.5 vehicle-hours for the highest hour which is well below the 4 vehicle-hour threshold so category A is not met. Category B was subsequently reviewed. The results of warrant 3, category B are shown in Table 5 for the highest hourly traffic volumes.

	7-8 AM	8-9 AM	10-11 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	Req'd
Minor Volume	327	203	152	110	115	112	104	103	100
Major Volume	370	325	244	386	398	638	694	649	1700±
Hour Met?	No	No	No	No	No	No	No	No	1

As shown in Table 5, no hours are met for warrant 3. The minor street approach volume meets the lower threshold volume for multiple hours but the low major street approach volumes result in the plotted points falling below the applicable curve. Traffic signal warrant 3 is not met for the hourly traffic volumes.

Warrant Analysis at the Village Parkway/White Lake Parkway Intersection

Traffic Signal Warrants 1 through 3 as presented in the 2009 Edition of the Manual on Uniform Traffic Control Devices (MUTCD) were reviewed at the Village Parkway/White Lake Parkway intersection. The Village Parkway/White Lake Parkway intersection is an unsignalized three-leg intersection with stop sign control at the east approach. The intersection contains one left turn lane and one through lane at the north approach, one through lane and one right turn lane at the south approach, and one shared left turn-right turn lane at the east approach. Village Parkway (major street) therefore has two lanes for moving traffic and White Lake Parkway (minor street) has one lane for moving traffic. The speed limit is posted for 35 miles per hour on Village Parkway.

Warrant 1 - Eight Hour Vehicular Volume includes a review of two conditions. Condition A, Minimum Vehicular Volume, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal. Condition B, Interruption of Continuous Traffic, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. The need for a traffic signal shall be considered if one of the following conditions exist for each of any eight hours of an average day:

- A. The major street volume (total of both approaches) exceeds 600 vehicles per hour for a two lane approach while the minor street volume (higher volume approach) exceeds 150 vehicles per hour for a one lane approach for Condition A; or
- B. The major street volume (total of both approaches) exceeds 900 vehicles per hour for a one lane approach while the minor street volume (higher volume approach) exceeds 75 vehicles per hour for a one lane approach for Condition B.

The results of warrant 1 are shown in Table 6 for the highest hourly traffic volumes.

Table 6 Warrant 1 Results at Village Parkway/White Lake Parkway Intersection									
Condition A – Minimum Vehicular Volume									
	7-8 AM	8-9 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	Req'd
Minor Volume	65	51	54	68	80	61	95	100	150
Major Volume	768	471	559	553	548	646	797	878	600
Hour Met?	No	No	No	No	No	No	No	No	8
Condition B – Interruption of Continuous Traffic									
	7-8 AM	8-9 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	Req'd
Minor Volume	65	51	54	68	80	61	95	100	75
Major Volume	768	471	559	553	548	646	797	878	900
Hour Met?	No	No	No	No	No	No	No	No	8

As shown in Table 6, no hours are met for Condition A and no hours are met for Condition B. The combination of Conditions A and B was subsequently reviewed. The combination of Conditions A and B indicates that the need for a traffic signal shall be considered if both of the following conditions exist for each of any eight hours of an average day:

- A. The major street volume (total of both approaches) exceeds 480 vehicles per hour for a two lane approach while the minor street volume (higher volume approach) exceeds 120 vehicles per hour for a one lane approach for Condition A; and
- B. The major street volume (total of both approaches) exceeds 720 vehicles per hour for a two lane approach while the minor street volume (higher volume approach) exceeds 60 vehicles per hour for a one lane approach for Condition B.

The results of warrant 1 for the combination of conditions A and B are shown in Table 7 for the highest hourly traffic volumes.

Table 7 Warrant 1 Combination Results at Village Parkway/White Lake Parkway Intersection									
Condition A – Minimum Vehicular Volume									
	7-8 AM	8-9 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	Req'd
Minor Volume	65	51	54	68	80	61	95	100	120
Major Volume	768	471	559	553	548	646	797	878	480
Hour Met?	No	No	No	No	No	No	No	No	8
Condition B – Interruption of Continuous Traffic									
	7-8 AM	8-9 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	Req'd
Minor Volume	65	51	54	68	80	61	95	100	60
Major Volume	768	471	559	553	548	646	797	878	720
Hour Met?	Yes	No	No	No	No	No	Yes	Yes	8

As shown in Table 7, no hours are met for Condition A and three hours are met for Condition B. Traffic signal warrant 1 is not met for the hourly traffic volumes.

Warrant 2 – Four Hour Vehicular Volume is intended to be applied where the volume of the intersecting traffic is the principal reason to consider installing a traffic signal. The need for a traffic signal shall be considered if for each of any four hours of an average day the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the minor street (higher volume approach) all fall above the applicable curve in Figure 4C-1 of the Manual on Uniform Traffic Control Devices for the existing combination of approach lanes. The curve shown in Figure 4C-1 levels out at a minor street lower threshold volume of 80 vehicles per hour for a one lane approach and a major street volume of approximately 1,300 vehicles per hour for two approach lanes.

The results of warrant 2 are shown in Table 8 for the highest hourly traffic volumes.

	7-8 AM	8-9 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	Req'd
Minor Volume	65	51	54	68	80	61	95	100	80
Major Volume	768	471	559	553	548	646	797	878	1300±
Hour Met?	No	No	No	No	No	No	No	No	4

No hours are met for warrant 2. The minor street approach volume meets the lower threshold volume for some hours but the low major street approach volumes result in the plotted points falling below the applicable curve. Traffic signal warrant 2 is not met for hourly traffic volumes.

Warrant 3 - Peak Hour is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street. The need for a traffic signal shall be considered if the criteria in either of the following two categories are met:

- A. If all three of the following conditions exist for the same hour of an average day:
 1. The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a stop sign equals or exceeds 4 vehicle-hours for a one lane approach, and
 2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic, and
 3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches.
- B. If the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor street approach for one hour of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes. The curve in Figure 4C-3 levels out at a minor street lower threshold volume of 100 vehicles per hour for a one lane approach and a major street volume of approximately 1,700 vehicles per hour.

Category A was first reviewed for warrant 3. The maximum delay on the minor street approach is approximately 0.5 vehicle-hours for the highest hour which is well below the 4 vehicle-hour threshold so category A is not met. Category B was subsequently reviewed. The results of warrant 3, category B are shown in Table 9 for the highest hourly traffic volumes.

Table 9 Warrant 3 Results at Village Parkway/White Lake Parkway Intersection									
	7-8 AM	8-9 AM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	Req'd
Minor Volume	65	51	54	68	80	61	95	100	100
Major Volume	768	471	559	553	548	646	797	878	1700±
Hour Met?	No	No	No	No	No	No	No	No	1

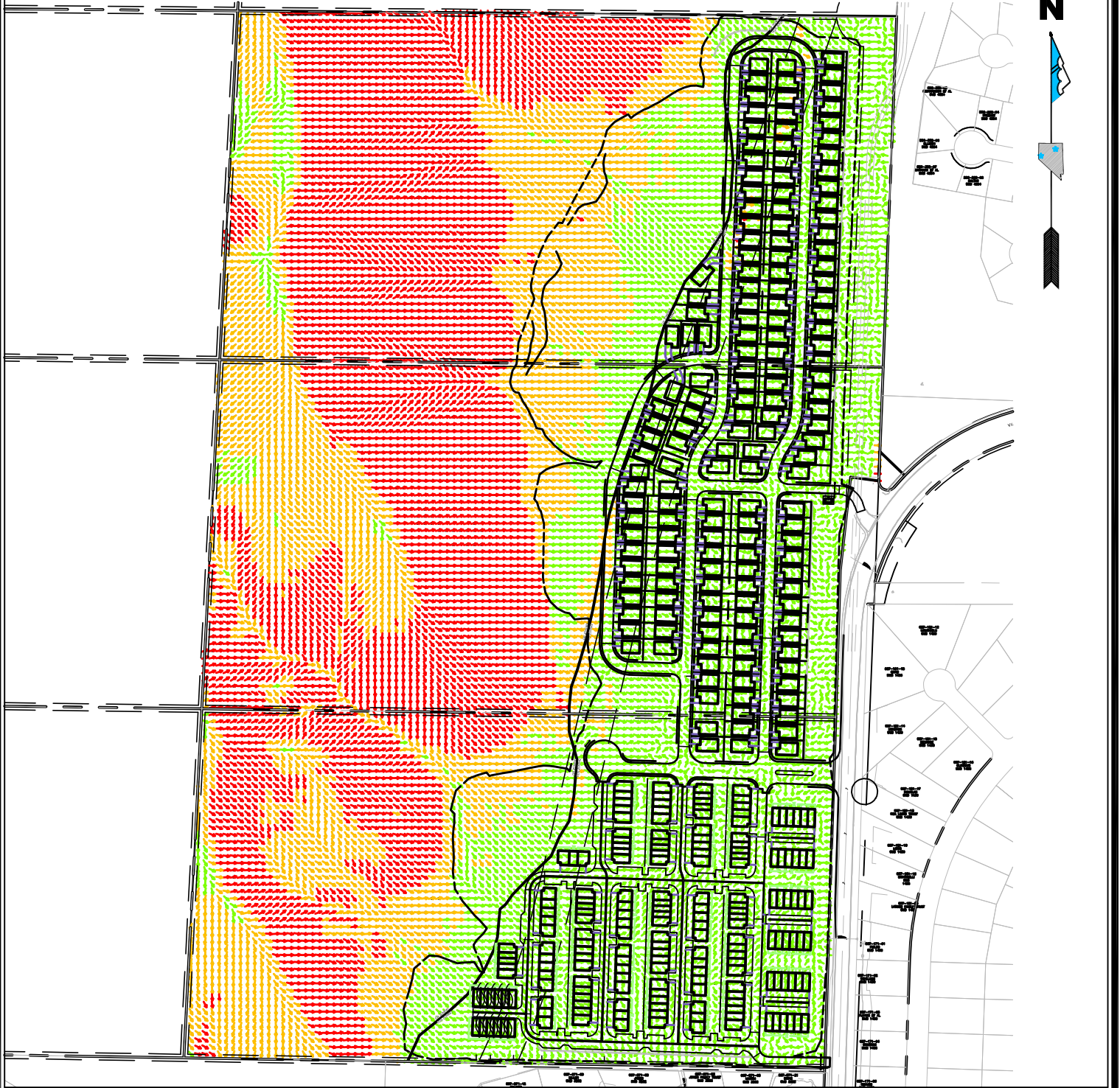
As shown in Table 9, no hours are met for warrant 3. The minor street approach volume meets the lower threshold volume for one hour but the low major street approach volumes result in the plotted points falling below the applicable curve. Traffic signal warrant 3 is not met for the hourly traffic volumes.

Findings

The traffic signal warrant analysis indicates that vehicular warrants 1 through 3 are not met at the White Lake Parkway/Crystal Canyon Boulevard and Village Parkway/White Lake Parkway intersections for the hourly traffic volumes.

SLOPE STATISTICS FOR SUBJECT PROPERTY

■ 0 TO 15 Percent	46.20%	57.55 AC.
■ 15 TO 30 Percent	22.90%	28.52 AC.
■ > 30 Percent	30.90%	38.49 AC.
TOTALS	100%	124.56 AC.



VILLAGE PARKWAY
HOMES
SLOPE MAP

SCALE: 1" = 400'

Copyright SUMMIT ENG 2021

SUMMIT ENGINEERING CORPORATION
5405 MAE ANNE AVENUE, RENO, NV, 89523
PHONE: (775) 747-8550 FAX: (775) 747-8559

SHEET
1
OF
1

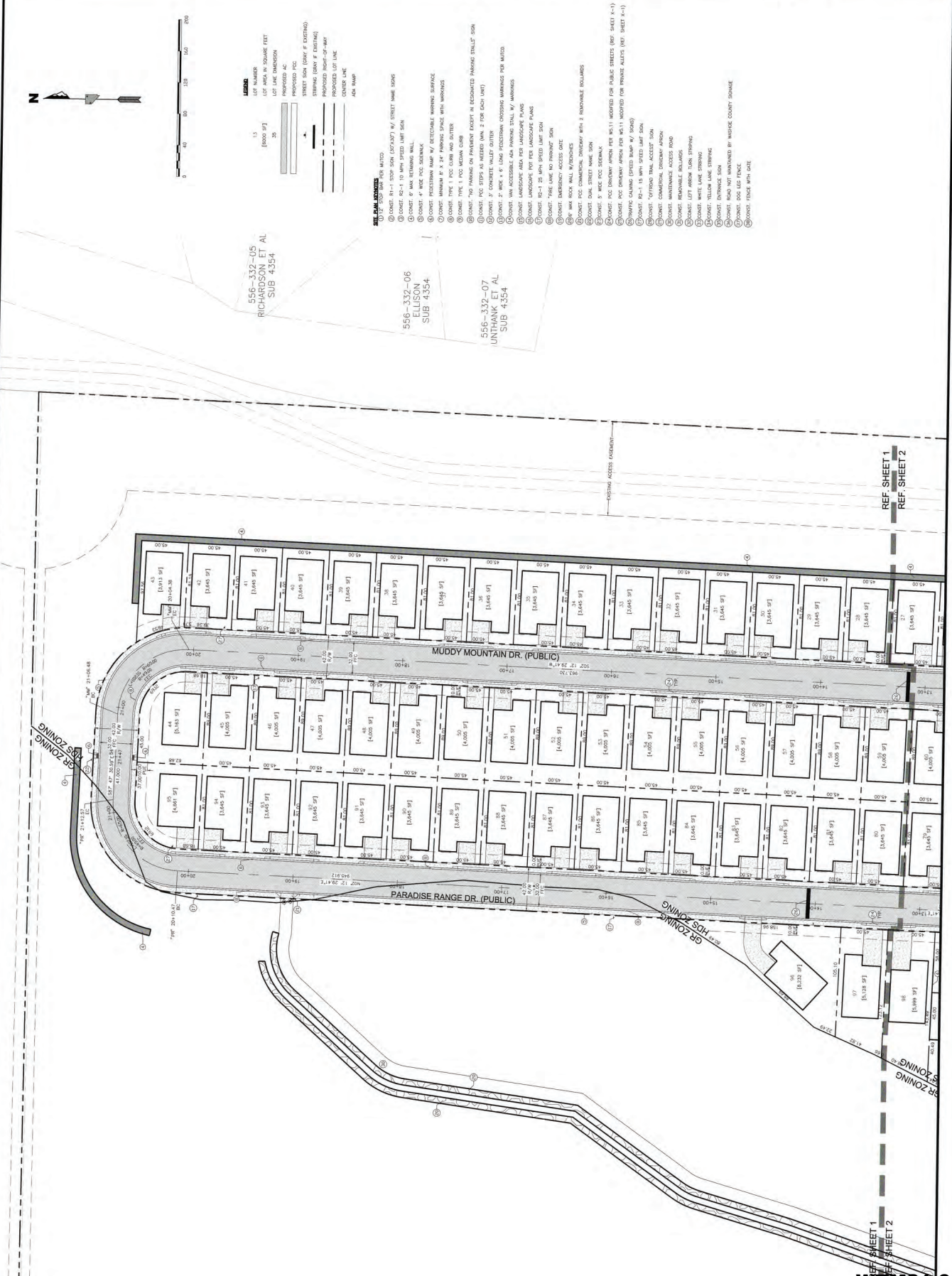
**TENTATIVE MAP PLANS FOR
 VILLAGE PARKWAY HOMES**

COLD SPRINGS
 WASHOE COUNTY
 NEVADA

SUMMIT ENGINEERING CORPORATION
 5405 MAE ANNE AVENUE, RENO, NV 89523
 PHONE: (775) 747-8550 FAX: (775) 747-8559

REV.	DATE	DESCRIPTION	BY	APP'D

DESIGNED BY: RG
 CHECKED BY: RG
 SCALE
 HORIZ: 1"=40'
 VERT:
 JOB NO: 31097



REV.	DATE	DESCRIPTION	BY	APPD.

TENTATIVE MAP PLANS FOR VILLAGE PARKWAY HOMES PRELIMINARY SITE PLAN

COLD SPRINGS WASHOE COUNTY NEVADA

DESIGNED BY: RG
 CHECKED BY: RG
 SCALE
 HORIZ. 1"=40'
 VERT. 1"=10'
 JOB NO. 31097

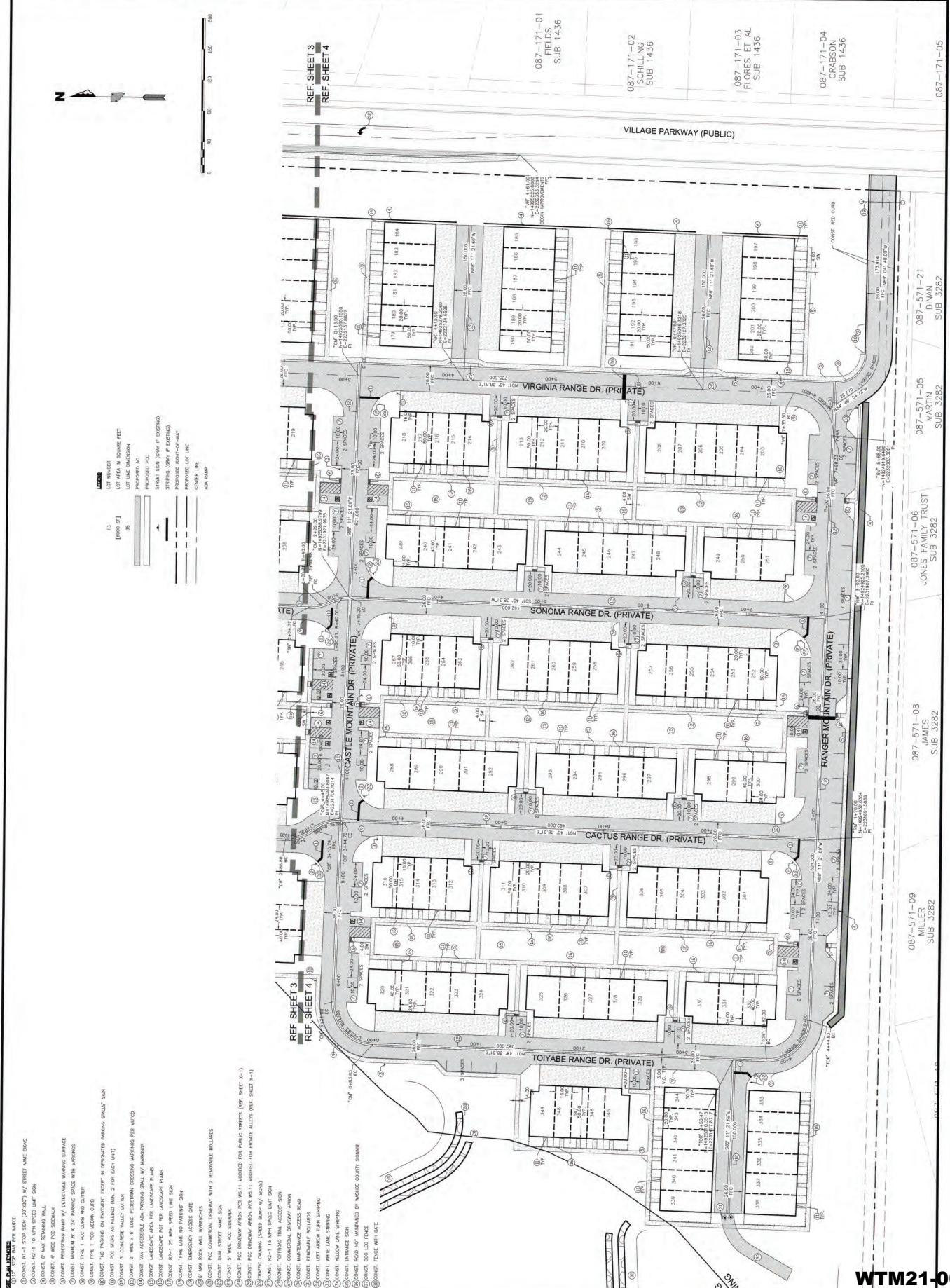
087-171-01 FIELDS SUB 1436
 087-171-02 SCHILLING SUB 1436
 087-171-03 FLORES ET AL SUB 1436
 087-171-04 CRABSON SUB 1436

087-571-05
 087-571-21
 087-571-05
 087-571-06
 087-571-08
 087-571-09

087-571-05 JONES FAMILY TRUST SUB 3282
 087-571-06 JAMES SUB 3282
 087-571-08 JAMES SUB 3282
 087-571-09 MILLER SUB 3282

087-171-05
 087-171-05
 087-171-05
 087-171-05
 087-171-05

087-171-05

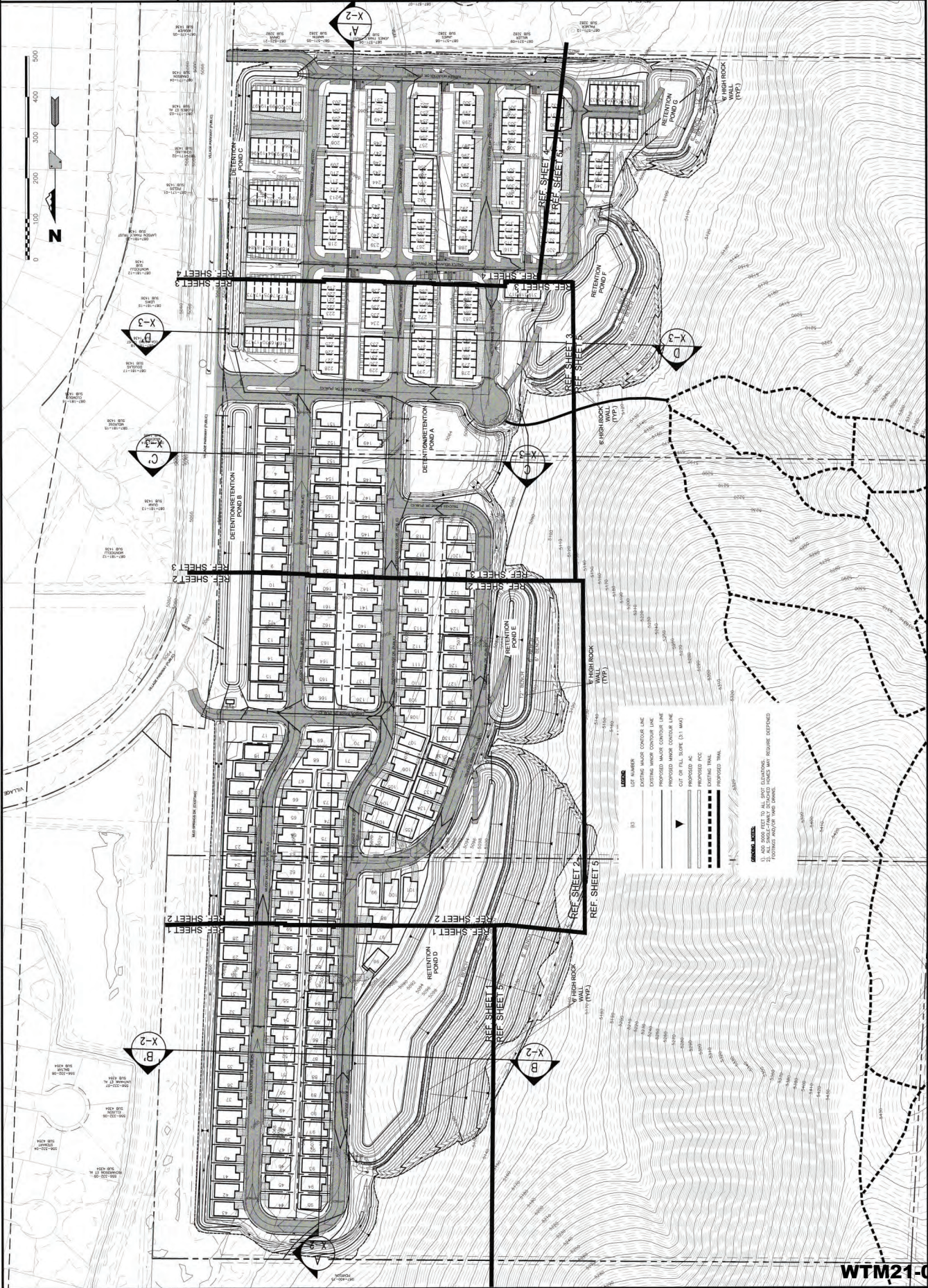


- SEE PLAN NOTES**
- 1. LOT 17' STEP BAY FOR MUTCI
 - 2. CONDT: 10-1' STOP SIGN (20'x20") W/ STREET NAME SIGN
 - 3. CONDT: 10-1' 10 MPH SPEED LIMIT SIGN
 - 4. CONDT: 10-1' 20 MPH SPEED LIMIT SIGN
 - 5. CONDT: 4" WIDE POC SIGNWALK
 - 6. CONDT: PRECEDENCE RAMP W/ DETECTABLE WARNING SURFACE
 - 7. CONDT: MINIMUM 8' X 24' PARKING SPACE WITH MARKING
 - 8. CONDT: TYPE 1 POC CURB AND GUTTER
 - 9. CONDT: TYPE 1 POC MEDIA CURB
 - 10. CONDT: 10' PARKING ON PARKWAY EXCEPT IN DESIGNATED PARKING STALL SIGN
 - 11. CONDT: POC STOP/NO PARKING SIGN, 2 FOR EACH WAY
 - 12. CONDT: 2' WIDE X 4' LONG PRECEDENCE CHROMIUM MARKINGS PER MUTCI
 - 13. CONDT: 2' WIDE X 4' LONG PRECEDENCE CHROMIUM MARKINGS PER MUTCI
 - 14. CONDT: 2' WIDE X 4' LONG PRECEDENCE CHROMIUM MARKINGS PER MUTCI
 - 15. CONDT: LANDSCAPE AREA FOR LANDSCAPE PLANS
 - 16. CONDT: 10-1' 20 MPH SPEED LIMIT SIGN
 - 17. CONDT: TYPE 10' PARKING SIGN
 - 18. CONDT: 10' WIDE SIDEWALK
 - 19. CONDT: 10' WIDE SIDEWALK
 - 20. CONDT: 10' WIDE SIDEWALK
 - 21. CONDT: 10' WIDE SIDEWALK
 - 22. CONDT: 10' WIDE SIDEWALK
 - 23. CONDT: 10' WIDE SIDEWALK
 - 24. CONDT: 10' WIDE SIDEWALK
 - 25. CONDT: 10' WIDE SIDEWALK
 - 26. CONDT: 10' WIDE SIDEWALK
 - 27. CONDT: 10' WIDE SIDEWALK
 - 28. CONDT: 10' WIDE SIDEWALK
 - 29. CONDT: 10' WIDE SIDEWALK
 - 30. CONDT: 10' WIDE SIDEWALK
 - 31. CONDT: 10' WIDE SIDEWALK
 - 32. CONDT: 10' WIDE SIDEWALK
 - 33. CONDT: 10' WIDE SIDEWALK
 - 34. CONDT: 10' WIDE SIDEWALK
 - 35. CONDT: 10' WIDE SIDEWALK
 - 36. CONDT: 10' WIDE SIDEWALK
 - 37. CONDT: 10' WIDE SIDEWALK
 - 38. CONDT: 10' WIDE SIDEWALK
 - 39. CONDT: 10' WIDE SIDEWALK
 - 40. CONDT: 10' WIDE SIDEWALK
 - 41. CONDT: 10' WIDE SIDEWALK
 - 42. CONDT: 10' WIDE SIDEWALK
 - 43. CONDT: 10' WIDE SIDEWALK
 - 44. CONDT: 10' WIDE SIDEWALK
 - 45. CONDT: 10' WIDE SIDEWALK
 - 46. CONDT: 10' WIDE SIDEWALK
 - 47. CONDT: 10' WIDE SIDEWALK
 - 48. CONDT: 10' WIDE SIDEWALK
 - 49. CONDT: 10' WIDE SIDEWALK
 - 50. CONDT: 10' WIDE SIDEWALK
 - 51. CONDT: 10' WIDE SIDEWALK
 - 52. CONDT: 10' WIDE SIDEWALK
 - 53. CONDT: 10' WIDE SIDEWALK
 - 54. CONDT: 10' WIDE SIDEWALK
 - 55. CONDT: 10' WIDE SIDEWALK
 - 56. CONDT: 10' WIDE SIDEWALK
 - 57. CONDT: 10' WIDE SIDEWALK
 - 58. CONDT: 10' WIDE SIDEWALK
 - 59. CONDT: 10' WIDE SIDEWALK
 - 60. CONDT: 10' WIDE SIDEWALK
 - 61. CONDT: 10' WIDE SIDEWALK
 - 62. CONDT: 10' WIDE SIDEWALK
 - 63. CONDT: 10' WIDE SIDEWALK
 - 64. CONDT: 10' WIDE SIDEWALK
 - 65. CONDT: 10' WIDE SIDEWALK
 - 66. CONDT: 10' WIDE SIDEWALK
 - 67. CONDT: 10' WIDE SIDEWALK
 - 68. CONDT: 10' WIDE SIDEWALK
 - 69. CONDT: 10' WIDE SIDEWALK
 - 70. CONDT: 10' WIDE SIDEWALK
 - 71. CONDT: 10' WIDE SIDEWALK
 - 72. CONDT: 10' WIDE SIDEWALK
 - 73. CONDT: 10' WIDE SIDEWALK
 - 74. CONDT: 10' WIDE SIDEWALK
 - 75. CONDT: 10' WIDE SIDEWALK
 - 76. CONDT: 10' WIDE SIDEWALK
 - 77. CONDT: 10' WIDE SIDEWALK
 - 78. CONDT: 10' WIDE SIDEWALK
 - 79. CONDT: 10' WIDE SIDEWALK
 - 80. CONDT: 10' WIDE SIDEWALK
 - 81. CONDT: 10' WIDE SIDEWALK
 - 82. CONDT: 10' WIDE SIDEWALK
 - 83. CONDT: 10' WIDE SIDEWALK
 - 84. CONDT: 10' WIDE SIDEWALK
 - 85. CONDT: 10' WIDE SIDEWALK
 - 86. CONDT: 10' WIDE SIDEWALK
 - 87. CONDT: 10' WIDE SIDEWALK
 - 88. CONDT: 10' WIDE SIDEWALK
 - 89. CONDT: 10' WIDE SIDEWALK
 - 90. CONDT: 10' WIDE SIDEWALK
 - 91. CONDT: 10' WIDE SIDEWALK
 - 92. CONDT: 10' WIDE SIDEWALK
 - 93. CONDT: 10' WIDE SIDEWALK
 - 94. CONDT: 10' WIDE SIDEWALK
 - 95. CONDT: 10' WIDE SIDEWALK
 - 96. CONDT: 10' WIDE SIDEWALK
 - 97. CONDT: 10' WIDE SIDEWALK
 - 98. CONDT: 10' WIDE SIDEWALK
 - 99. CONDT: 10' WIDE SIDEWALK
 - 100. CONDT: 10' WIDE SIDEWALK

REV.	DATE	DESCRIPTION	BY	APP'D

DESIGNED BY: RG
 CHECKED BY: RG
 SCALE
 HORIZ: 1"=100'
 VERT:
 JOB NO: 31097

Professional Engineer Seal for Robert J. Smith, License No. 61367, State of Nevada. Includes signature and date 7-2-21.



REV.	DATE	DESCRIPTION	BY	APP'D.

DESIGNED BY: RG	CHECKED BY: RG
SCALE: HORIZ: 1"=40'	VERT: 1"=4'
JOB NO. 31097	

WTM21-007
 EXHIBIT G
 SHEET G-4 OF 22

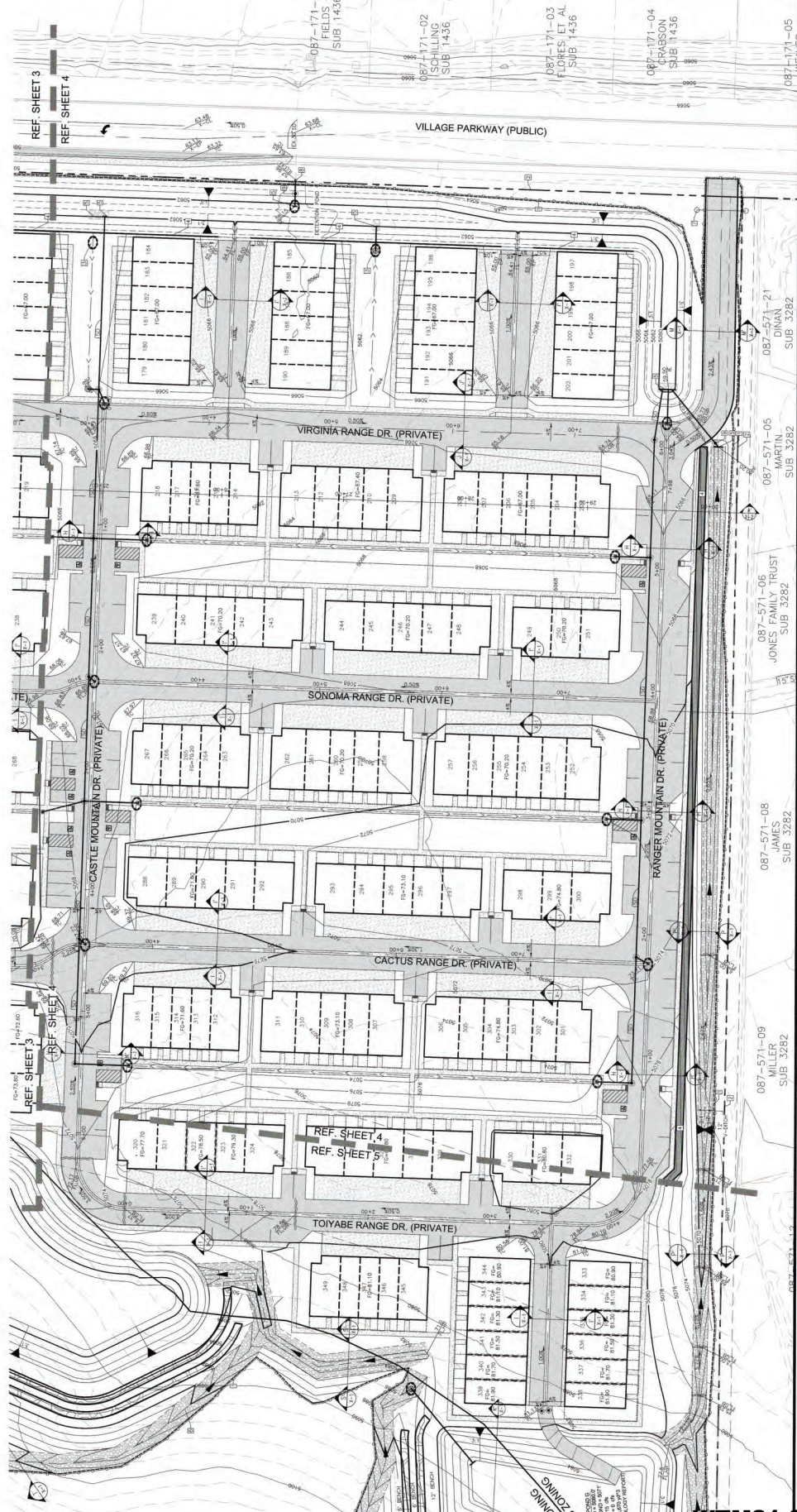
GENERAL NOTES

1. ALL GRADES TO BE SHOWN ON THIS PLAN.
2. FINISH GRADE ELEVATION (F.G.) SHOWN TO ALL SPOTS (ELEVATIONS).
3. EXISTING MAJOR CONTOUR LINE.
4. EXISTING MINOR CONTOUR LINE.
5. PROPOSED MAJOR CONTOUR LINE.
6. PROPOSED MINOR CONTOUR LINE.
7. CUT OR FILL SLOPE (3:1 MAX).
8. STORM DRAIN MANHOLE.
9. CATCH BASIN.
10. STORM DRAIN (DASHED & GRAY IF EXISTING).
11. PROPOSED BENCH-OF-WAY.
12. PROPOSED LOT LINE.
13. EXISTING LOT LINE.
14. EXISTING FLOW LINE.
15. SITE GRADE BREAK AND BUILDING STEP.
16. INSTALL SALT FENCE (RMP 5C-3).
17. STORM DRAIN INLET PROTECTION (RMP 5A-3).
18. FENCE.
19. WIND ZONE.
20. EXISTING TRAIL.
21. PROPOSED TRAIL.

GENERAL PLAN NOTES

1. LINES OF GRADING.
2. EXISTING MAJOR DRAIN.
3. EXISTING MINOR DRAIN.
4. EXISTING RETAINING WALL UP TO 6' TALL.
5. EXISTING RETAINING WALL OVER 6' TALL OR FLARED.
6. EXISTING RETAINING WALL OVER 6' TALL GRATED ROCK RMP 5B.
7. EXISTING RETAINING WALL OVER 6' TALL SECTION 1-1.
8. EXISTING DRIVE.
9. EXISTING AND REPLACE.
10. EXISTING OVER-CURB MARKERS.
11. EXISTING STRAIGHT WALLS.
12. EXISTING SIDEWALK UNDERDRAIN.
13. EXISTING SIDEWALK.
14. EXISTING TRAIL.

REF 6-0 FOR GRADING NOTES

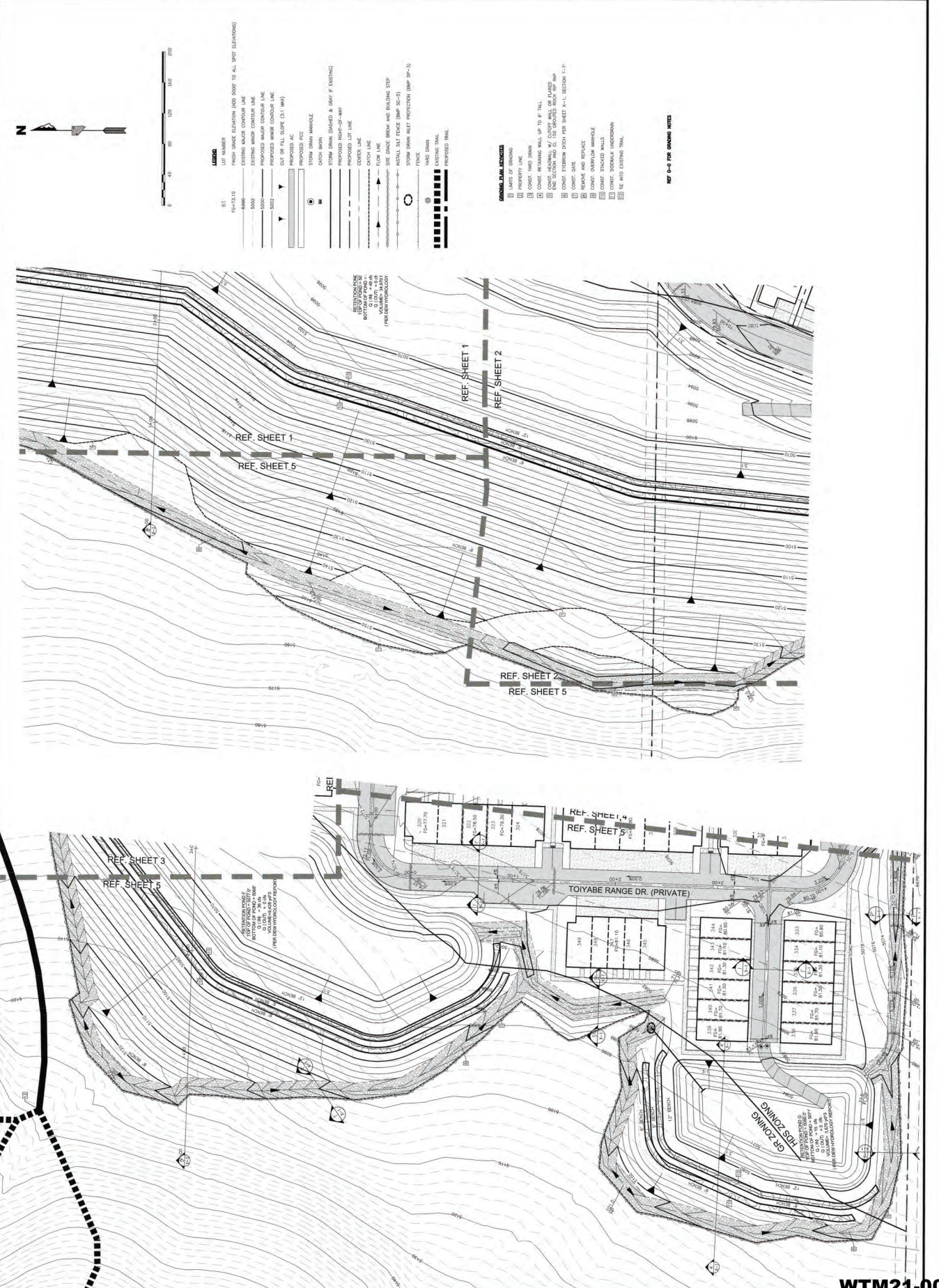




DESIGNED BY: RG
CHECKED BY: RG
SCALE: 1"=40'
HORIZ: 1"=40'
VERT: 1"=40'
JOB NO: 31087

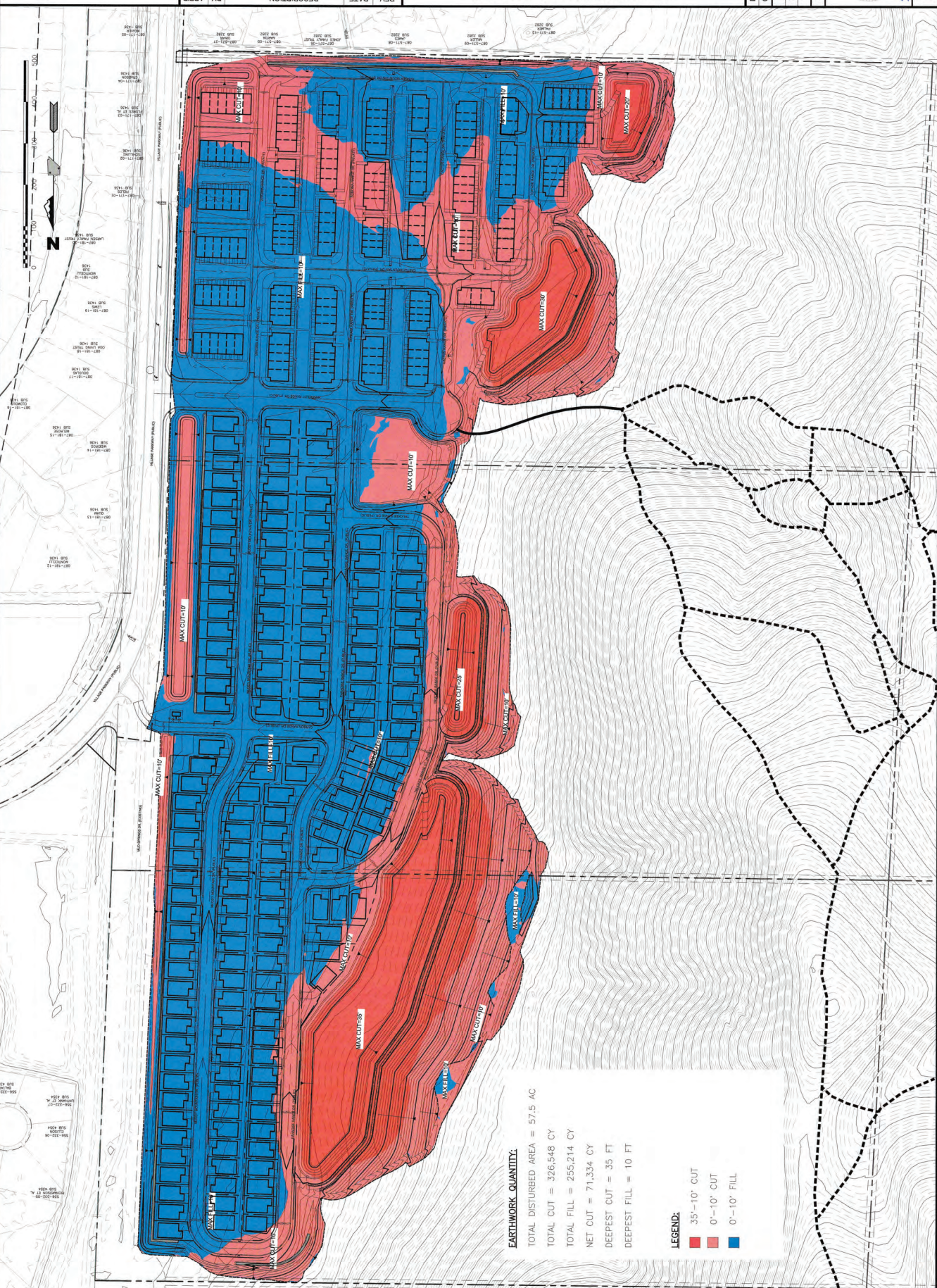
TENTATIVE MAP PLANS FOR
VILLAGE PARKWAY HOMES
PRELIMINARY GRADING PLAN
WASHOE COUNTY
NEVADA

REV	DATE	DESCRIPTION	BY	APP



REV.	DATE	DESCRIPTION	BY	APPD.

DESIGNED BY: RG
 CHECKED BY: RG
 SCALE
 HORIZ: 1"=100'
 VERT:
 JOB NO. 31687

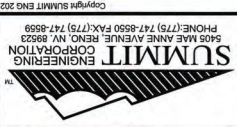


EARTHWORK QUANTITIES:

TOTAL DISTURBED AREA = 57.5 AC
TOTAL CUT = 326,548 CY
TOTAL FILL = 255,214 CY
NET CUT = 71,334 CY
DEEPEST CUT = 35 FT
DEEPEST FILL = 10 FT

LEGEND:

- 35'-10" CUT
- 0'-10" CUT
- 0'-10" FILL

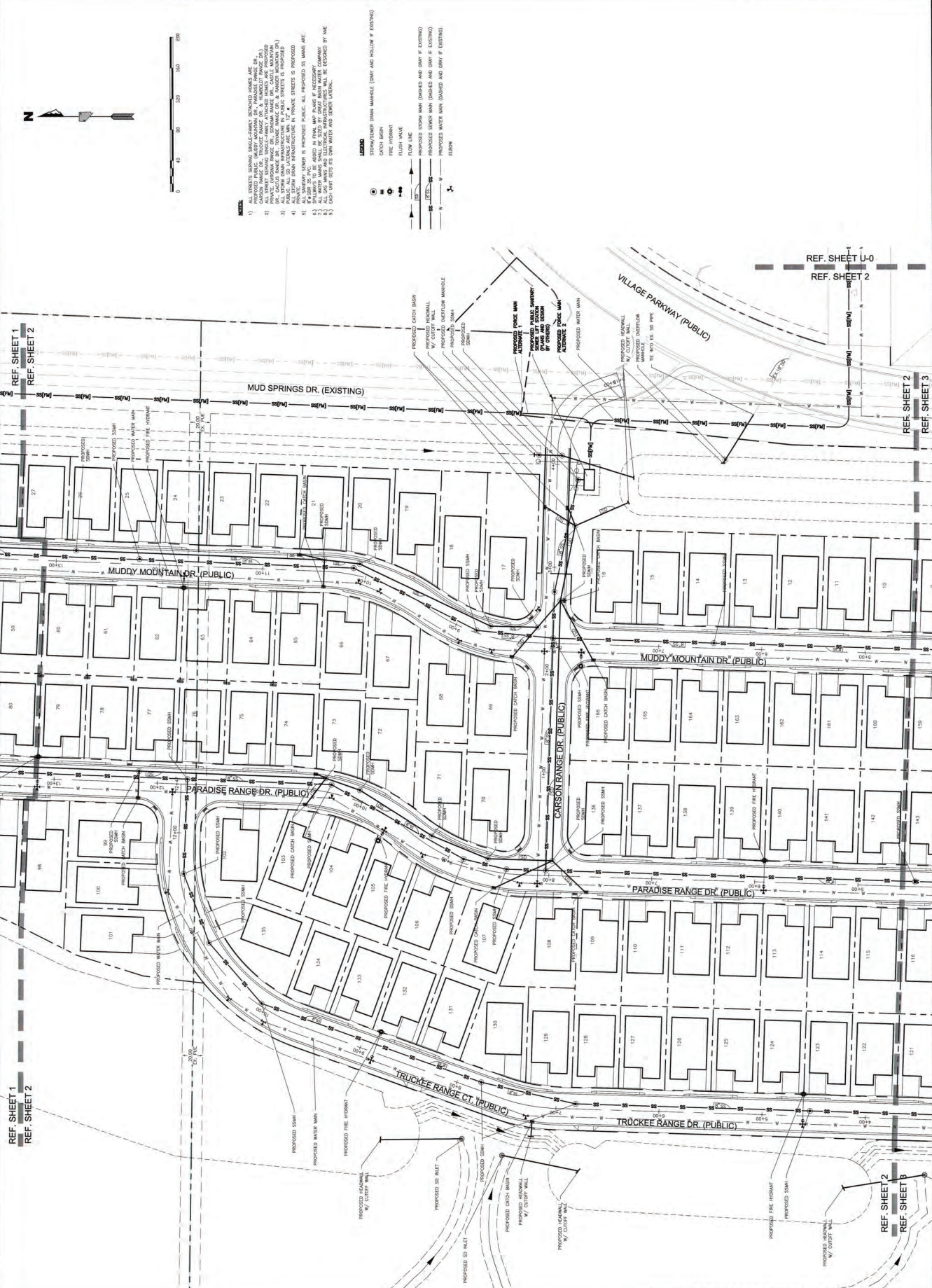


REV.	DATE	DESCRIPTION	BY	APPD.

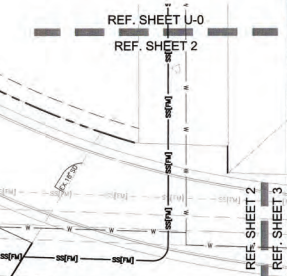
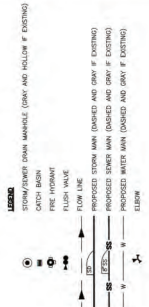
NEVADA
 WASHOE COUNTY
 COLD SPRINGS
**TENTATIVE MAP PLANS FOR
 VILLAGE PARKWAY HOMES
 PRELIMINARY UTILITY PLAN**

DESIGNED BY: RG
 CHECKED BY: RG
 SCALE
 HORIZ. 1"=40'
 VERT.
 JOB NO. 31087

 SHEET U-2 OF 22



- NOTES:**
- 1) ALL STREETS BEARING STREET-NAME SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC.
 - 2) ALL STREETS BEARING STREET-NAME SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC.
 - 3) ALL STREETS BEARING STREET-NAME SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC.
 - 4) ALL STREETS BEARING STREET-NAME SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC.
 - 5) ALL STREETS BEARING STREET-NAME SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC.
 - 6) ALL STREETS BEARING STREET-NAME SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC.
 - 7) ALL STREETS BEARING STREET-NAME SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC.
 - 8) ALL STREETS BEARING STREET-NAME SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC AND SHALL BE OPEN TO TRAFFIC.



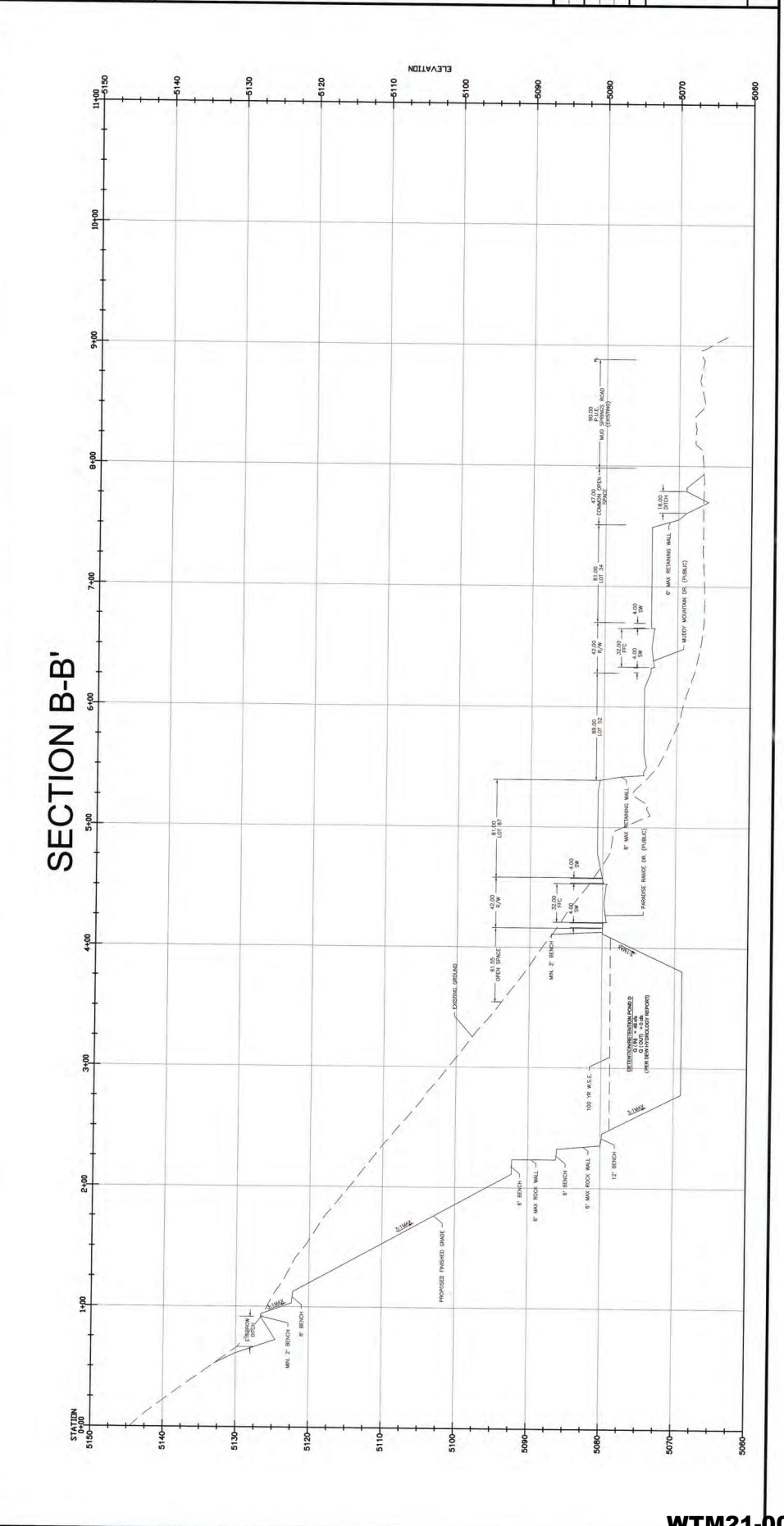
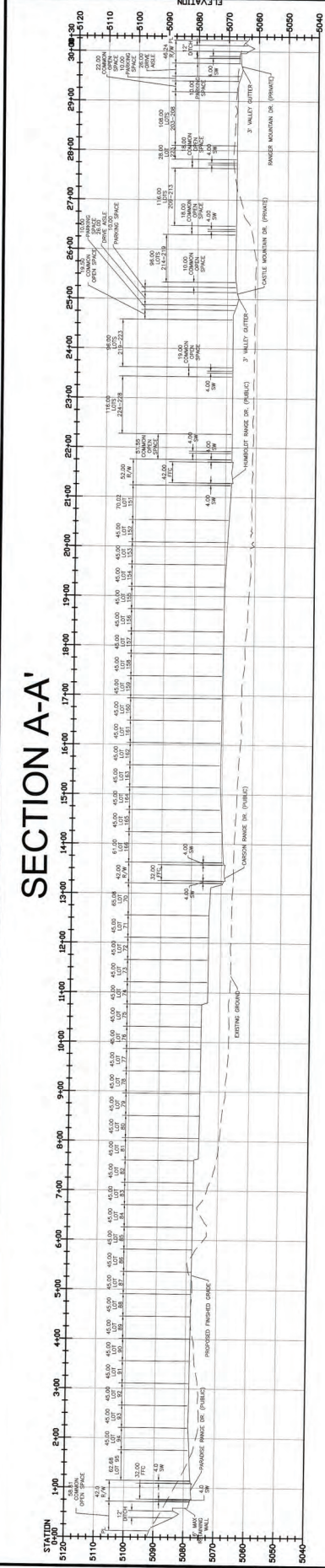
REV	DATE	DESCRIPTION	BY	APP'D

TENTATIVE MAP PLANS FOR
 VILLAGE PARKWAY HOMES
 CROSS SECTIONS
 WASHOE COUNTY
 COLD SPRINGS
 NEVADA

DESIGNED BY: RG
 CHECKED BY: RG
 SCALE
 HORIZ: N.T.S.
 VERT:
 JOB NO. 31097

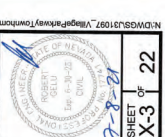


SHEET **X-2** OF **22**
 7-1-21

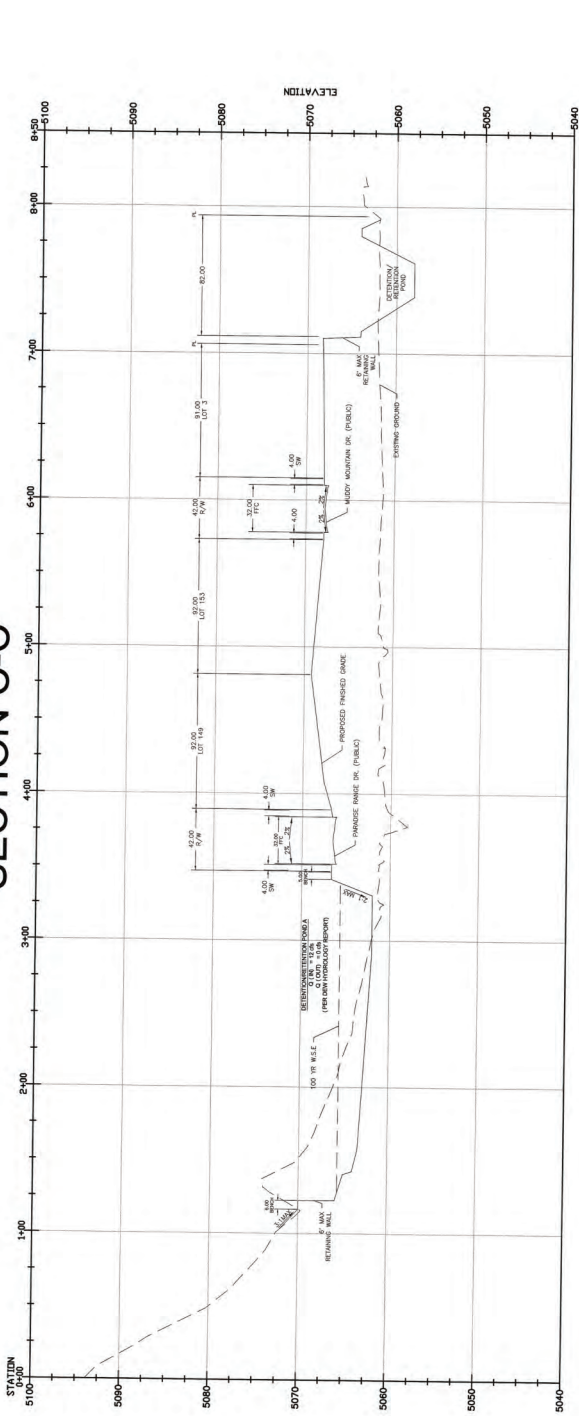


REV.	DATE	DESCRIPTION	BY	APPD.

DESIGNED BY: RG
 CHECKED BY: RG
 SCALE
 HORZ: N.T.S.
 VERT:
 JOB NO: 31087



SECTION C-C'



SECTION D-D'

