



Planning Commission Staff Report

Meeting Date: November 16, 2016

Subject: Master Plan Amendment Case Number MPA16-001 and
Regulatory Zone Amendment Case Number RZA16-002

Applicant: Stan Lucas

Agenda Item Number: 7A

Summary: (1) To amend the Master Plan Category on one ±60.22 acre
parcel from Rural to a mix of Industrial and Open Space; and
(2) To amend the regulatory zone on the same parcel from
General Rural to a mix of Industrial and Open Space.

**Recommendation: Adopt recommended amendments and authorize Chair to
sign both attached resolutions**

Prepared by: Kelly Mullin, Planner
Washoe County Community Services Department
Division of Planning and Development
775.328.3608
kmullin@washoecounty.us

Description

**Master Plan Amendment Case Number MPA16-001 and Regulatory Zone Amendment Case
Number RZA16-002 (USA Parkway Industrial)** – Hearing, discussion and possible action:

- (1) To adopt an amendment to the Washoe County Master Plan, Truckee Canyon Area Plan to change the Master Plan Category on one ±60.22-acre parcel from Rural to a mix of Industrial and Open Space; and
- (2) Subject to final approval of the associated Master Plan change, to recommend adoption of an amendment to the Truckee Canyon Area Plan Regulatory Zone Map, changing the Regulatory Zone from General Rural to a mix of Industrial and Open Space.

- Applicant/Property Owner: Stan Lucas, 2850 Temple Ave., Long Beach, CA 90806
 - Location: 22560 Interstate 80 East, approximately ½ mile west of USA Parkway
 - Assessor's Parcel Number: 084-120-26
 - Parcel Size: ±60.22 acres
 - Current Master Plan Category: Rural
 - Proposed Master Plan Category: Industrial (±37.34 acres) and Open Space (±22.88 acres)
 - Current Regulatory Zone: General Rural
 - Proposed Regulatory Zone: Industrial (±37.34 acres) and Open Space (±22.88 acres)
 - Area Plan: Truckee Canyon
 - Citizen Advisory Board: East Truckee Canyon
-

- Development Code: Article 820, *Amendment of Master Plan* and Article 821, *Amendment of Regulatory Zone*
- Commission District: 4 – Commissioner Hartung
- Section/Township/Range: Portions of Section 27 and Section 34, T20N, R22E, MDM, Washoe County, NV

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Explanation and Processing of a Master Plan Amendment

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

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

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

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

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

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

Requests to amend the Master Plan may affect text and/or maps within one of the six Elements, one of the 13 Area Plans, or one of the Specific Plans, Joint Plans or Community Plans. Master Plan Amendments require a change to the Master Plan and are processed in accordance with Washoe County Code Chapter 110 (Development Code), Article 820, *Amendment of Master Plan*.

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

Explanation and Processing of a Regulatory Zone Amendment

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

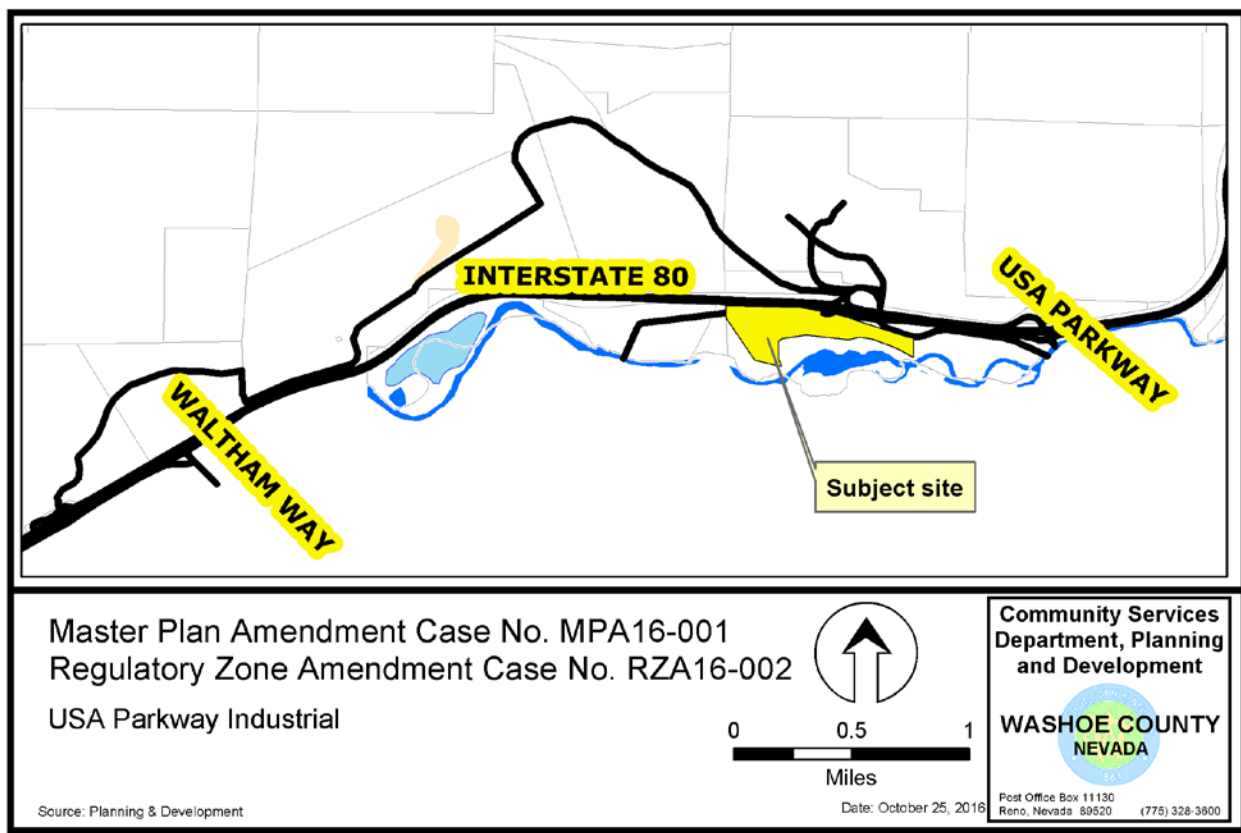
The purpose of a Regulatory Zone Amendment (RZA) is to provide a method for amending the Regulatory Zone Maps of Washoe County. The Regulatory Zone Maps depict the Regulatory Zones (i.e. zoning) adopted for each property within the unincorporated area of Washoe County. The Regulatory Zones establish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

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

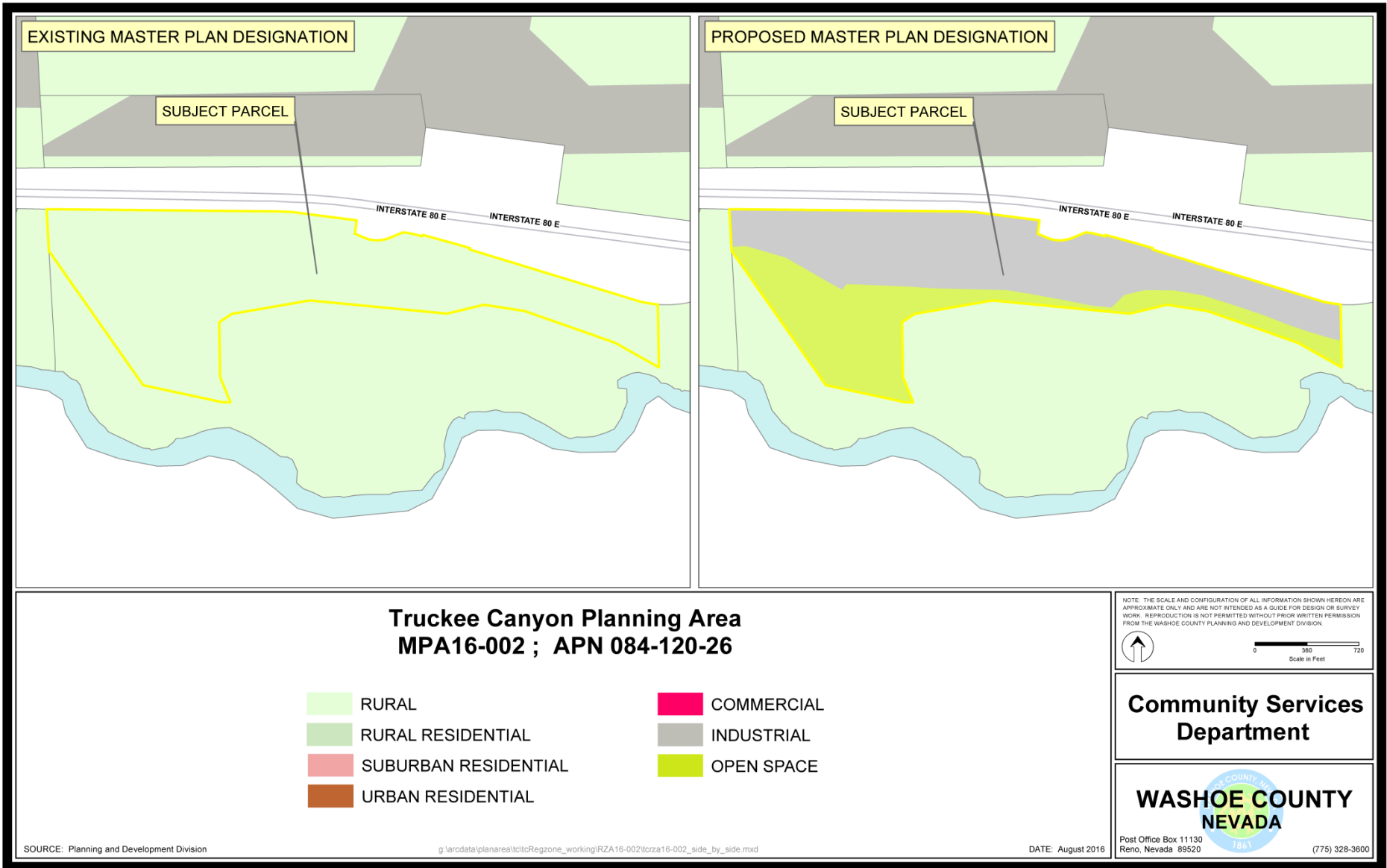
Evaluation of the proposed Regulatory Zone Amendment involves review for compliance with countywide policies found in Volume One of the Washoe County Master Plan and applicable area plan policies found in Volume Two of the Washoe County Master Plan. If the subject parcel(s) is within a Specific Plan, Joint Plan or Community Plan found in Volume Three of the Master Plan, then supplemental review shall be required to ensure compliance with the applicable plan. Additionally, the analysis includes review of the proposed amendment against the findings found in WCC Chapter 110, Article 821 and any findings as set forth in the appropriate Area Plan.

Requests to change a regulatory zone affecting a parcel of land or a portion of a parcel are processed under WCC Chapter 110, Article 821, *Amendment of Regulatory Zone*. Rezoning or reclassification of a lot or parcel from one Regulatory Zone to another requires action by both the Planning Commission and the Board of County Commissioners.

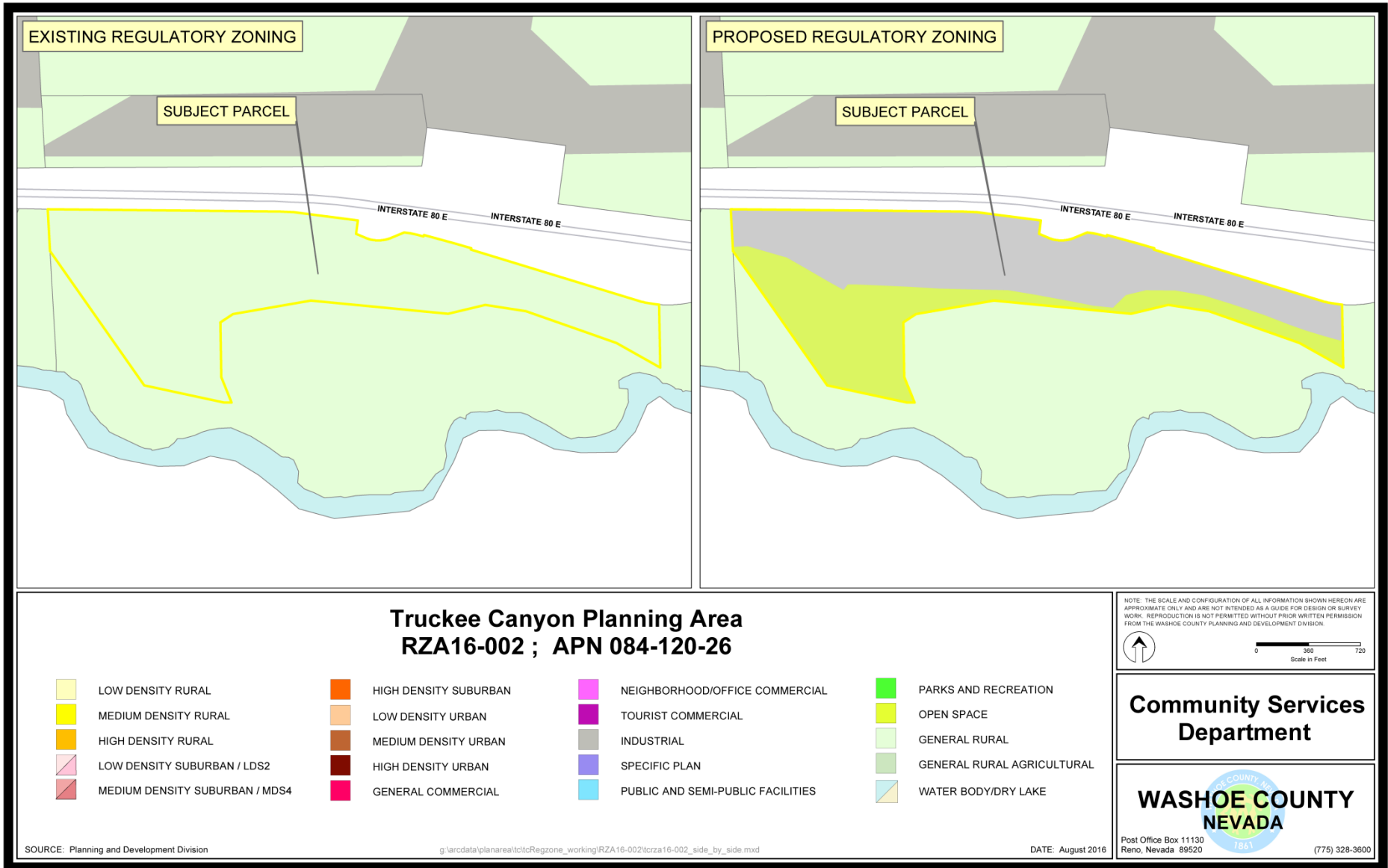
The Planning Commission may recommend adoption of a Regulatory Zone Amendment to the Board of County Commissioners, or it may deny the request. Upon an affirmative recommendation by the Planning Commission, the Board of County Commissioners is required to hold a public hearing which must be noticed pursuant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



Vicinity Map



Existing and Proposed Master Plan Categories



Existing and Proposed Regulatory Zones

ANALYSIS

Background and Current Conditions

The subject property is ±60.22-acres in size and is located within the Truckee Canyon Area Plan. This request seeks to amend the subject property's Master Plan category from Rural to a mix of Industrial and Open Space. The request also seeks to change the property's regulatory zone from General Rural to a mix of Industrial and Open Space.

The eastern half of the subject parcel contains a commercial coach previously used as a scale house, a ±14,000 sq. ft. industrial building, and two other small structures. The structures have not been in use for some time. The application indicates that a gravel pit and equipment storage operation were the previous uses on the site. The application also states that the pond on the southwestern portion of the property is a remnant of the previous aggregate mining operations conducted on the property.

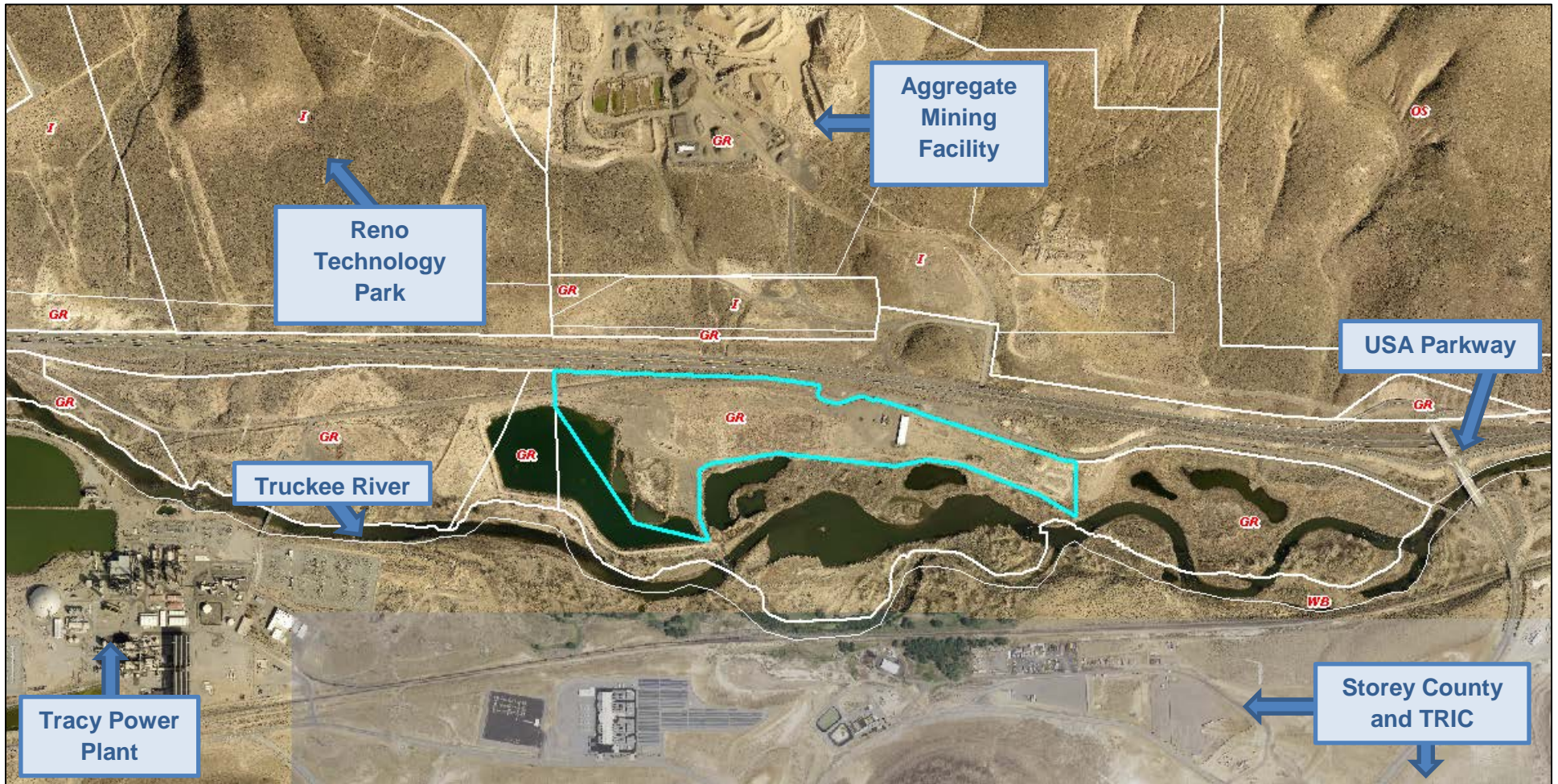
Prior to 2006, this parcel was part of a larger, 189-acre property that extended south to the Truckee River and east to what is now the USA Parkway interchange. In 2006, the property was divided into two parcels. Parcel A is the subject property for this application. Parcel B (to the south and east) is now a federally owned property that contains a portion of the Truckee River and an area known as the 102 Ranch. The 102 Ranch underwent significant river restoration work by The Nature Conservancy in 2008.

It should be noted that the original application requested an Industrial Master Plan category and regulatory zone across the entire property. However, after subsequent conversations with the applicant's representative, that request was revised to include an Open Space buffer across the southern portion of the property to better protect the Truckee River. The Open Space portion is ±22.88 acres and covers all areas classified as being within the 100-year floodplain, within a floodway, or within 300 feet of the centerline of the Truckee River. The remaining ±37.34 acres of the parcel are proposed to become Industrial.

Compatibility

As visible in the graphic on the following page, the surrounding area is comprised of a mix of General Rural and Industrial regulatory zones, and industrial/business park use types.

- **North:** To the north of the site is Interstate 80. Across the highway are General Rural and Industrial regulatory zones and industrial/business park use types, including the Reno Technology Park and an aggregate mining pit.
- **South:** To the south is federally-owned land containing the Truckee River and areas of the 102 Ranch that have undergone river restoration work completed by the Nature Conservancy. Across the river are Storey County and the Tahoe-Reno Industrial Center (TRI Center).
- **West:** The Nature Conservancy owns a parcel to the west containing a large pond shared with the subject parcel. The Nature Conservancy has indicated they have no concerns with the request, other than a request to ensure BMPs are used to protect the river from potential runoff.
- **Southwest:** Southwest of the site is the Frank A. Tracy Generating Station, also known as the Tracy Power Plant.
- **East:** To the east of the property is an extension of the federally-owned land that is also to the south. Further east is the USA Parkway interchange.



Aerial Photo of Subject Property and Surrounding Area
(subject site outlined in blue)

The Land Use Compatibility Matrix is found in the Land Use and Transportation Element of the Washoe County Master Plan. It is used to assist in determining compatibility between surrounding land uses and the proposed regulatory zones, as captured in the table below.

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

Proposed Regulatory Zones	Existing Adjacent Regulatory Zones	Compatibility Rating
Industrial	General Rural	Low
	Industrial	High
Open Space	General Rural	High
	Industrial	Medium

High Compatibility: Little or no screening or buffering necessary.

Medium Compatibility: Some screening and buffering necessary.

Low Compatibility: Significant screening and buffering necessary.

Change of Conditions

To the south of the subject property and across the Truckee River is the Tahoe-Reno Industrial (TRI) Center in Storey County. At 160 square miles in size, the TRI Center bills itself as the world's largest industrial center. This fast-growing industrial development has contributed to the changing nature of the Truckee Canyon area, including additional industrial uses in the immediate vicinity of the project site, and the new(er) highway interchange at USA Parkway.

Desired Pattern of Growth

This property is situated just north and across the river from the TRI Center, northeast of the Tracy Power Plant, just south of Interstate 80, and across the highway from the Reno Technology Park and an aggregate mining operation. Industrial uses are adjacent to or nearby all sides of the property. The Truckee Canyon Area Plan identifies the largest block of industrial land in the Truckee Canyon as being located between Exits 28 and 32 off of Interstate 80. This block of industrial land is located across the highway from the subject site.

The Area Plan also identifies protection of Truckee River water quality as an important concern for projects in the area. The proposed open space buffer on the subject site is over 22-acres in size and adjacent to the restored area of the Truckee River at the 102 Ranch.

Services and Facilities

Water and Sewer: The subject parcel is located outside of the Truckee Meadows Service Area (TMSA) and is not served by community water or sewer. The Truckee Canyon Public Services and Facilities Plan recognizes the general vicinity as a planned development area requiring

water service. In addition, the State Water Engineer has indicated that there are industrial water rights associated with this property, although the nature of future development would determine whether the existing rights are sufficient. There is an on-site well and septic system that served the previous aggregate mining uses on the property. However, as indicated in the Washoe County Health District's memo (Exhibit D-3), any future development on the property would require an analysis of the existing onsite sewage disposal system, as well as a determination as to whether the site would need to establish a Permitted Public Water System.

Fire Protection Services: As identified in the Truckee Canyon Area Plan, Truckee Meadows Fire Protection District (TMFPD) provides fire services in the Truckee Canyon planning area with a full complement of resources consisting of both paid and volunteer staff and equipment. Automatic Aid agreements exist with Sparks Fire Department, Lyon County, Storey County and Pyramid Lake Fire Rescue/EMS. The TMFPD Fire Marshal has indicated that any future development on the property would need to conform to current fire code requirements, including the provision of adequate fire suppression water and access for fire department apparatus.

Traffic: The subject site is accessed via a frontage road that intersects with USA Parkway. USA Parkway also provides access to Interstate 80 from the TRI Center in Storey County. Both of these intersections are located within Storey County. RTC, NDOT and Washoe County all provided comments recognizing that there is significant congestion at the USA Parkway interchange and that future development in the area, including projected growth at the TRI Center, will result in the need for substantial improvements to that interchange. The RTC mentions that this may be compounded by the opening of USA Parkway to Silver Springs in 2017. As a result of current and anticipated future impacts from other development further south, the Washoe County Engineer recommends that NDOT, RTC, Storey County and Washoe County work together to explore options for mitigating traffic issues in that area. NDOT has also indicated they are currently working on improvement projects to help mitigate congestion in this area during peak hours, including modifying the east-bound highway off-ramp and access to the frontage road from USA Parkway. Depending on proposed future uses for the subject site, other traffic mitigation measures may be required to be implemented prior to development of the property.

Consistency with Washoe County Master Plan

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

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

Policy LUT.6.2 Promote development projects that direct resources to promote business attraction, retention and expansion.

Staff Comment: *As evidenced by the growing TRI Center to the south and Reno Technology Park to the north, there is a demand for Industrial properties in the Truckee Canyon area.*

Policy LUT.9.2 Use techniques for not developing parcels or portions of parcels, such as transfer of development rights, conservation easements and conservation subdivisions, in environmentally sensitive and aesthetically valuable areas.

Staff Comment: *Converting the southern portion of the parcel to over 22 acres of Open Space will provide additional buffering and protection for the Truckee River to the south.*

Policy LUT.13.4 Where necessary to protect water resources and/or riparian habitat the County shall ensure, to the extent possible, that areas adjacent to water bodies such as natural watercourse areas shall remain free from development (except designated aggregate resource areas). The County may preserve these open corridor areas by means of appropriate dedication during the development process, reasonable conditions imposed through the development process, or by acquisition.

Staff Comment: *The proposed open space buffer along the southern portion of the property is over 22 acres in size and is adjacent to federal land through which the Truckee River passes. This buffer extends across the entire 100-year floodplain and any area of the property within 300 feet of the centerline of the river. Additionally, the Truckee River Corridor Standards found within WCC Chapter 110, Article 222 will ensure that future development on the property would not negatively impact the river. Prior to the issuance of a building permit or business license, an acceptable water quality report would need to be submitted identifying how the development will keep from negatively impacting the river. In addition, Article 222 requires that future projects meeting specific thresholds enter into a Development Agreement with Washoe County and include provisions for protecting the river's water quality.*

Consistency with the Truckee Canyon Area Plan

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

Cultural and Scenic Resources

TC.1.1 Ensure that the scenic views of the Truckee Canyon planning area remain unobstructed.

TC.1.1.1 A minimum 25-foot buffer should be provided between all property lines and rights-of-way along all arterial streets. No fences, walls or structures shall be permitted in these areas. At time of subdivision application review, a landscape theme should be evaluated.

Staff Comment: *The subject property abuts the NDOT right-of-way; therefore, future development will be subject to a minimum 25-foot open space/scenic buffer measured from the property line adjacent to the right-of-way. No fences, walls or structures will be permitted within this buffer area. This requirement is also reflected in Article 222.*

Water Resources

TC.2.2 Ensure that development proposed within the wetland areas of the Truckee Canyon planning area complies with federal wetland regulations.

TC.2.2.1 During development review, Washoe County Department of Community Services staff will require documentary evidence of compliance with the requirements of the Federal Clean Water Act.

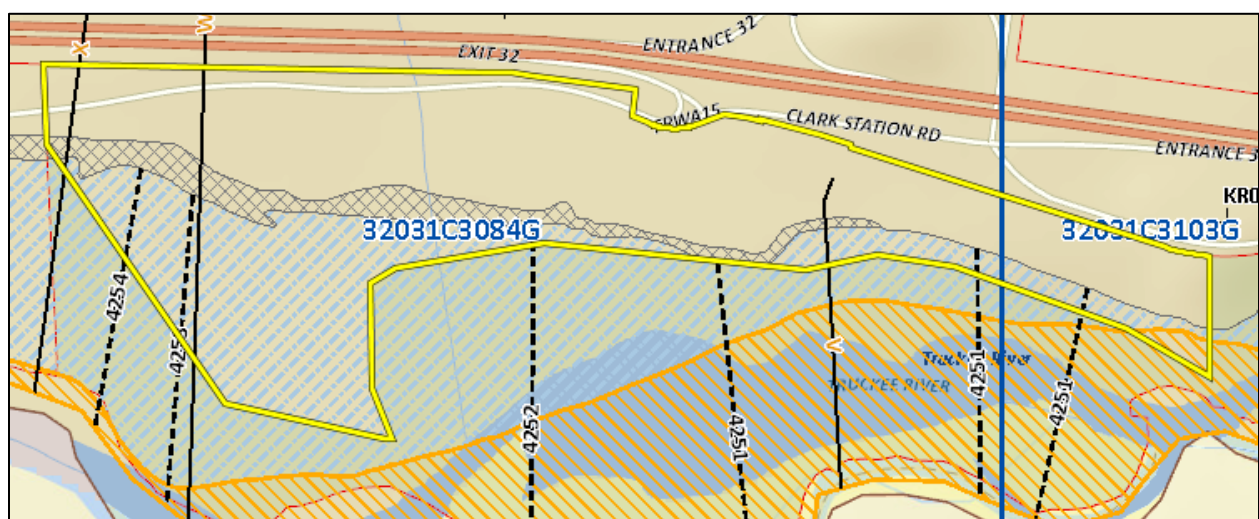
Staff Comment: There are wetland areas to the south of the subject parcel, but not on the site itself. The proposed Open Space area of over 22-acres will assist in further protecting the Truckee River and any associated wetlands.

TC.2.3 Ensure that all fee land (non-tribal) within the Truckee Canyon planning area that is located within the Truckee River 100-year floodplain complies with FEMA guidelines.

Staff Comment: All portions of the subject site that contain 100-year floodplain or floodway are proposed to be converted to Open Space. No development will occur in this area.

Development Suitability within the Truckee Canyon Area Plan

The Truckee Canyon Development Suitability Map, which is part of the Truckee Canyon Area Plan, identifies the property as “most suitable” for development. However, there is FEMA flood zone AE across the southern portion of the property, along with some floodway. This is shown on the map below with blue dashed lines (subject parcel outlined in yellow). Additionally, Truckee River Corridor Standards do not allow for structures to be placed within the 100-year floodplain, nor within 300-feet of the center of the Truckee River. These areas are proposed to be converted to Open Space, as shown on the maps on pages 6 and 7 of this staff report. As a result, no development would occur in those areas.



Neighborhood Meeting

In accordance with the provisions of NRS 278.210.2, the applicant is required to conduct a neighborhood meeting prior to a Master Plan Amendment being scheduled before the Planning Commission.

NRS 278.210 requires the neighborhood meeting be noticed to a minimum of 30 separate property owners within a 750 foot radius nearest the area to which the proposed amendment pertains. The applicant mailed out 35 neighborhood meeting notices to property owners of 151 parcels within 6.5 miles of the subject parcel. The meeting was held at the Hillside Elementary School on Wednesday, July 14, 2016 at 5:30 p.m. and was noticed in accordance with applicable regulations which require notice be mailed 10 days prior to the neighborhood meeting. Washoe County staff and the applicant's representative were present; no other interested citizens or parties attended the neighborhood meeting. Additionally, no other public comment has been received regarding this proposal.

Public Hearing Notice

Notice for the Master Plan and Regulatory Zone Amendments has been provided in accordance with Nevada Revised Statutes 278.210 and 278.260, respectively. 35 property owners of 151 parcels within 6.5 miles of the subject parcel were noticed of the proposed Master Plan and Regulatory Zone Amendments by U.S. Mail not less than 10 days before the scheduled Planning Commission hearing. See Exhibit C for a copy of the noticing map. A legal ad was also scheduled to be published in the Reno Gazette-Journal November 4, 2016 edition.

Agency Comments

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

- Washoe County Community Services Department
 - Engineering and Capital Projects (including Roads, Sewer and Traffic)
 - Parks and Open Space
 - Planning and Development
- Washoe County Health District
 - Air Quality
 - Emergency Medical Services
 - Environmental Health Services
 - Vector-Borne Diseases
- Truckee Meadows Fire Protection District
- Regional Transportation Commission
- State of Nevada
 - Division of Environmental Protection
 - Department of Transportation
 - Division of Water Resources
 - Department of Wildlife
- Storey County – Community Development Department
- Truckee Meadows Regional Planning

- Washoe-Storey Conservation District
- Truckee Meadows Water Authority
- NV Energy
- United States
 - Army Corps of Engineers
 - Bureau of Land Management
 - Fish & Wildlife
- The Nature Conservancy

Comments were received from:

- Washoe County Engineering and Capital Projects Division commented on the proportion of the property that is located in the flood plain, requirements for flood plain development, and the updated traffic study. It was recommended that NDOT, Storey County and Washoe County work together to explore options to mitigate current and future congestion issues. **(Exhibits D-1 and D-2)**

Contact: Kimble Corbridge, 775.328.2054, kcorbridge@washoecounty.us and Clara Lawson, 775.328.3603, clawson@washoecounty.us

- Washoe County Health District, Environmental Health Services Division commented on requirements for future development on the property, including for the onsite sewage disposal system, public water system requirements, and removal of vegetation in the onsite pond(s). **(Exhibit D-3)**

Contact: James English, 775.328.2610, jenglish@washoecounty.us

- Washoe County Parks and Open Space requested that the applicant provide a relocatable non-motorized trail easement adjacent to the Truckee River along the southern portion of the property to correspond with future alignment of the Tahoe Pyramid Bikeway. **(Exhibit D-4)**

Contact: Dennis Troy, 775.328.2059, dtroy@washoecounty.us

- Nevada Division of Water Resources provided comments related to water rights associated with the property. **(Exhibit D-5)**

Contact: Steve Shell, 775.684.2836, sshell@water.nv.gov

- Nevada Department of Transportation offered comments on future development that may affect the adjacent NDOT right-of-way, as well as comments related to traffic at the USA Parkway Interchange and increasing growth in the Tahoe Reno Industrial Center in Storey County. **(Exhibit D-6)**

Contact: Jae Pullen, 775.834.8300, jpullen@dot.state.nv.us

- Nevada Department of Wildlife offered comments regarding run-off to the river and nearby wetlands and made recommendations regarding buffers. Staff believes these concerns are addressed with the proposed ±22.8-acre Open Space buffer along the southern half of the

property. A water quality report and development agreement will also be required at the time of future development to address/mitigate potential impacts to the river. **(Exhibit D-7)**

Contact: Mark Freese, 775.688.1145, markfreese@ndow.org

- Regional Transportation Commission (RTC) offered comments related to the USA Parkway interchange and improvements that will likely be needed in that area due to several factors, including increasing traffic from the Tahoe-Reno Industrial Center and the opening of USA Parkway to Silver Springs. **(Exhibit D-8)**

Contact: Rebecca Kapuler, 775.332.0714, rkapuler@rtcwashoe.com

- Truckee Meadows Fire Protection District offered comments related to future development on the property, and noted that the current well on-site is not sufficient to provide water for fire suppression under Washoe County Code. **(Exhibit D-9)**

Contact: Amy Ray, 775.326.6005, aray@tmfpd.us

- U.S. Fish and Wildlife Service commented that the subject parcel is adjacent to property where The Nature Conservancy is implementing a Truckee River restoration project, and that additional BMPs should be considered to prevent contaminants from reaching the Truckee River. **(Exhibit D-10)**

Contact: Kevin J. Roukey, 775.425.1209, kevinjr_51@att.net

- The Nature Conservancy commented that the request appears to be consistent with the historic use of the site, but that BMPs are recommended to protect the river from potential contaminant runoff.

Contact: Mickey Hazelwood, mhazelwood@tnc.org

- The Army Corps of Engineers and Washoe County Health District Emergency Medical Services group indicated they reviewed the proposal and had no comments.

Staff Comments on Required Findings for Master Plan Amendment

For a Master Plan Amendment to be adopted, Washoe County Code Section 110.820.15(d) requires the Planning Commission make at least three of the following five findings of fact. No military installations were required to be noticed as a result of this application; therefore the finding related to a military installation is not required.

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

Staff Comment: There are no policies or action programs of the Truckee Canyon Area Plan that prohibit approval of the proposed changes to the Master Plan Category.

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

Staff Comment: *The proposed amendment will provide for land uses compatible with the existing adjacent land uses, particularly to the industrial uses across the highway to the north, southwest to the Tracy Power Plant, and across the Storey County line to the Tahoe-Reno Industrial Center to the south. The ±22.8-acre portion of the property that is proposed to become Open Space will provide additional protections to the Truckee River and the river restoration work that is part of the adjacent 102 Ranch.*

3. Response to Changed Conditions. The proposed amendment identifies and responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.

Staff Comment: *This proposal reflects the changing nature of the Truckee Canyon as the TRI Center to the south continues to grow and the industrial property to the north continues to be developed.*

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

Staff Comment: *Any future development on the property would require an analysis of and potential improvements to the existing onsite sewage disposal system. Future development would also require a determination as to whether the site would need to establish a Permitted Public Water System. Truckee Meadows Fire Protection District is the fire protection service provider for the area, and future uses established on the property would need to conform to current fire code requirements, including for the provision of adequate fire suppression water. Transportation improvements will need to be considered along USA Parkway and the I-80 interchange in the future, and the County Engineer has indicated that NDOT, RTC, Storey County and Washoe County should work together to explore options for making necessary traffic improvements.*

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

Staff Comment: *This property is situated just north of and across the river from the TRI Center, northeast of the Tracy Power Plant, just south of Interstate 80, and across the highway from the Reno Technology Park and an aggregate mining operation. Industrial uses are adjacent to or nearby all sides of the property. The Area Plan also identifies protection of Truckee River water quality as an important concern for projects in the area, and the proposed open space portion of the subject site would provide additional buffering and protection to the restored area of the Truckee River at the 102 Ranch.*

Staff Comments on Required Findings for Regulatory Zone Amendment

Washoe County Code Section 110.821.15(d) requires that all of the following findings be made to the satisfaction of the Washoe County Planning Commission before recommending adoption to the Board of County Commissioners. No military installations were required to be noticed as a result of this application; therefore the finding related to a military installation is not required. Staff has completed an analysis of the Regulatory Zone Amendment application and has determined that the proposal is in compliance with the required findings as follows.

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

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

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

Staff Comment: The proposed amendment will provide for land uses compatible with the existing adjacent land uses, particularly to the industrial uses across the highway to the north, southwest to the Tracy Power Plant, and across the Storey County line to the Tahoe-Reno Industrial Center to the south. The ±22.8-acre portion of the property that is proposed to become Open Space will provide additional protections to the Truckee River and the river restoration work that is part of the adjacent 102 Ranch. The proposed amendments will not result in a conflict with the public's health, safety or welfare.

3. Response to Changed Conditions; more desirable use. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.

Staff Comment: This proposal reflects the changing nature of the Truckee Canyon as the TRI Center to the south continues to grow and the industrial property to the north continues to be developed. Implementing Open Space near the river and within the 100-year floodplain is also a more desirable use of the land as a buffer to the river.

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

Staff Comment: Any future development on the property would require an analysis of and potential improvements to the existing onsite sewage disposal system. Future development would also require a determination as to whether the site would need to establish a Permitted Public Water System. Truckee Meadows Fire

Protection District is the fire protection service provider for the area, and future uses established on the property would need to conform to current fire code requirements, including for the provision of adequate fire suppression water. Transportation improvements will need to be considered along USA Parkway and the I-80 interchange in the future, and the County Engineer has indicated that NDOT, RTC, Storey County and Washoe County should work together to explore options for making necessary traffic improvements.

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

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

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

Staff Comment: This property is situated just north of and across the river from the TRI Center, northeast of the Tracy Power Plant, just south of Interstate 80, and across the highway from the Reno Technology Park and an aggregate mining operation. Industrial uses are adjacent to or nearby all sides of the property. The Area Plan also identifies protection of Truckee River water quality as an important concern for projects in the area, and the proposed open space portion of the subject site would provide additional buffering and protection to the restored area of the Truckee River at the 102 Ranch.

Recommendation

Based upon the information presented in the staff report, it is recommended that the required findings can be made, the proposed Master Plan Amendment be adopted and the proposed Regulatory Zone Amendment be recommended for adoption to the Board of County Commissioners. Staff recommends that the Planning Commission:

- (1) Adopt an amendment to the Truckee Canyon Master Plan Map, changing the Master Plan Category from Rural (R) to a mix of Industrial (I) and Open Space (OS) on the subject ±60.22 acre parcel (APN: 084-120-26). Approve a resolution adopting an amendment to the Truckee Canyon Master Plan Map; and
- (2) Subject to final approval of the associated master plan amendment, recommend adoption of an amendment to the Truckee Canyon Regulatory Zone Map, changing the regulatory zone from General Rural (GR) to Industrial (I) and Open Space (OS) on the subject parcel (APN: 084-120-26). Approve a resolution adopting an amendment to the Truckee Canyon Regulatory Zone Map; and

- (3) If the resolution adopting the Master Plan amendments and the resolution recommending adoption of the Regulatory Zone Amendment are approved, direct staff to forward these amendments to the Board of County Commissioners. These approvals include administrative changes with a revised map series including an updated parcel base and updated applicable text.
- (4) Authorize the Chair to sign Resolutions Number 16-16 and 16-17 on behalf of the Planning Commission.

Possible Motion for Master Plan Amendment

I move that after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Planning Commission adopt Master Plan Amendment Case Number MPA16-001 having made the following findings in accordance with Washoe County Code Section 110.820.15(d). I further move to certify the resolution and the proposed Master Plan Amendment in MPA16-001 as set forth in this staff report for submission to the Washoe County Board of Commissioners and authorize the chair to sign the resolution included as Exhibit A for this matter on behalf of the Planning Commission.

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. Response to Changed Conditions. The proposed amendment identifies and responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.

Possible Motion for Regulatory Zone Amendment

I move that after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Planning Commission recommend adoption of Regulatory Zone Amendment Case Number RZA16-002 to the Washoe County Board of Commissioners, having made all of the following findings in accordance with Washoe County Code Section 110.821.15(d). I further move to certify the resolution and the proposed Regulatory Zone Amendment in RZA16-002 as set forth in this staff report for submission to the Washoe County Board of Commissioners and authorize the chair to sign the resolution included as Exhibit B for this matter on behalf of the Planning Commission

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

2. Compatible Land Uses. The proposed amendment will not result in land uses which are incompatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. Response to Changed Conditions; more desirable use. The proposed amendment identifies and responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility and other facilities to accommodate the uses and densities permitted by the proposed amendment.
5. No Adverse Effects. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.
6. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

Appeal Process

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

xc: Applicant/Owner: Stan Lucas, 2850 Temple Ave., Long Beach, CA 90806

Consultant: Rubicon Design Group, LLC, Attn: Derek Wilson, 100 California Ave., Suite 202, Reno, NV 89509



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

ADOPTING AN AMENDMENT TO THE WASHOE COUNTY MASTER PLAN, TRUCKEE CANYON MASTER PLAN MAP (MPA16-001), AND RECOMMENDING ITS ADOPTION TO THE BOARD OF COUNTY COMMISSIONERS

Resolution Number 16-16

WHEREAS, Master Plan Amendment Case Number MPA16-001 came before the Washoe County Planning Commission for a duly noticed public hearing on November 16, 2016; and,

WHEREAS, the Washoe County Planning Commission heard public comment and input from both staff and applicant representatives regarding the proposed master plan amendment; and,

WHEREAS, the Washoe County Planning Commission has given reasoned consideration to the information it has received regarding the proposed master plan amendment; and,

WHEREAS, the Washoe County Planning Commission has made the findings necessary to support adoption of this proposed master plan amendment as set forth in NRS Chapter 278, Washoe County Code Chapter 110, Article 820, and as follows:

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. Response to Changed Conditions. The proposed amendment identifies and responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.; and,

NOW, THEREFORE, BE IT RESOLVED pursuant to NRS 278.210(3) that (1) the Washoe County Planning Commission does hereby adopt the proposed master plan amendment in Master Plan Amendment Case Number MPA16-001, comprised of the maps, descriptive matter and other matter intended to constitute the amendment as submitted at public hearing noted above and included as Exhibit A-1; and (2) to the extent allowed by law, this approval is subject to the conditions adopted by the Planning Commission at the public hearing noted above.

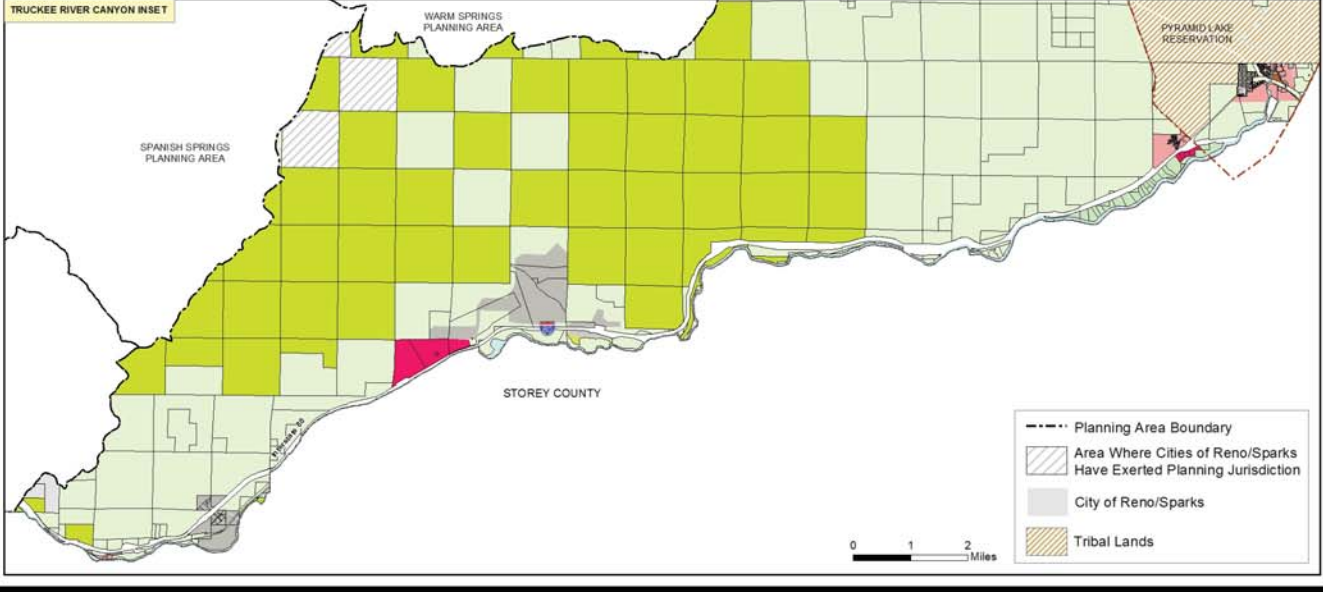
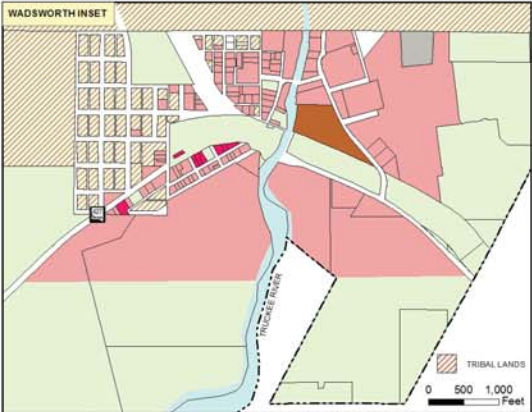
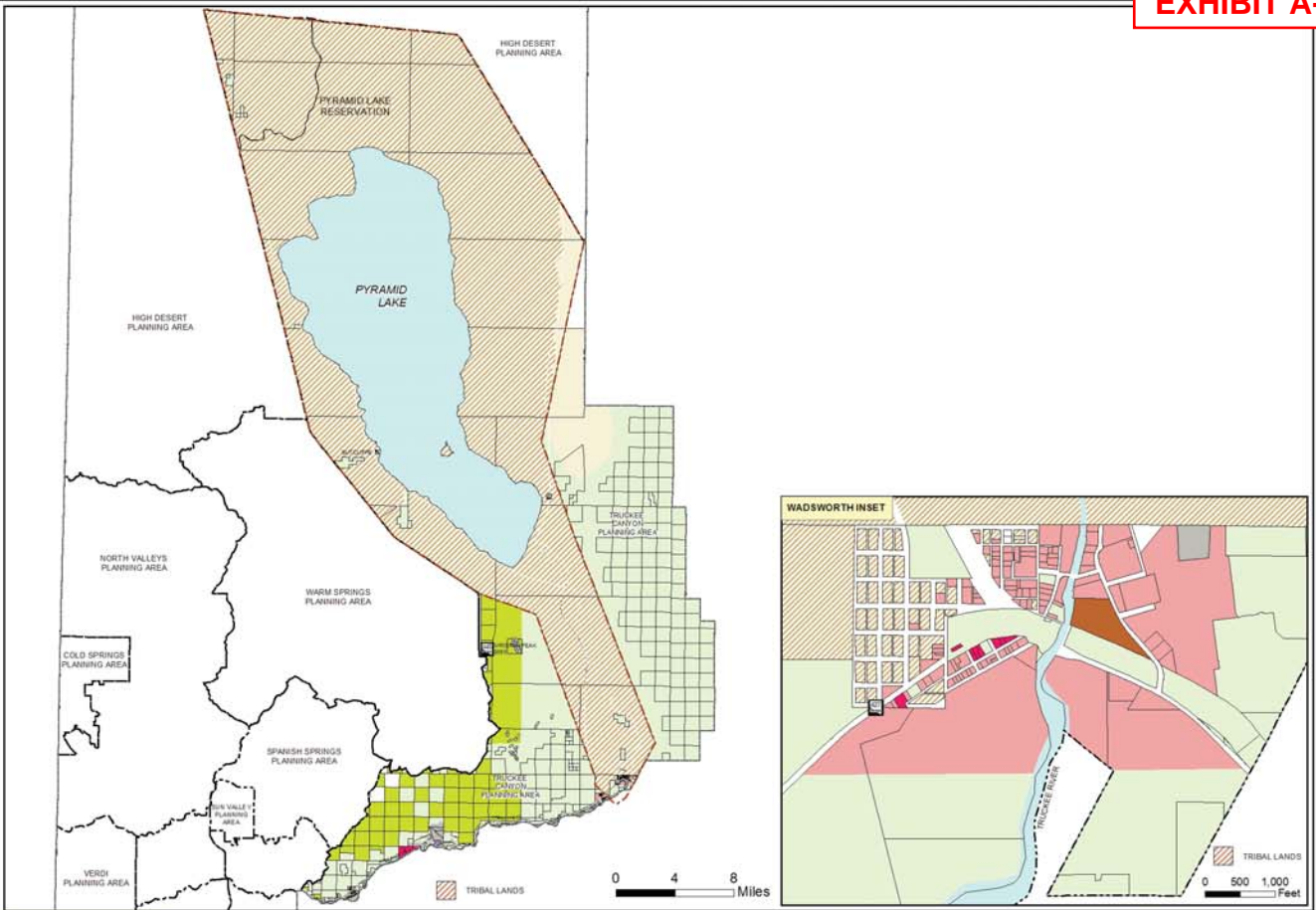
ADOPTED this November 16, 2016

WASHOE COUNTY PLANNING COMMISSION

James Barnes, Planning Commission Chairman

I hereby attest the Chairman's signature and certify pursuant to NRS 278.210(6) that the proposed master plan document and maps have been reviewed and approved by the Planning Commission as an accurate representation of the approved amendment to the Washoe County master plan.

Carl R. Webb, Jr., AICP, Secretary to the Planning Commission



**TRUCKEE CANYON
MASTER PLAN MAP**

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

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

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

DATE: _____ DIRECTOR: _____

**Community Services
Department**

**WASHOE COUNTY
NEVADA**

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

PC Date: November 6, 2016
BCC Date:
RPO DATE:
Adopting Resolution: Date



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

**RECOMMENDING ADOPTION OF REGULATORY ZONE AMENDMENT CASE NUMBER
RZA16-002 AND THE AMENDED TRUCKEE CANYON REGULATORY ZONE MAP**

Resolution Number 16-17

- WHEREAS, Regulatory Zone Amendment Case Number RZA16-002 (USA Parkway Industrial) came before the Washoe County Planning Commission for a duly noticed public hearing on November 16, 2016; and,
- WHEREAS, the Washoe County Planning Commission heard input from both staff and the public regarding the proposed Regulatory Zone Amendment; and,
- WHEREAS, the Washoe County Planning Commission has given reasoned consideration to the information it has received regarding the proposed Regulatory Zone Amendment; and,
- WHEREAS, the proposed Regulatory Zone Amendment shall be adopted pending adoption of proposed Master Plan Amendment Case Number MPA16-001 by the Washoe County Board of Commissioners and a positive finding of conformance with the Truckee Meadows Regional Plan; and,
- WHEREAS, the Washoe County Planning Commission has made the findings necessary to support adoption of this proposed Regulatory Zone Amendment as set forth in Washoe County Code Chapter 110, Article 821 as follows:
1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
 2. Compatible Land Uses. The proposed amendment will not result in land uses which are incompatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
 3. Response to Changed Conditions; more desirable use. The proposed amendment identifies and responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
 4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility and other facilities to accommodate the uses and densities permitted by the proposed amendment.
 5. No Adverse Effects. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.
 6. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.; and,

NOW, THEREFORE, BE IT RESOLVED that the Washoe County Planning Commission does hereby recommend adoption of Regulatory Zone Amendment Case Number RZA16-002 and the amended Truckee Canyon Regulatory Zone Map as included as Exhibit B-1 to this Resolution to the Washoe County Board of Commissioners.

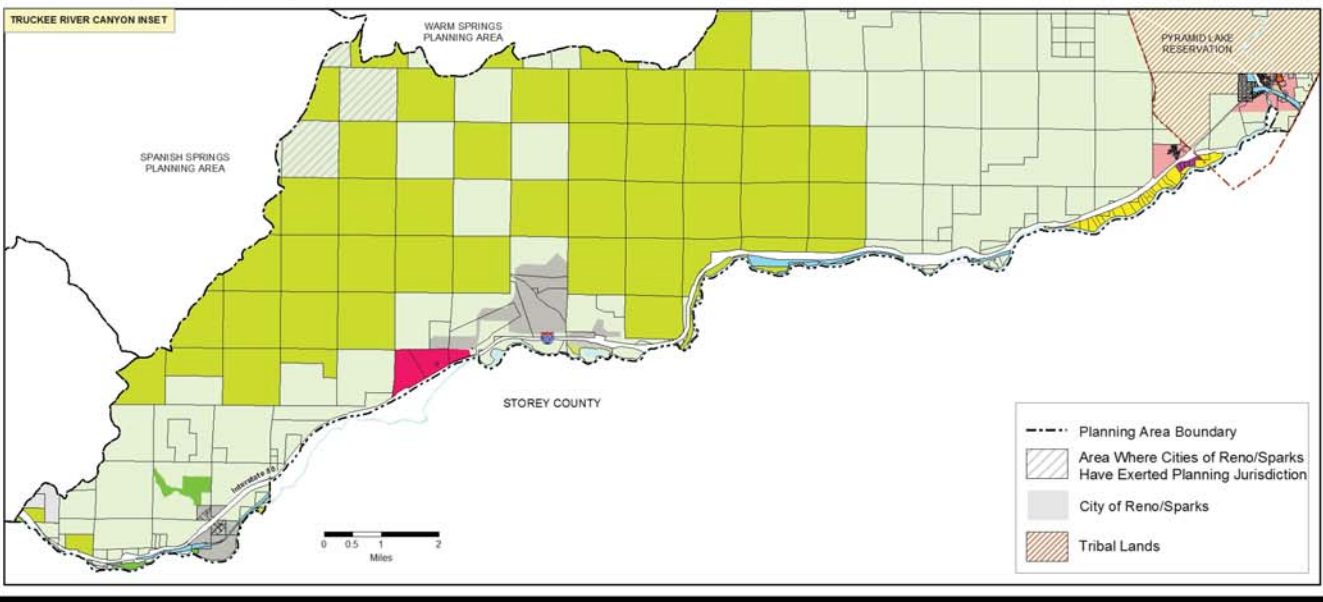
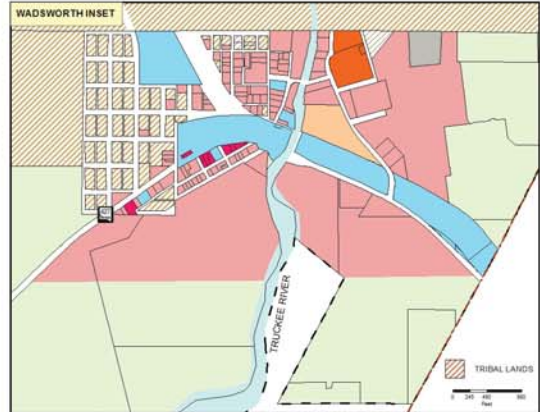
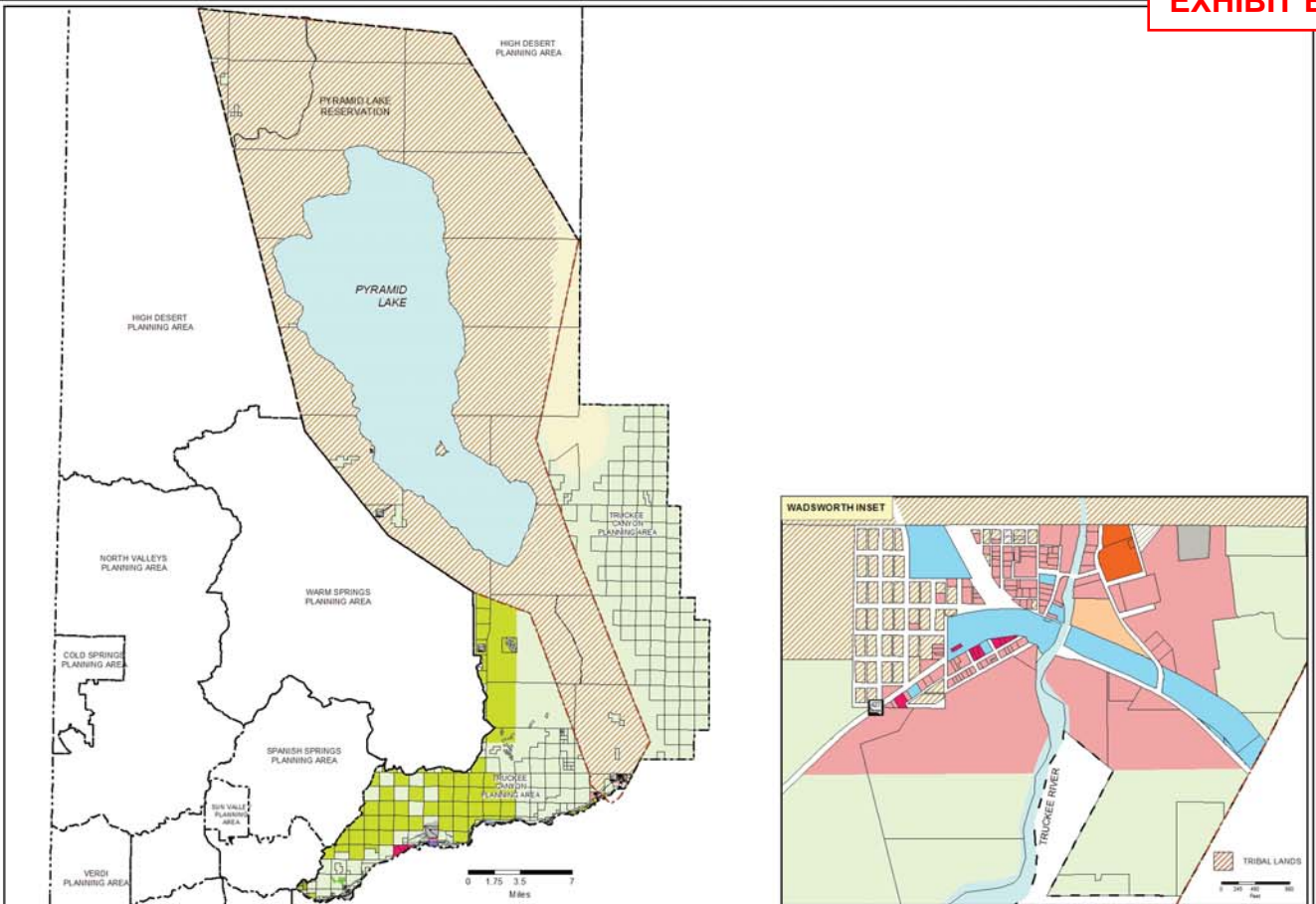
ADOPTED on November 16, 2016

WASHOE COUNTY PLANNING COMMISSION

James Barnes, Planning Commission Chairman

ATTEST:

Carl R. Webb, Jr., AICP, Secretary to the Planning Commission



TRUCKEE CANYON REGULATORY ZONE MAP

- | | | |
|---------------------------|--------------------------------|-----------------------------------|
| LOW DENSITY RURAL | HIGH DENSITY SUBURBAN | INDUSTRIAL |
| MEDIUM DENSITY RURAL | LOW DENSITY URBAN | PUBLIC AND SEMI-PUBLIC FACILITIES |
| HIGH DENSITY RURAL | MEDIUM DENSITY URBAN | PARKS AND RECREATION |
| LOW DENSITY SUBURBAN | HIGH DENSITY URBAN | OPEN SPACE |
| LOW DENSITY SUBURBAN 2 | GENERAL COMMERCIAL | GENERAL RURAL |
| MEDIUM DENSITY SUBURBAN | NEIGHBORHOOD COMMERCIAL/OFFICE | GENERAL RURAL AGRICULTURAL |
| MEDIUM DENSITY SUBURBAN 4 | TOURIST COMMERCIAL | DRY LAKE/WATER BODY |

Planning and Development Division

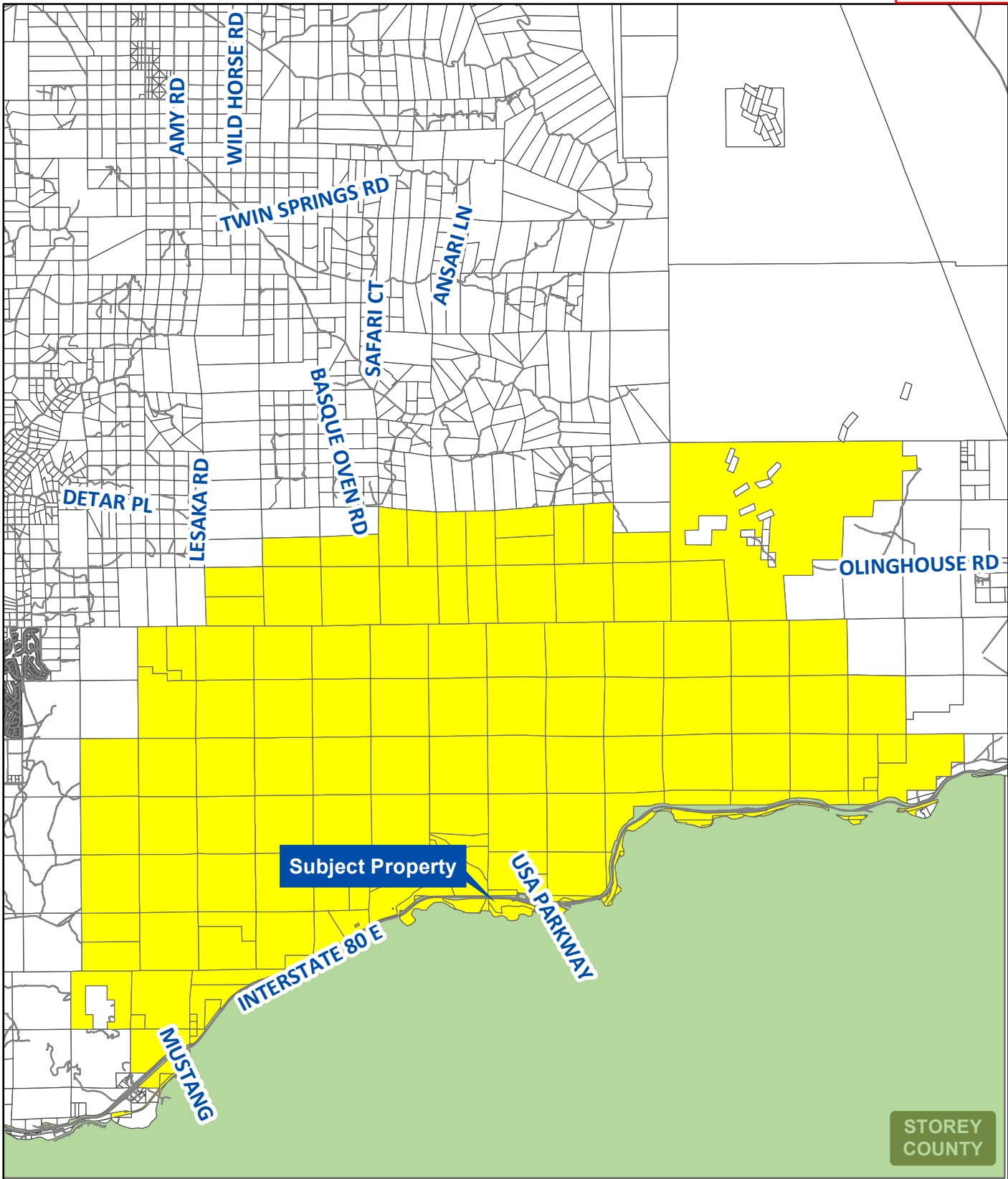
PC Date : November 16, 2016
BCC Date :

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

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

Community Services Department

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

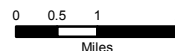
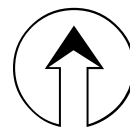


Public Notice Map

Master Plan Amendment Case No. MPA16-001 & Regulatory Zone Amendment Case No. RZA16-002 (USA Parkway Industrial)

151 affected parcels selected within 6.5 miles of subject site (35 separate property owners)

Source: Planning and Development Division



Date: May 19, 2016

Community Services Department



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

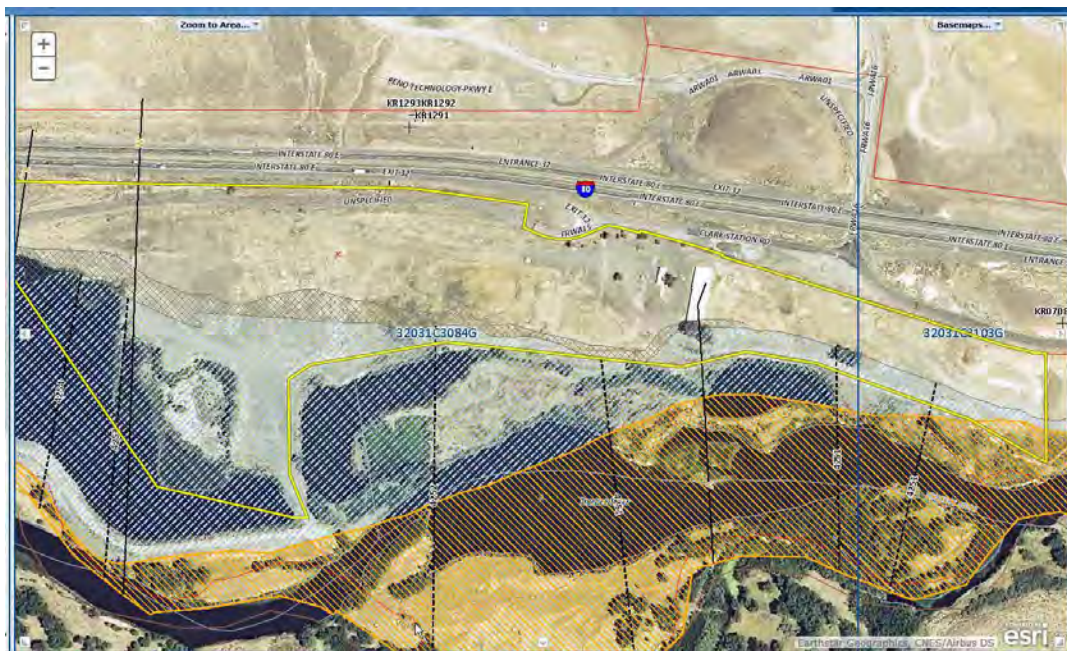
Mullin, Kelly

Subject: MPA16-001 and RZA16-002

From: Corbridge, Kimble
Sent: Monday, June 20, 2016 11:59 AM
To: Mullin, Kelly
Cc: Vesely, Leo; Searcy, Adam
Subject: MPA16-001 and RZA16-002

Kelly,
I have reviewed for Roads and Engineering the referenced Master Plan and Regulatory Zone amendments and have no conditions but have the following comments:

1. The site plan map showing the flood plains is inaccurate to the FEMA flood plain maps 32031C3103G and 32031C3084G (see below). Also much of the property is in FEMA flood zone AE with some floodway. The Master Plan Amendment answer to question 6 is therefore inaccurate.
2. Development that is proposed in the FEMA flood plains will require a CLOMR and LOMR approved by FEMA.
3. NDOT will need to approve any proposed use of their facilities to the site.



Thx,
Kimble

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



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Washoe County
COMMUNITY SERVICES DEPARTMENT
Engineering and Capital Projects
MEMORANDUM

To: Kelly Mullen, Planner
From: Clara Lawson, PE, PTOE, Licensed Engineer
CC: Kris Klein, PE, Senior Engineer
Dwayne Smith, PE, Division Director
Date: October 5, 2016
Re: Truckee Canyon Industrial Zone change Proposal

I've reviewed the Truckee Canyon Industrial Traffic Study dated August 2016 by Solaegui Engineers. The report studied the existing and future traffic impacts of industrial Park on 44 acres of land currently zoned as General Rural. The study included a trip generation of an industrial park, trip distribution, existing traffic volumes at 3 key intersections, future 2026 forecast volumes at those intersections and then calculated level of service at the key intersections with and without the project traffic for existing and future traffic.

The main access to this property is via a frontage road that intersects to USA Parkway. USA Parkway is access to a much larger development south of the project in Storey County. The proposed zoning would comprise of 15% of the existing traffic volumes and 11% of the 2026 traffic volumes. As stated in Table 3 in the report the LOS at the WB ramps is already at F. In 2026 the pm peak is at F without the project at all 3 intersections. The County recognizes there are congestion issues now and in the future and recommends NDOT, Storey County and Washoe County continue to explore options to mitigation the traffic.

The frontage road has a sharp 90 degree turn. The County recommends the developer investigate whether large trucks can negotiate the curve prior to developing.

June 29, 2016

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

RE: USA Parkway industrial; APN: 084-120-26,
Master Plan Amendment and Regulatory Zone Amendment USA Parkway Industrial
MPA16-001 & RZA16-002

Dear Mrs. Mullin:

The Washoe County Health District, Environmental Health Services Division (Division) Engineering and Vector borne Diseases Program have reviewed the above referenced project. Approval by this Division is subject to the following conditions:

1. Any future proposals for the site may require the accurate location of the existing onsite sewage disposal system and the associated approval from the State of Nevada, Division of Environmental Protection in order to approve any future building permit(s).
2. Due to the unknown future operations that may be proposed for the site, the existing the site may be required to become a Permitted Public Water System if the type of business and associated number of visitors and employees meet the minimum requirements established in NAC 445A for Public Water Systems. This may be required for the system once the future site proposals have been determined.
3. With the existing ponds created from previous aggregate mining, as we receive plans for future use of this site vegetation growing in these ponds must be removed on annual basis to eliminate the colonization of mosquitoes from this water source.

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

Sincerely,

James English
Environmental Health Specialists Supervisor
Environmental Health Services

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

CA/JS:wr

Cc: File - Washoe County Health District
Rubicon Design Group – dwilson@rubicondesigngroup.com



MEMORANDUM

DEPARTMENT OF REGIONAL PARKS AND OPEN SPACE

PLANNING DIVISION



TO: Kelly Mullin, Planner

FROM: Dennis Troy, Park Planner

DATE: June 7, 2016

SUBJECT: **MPA16-001 – Master Plan Amendment and Regulatory Zone Amendment
RZA16-002 (USA Parkway Industrial)**

Master Plan Amendment Case No. MPA16-001 and Regulatory Zone Amendment Case No. RZA16-002 – USA Parkway Industrial

The proposed Master Plan Amendment and Regulatory Zone Amendment lies within Park District 2C. Washoe County Parks has worked diligently with the Tahoe Pyramid Bikeway organization to plan for and allocate easements for the future alignment of this regional trail.

1. It is the County's desire that the applicant provide a relocatable non-motorized trail easement to Washoe County such that a future trail alignment can correspond with the future alignment of the Tahoe Pyramid Bikeway. The preferred alignment is adjacent to the Truckee river on the southern side of the proposed rezone.



**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
(800) 992-0900
(In Nevada Only)
www.water.nv.gov

June 13, 2016

RE: Comments on Master Plan Amendment MPA16-001 and RZA16-002

To: Katy Stark
Washoe County Community Services Department
1001 East Ninth Street, Building A
Reno, NV 89512

Name: Master Plan Amendment

County: Washoe County – U. S. Highway 80 near Entrance 32

Location: A portion of Sections 27 and 34, Township 20 North, Range 22, East, MDB&M.

Plat: Tentative: One (1) lot totaling approximately 60.22 acres and being Washoe County Assessor's Parcel Number 084-120-26.

Water Service Commitment

Allocation: Permits for industrial use numbers 60877 and 60878 are appurtenant to this parcel.

Owner-Developer: Stan Lucas
2850 Temple Avenue
Long Beach, CA 90806

Water Supply: Water well permitted by the Division of Water Resources.

Review Number MPA16-001 and RZA16-002

06/13/2016

Page 2 of 2

General: Permits totaling 96 acre-feet annually have been issued by the Division of Water Resources and are held in the name of Stan Lucas. The place of use, as described in these permits, includes a portion of Washoe County Assessor's Parcel Number 084-120-26. The lands of the proposed project also lie within the Truckee Meadows Water Authority 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).

Action: Tentative approval of MPA16-001 and RZA16-002 based on availability of water issued under permits 60877 and 60878.

Best regards,

Steve Shell
Water Resource Specialist II



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

EXHIBIT D-6

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

October 29, 2016

BRIAN SANDOVAL
Governor

RUDY MALFABON, P.E., Director

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

MPA16-001 & RZA16-002
APN #084-120-26
State Route 439, USA Parkway

RE: MPA 16-001 and RZA 16-002 Update

Attention: Ms. Kelly Mullin, Planner

Dear Ms. Mullin:

I have reviewed the updated Traffic Impact Study (August 2016) prepared by Solaegui Engineers, Ltd. and have the following comments:

1. The proposed site, Truckee Canyon Industrial, is currently undeveloped land that is located south of Interstate 80 and west of USA Parkway. The total parcel size is 66.22 acres that will include the construction of 44.27 acre industrial park with 21.95 acres designated as open space. Proposed access is from the Frontage Road to Interstate 80.
2. Original submittal package anticipated 405 average daily trips with 119 AM peak hour trips and 130 PM peak hour trips. The update study indicates 2,708 average daily trips with 363 AM peak trips and 378 PM peak hour trips. This is substantially more traffic than originally proposed.
3. As referenced in the attached response letter from RTC, "RTC's travel demand model anticipates an 88% increase in trips from 2020 to 2030 for the TRI Center alone". NDOT recommends this study be amended to account for RTC's anticipated TRI Center growth model.
4. The study indicates the left turn storage design requirements (deceleration: 110' min. and storage: 384') for the USA Parkway and Frontage Road intersection is 495 feet. The existing intersection is approximately 710 feet from the Interstate 80 EB ramps. With an existing left turn pocket storage length is 325 feet, there may not be adequate space available to extend the left turn storage without impacting the operations of the USA Parkway Interchange.

5. Due to the high traffic volumes on Interstate 80 at the USA Parkway Interchange, NDOT is working on small improvement projects to help mitigate the congestion during peak hour. One preliminary concept is to modify the EB off ramp to a dual “free” right turn lanes onto State Route 439. Depending on the designed vehicle weaving distance, the USA Parkway/Frontage Road intersection may be impacted. In order to improve capacity and safety, the intersection may be restricted to a right-in/right-out only.

Thank you for the opportunity to review this development proposal. NDOT reserves the right to incorporate further changes and/or comments as the design review advances. I look forward to working with you and your team, and completing a successful project. Please feel free to contact me at (775)834-8300, if you have any further questions or comments.

Sincerely,

DocuSigned by:
Jae Pullen
DC8D2FB6D946439...

10/29/2016

Jae Pullen, PE, PTOE
District II Engineering Services

Enclosure: NDOT Response Letter dated June 25, 2016
RTC Response Letter Update dated October 11, 2016

cc: Thor Dyson, District Engineer
File

DS
TD



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

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

June 25, 2016

BRIAN SANDOVAL
Governor

RUDY MALFABON, P.E., Director

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

MPA16-001 & RZA16-002
APN #084-120-26
State Route 439, USA Parkway

Attention: Ms. Kelly Mullin, Planner

Dear Ms. Mullin:

I have reviewed the request to amend the Washoe County Master Plan, Truckee Canyon Area Plan to change the Master Plan Category on one parcel of ±60.22 acres from Rural to Industrial; and amend the Truckee Canyon Area Plan Regulatory Zone Map, changing the Regulatory Zone from General Rural to Industrial. This property (APN #084-120-26) is located at 22560 Interstate 80 East, just south of Exit 32, and approximately ½ mile east of the Tracy Generating Station. I have the following comments:

1. The Nevada Department of Transportation (NDOT) will require an occupancy permit for any work performed within the State's right-of-way. Please contact the Permit Office at (775) 834-8330 for more information regarding the occupancy permit.
2. Prior to any grading adjacent to the Nevada Department of Transportation right-of-way, a Drainage Report, including a grading plan, and a Drainage Form must be submitted to the Permit office. Please contact the Permit Office at (775) 834-8330 for more information.
3. While NDOT has no immediate concerns with this request, the future development may generate high traffic volumes- 119 vehicles in the AM peak hour and 130 vehicles in the PM peak hour. Depending on the trip distribution, access to the USA Parkway Interchange may significantly impact traffic operations. The existing approach to USA Parkway is approximately 700 feet from the interchange on ramp. Peak traffic volumes may impact interchange ramps resulting in stopped traffic on Interstate 80.
4. With the continued growth of the Tahoe Reno Industrial Center, NDOT recommends a traffic impact study focusing on the USA Parkway Interchange (Exit 32) and provide a mitigation strategy. NDOT currently does not have plans to upgrade this interchange and section of roadway. Existing roadway was not constructed to NDOT standards. This presents traffic concerns with short on/off ramps, limited sight distance, and challenging turning movements for large vehicles.
5. The state defers to municipal government for land use development decisions. Public involvement for Development related improvements within the NDOT right-of-way should

be considered during the municipal land use development public involvement process. Significant public improvements within the NDOT right-of-way developed after the municipal land use development public involvement process may require additional public involvement. It is the responsibility of the permit applicant to perform such additional public involvement. We would encourage such public involvement to be part of a municipal land use development process.

Thank you for the opportunity to review this development proposal. NDOT reserves the right to incorporate further changes and/or comments as the design review advances. I look forward to working with you and your team, and completing a successful project. Please feel free to contact me at (775)834-8300, if you have any further questions or comments.

Sincerely,

DocuSigned by:
Jae Pullen
DC6D2FB6D946439...

Jae Pullen, PE, PTOE
District II Engineering Services

6/25/2016

cc: Thor Dyson, District Engineer
File

DS
TD

From: [Mark Freese](#)
To: [Mullin, Kelly](#)
Subject: RE: Comments on USA Parkway proposal
Date: Tuesday, July 05, 2016 2:24:39 PM

Kelly,

I apologize for not getting this to you sooner. Below are a few concerns, recommendations, and questions we have regarding the proposal:

1. Paving may cause increased run-off and equipment storage could result in increased pollutants into the wetlands and Truckee River.
 - a. What protection measures will be utilized to ensure spills, leaks, and other pollutants don't enter the wetlands and Truckee River? We recommend requiring robust protection measures to ensure the restored wetlands and Truckee are protected.
2. Placing buildings and human activities adjacent to the wetlands may lower the quality (e.g. increased stress on wildlife) of habitat the wetlands provide.
 - a. We recommend protecting the quality of habitat by:
 - i. Placing a buffer between wetlands and human activities (e.g. 200 feet)
 1. Planting trees, shrubs, grasses, and forbs in buffer area
 - ii. Having high magnitude human activities placed further away than low magnitude human activities (e.g. placing roads and access points on the north side of buildings away from wetlands so to reduce the noise and visual activities within the wetlands)
 - iii. Permitting relatively short structures near wetlands (i.e. so birds can find and feel comfortable using wetlands).

I understand that this proposal is a re-zoning action and not a building permit, but building is forthcoming so I wanted to provide you advanced notice regarding our concerns.

Let me know if you have any questions.

Thank you,

Mark Freese
Western Region Supervising Habitat Biologist
Nevada Department of Wildlife
1100 Valley Road
Reno, NV 89512
P: (775) 688-1145
F: (775) 688-1889

"...I feel that the high tension at which the average man has been living is wrecking entirely too many nervous systems. Hunting and fishing is the best nerve tonic I know, and I believe that a greater opportunity for the average citizen to engage in this type of outdoor recreation would greatly promote both the health and happiness of our people." A. Willis Robertson



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

EXHIBIT D-8

October 11, 2016

FR: Chrono/PL 183-16

Ms. Kelly Mullin, Planner
Community Services Department
Washoe County
P.O. Box 11130
Reno, NV 89520

RE: MPA16-001 and RZA16-002 (USA Parkway Industrial) Updated

Dear Ms. Mullin,

The RTC reviewed this request for a master plan amendment and regulatory zone amendment to change the Master Plan Category on one parcel of ± 60.22 acres from Rural to Industrial and Regulatory Zone from General Rural to Industrial on June 17, 2016 (attached). An updated traffic study was completed for this project and submitted to the RTC on October 5, 2016 for review and additional comments are included in this letter.

The Truckee Canyon Industrial Traffic Study prepared by Solaegui Engineers dated August 2016 assumed an estimated annual average growth rate of 4.6% to project the future 2026 base traffic volumes. The estimated growth rate was based on historic traffic count data from NDOT's Annual Traffic Report. However, RTC's travel demand model anticipates an 88% increase in trips from 2020 to 2030 for the TRI Center alone based on the employment forecast. The opening of USA Parkway to Silver Springs in 2017 will likely bring additional traffic to this area.

Even using the 4.6% growth rate, the study identifies significant improvements will be required due to the projected growth along USA Parkway. The study suggests The I-80 eastbound and eastbound ramps will need signalization using the traffic signal warrant 3 to meet policy level of service for the existing plus project scenario. However, the intersections will fail by 2026. Additional widening of USA Parkway will be required to meet future traffic volumes combined with project trips which will include widening of the bridges over the I-80 frontage road, Truckee River and I-80. Assuming a higher growth rate will result in the need for additional capacity improvements. Funding for these capacity improvements have not been identified in the 2035 Regional Transportation Plan. It is recommended that the developer and staff from NDOT, RTC, Washoe, Storey and Lyon Counties work together to develop a funding plan for improvements to USA Parkway and the I-80/USA Parkway interchange.

Thank you for the opportunity to comment on this application. Please feel free to contact me at 775-332-0714 if you have any questions or comments.

Sincerely,



Rebecca Kapuler
Planner

RK/jm

Attachment

Copies: Bill Whitney, Washoe County Community Services
Jae Pullen, Nevada Department of Transportation
Daniel Doenges, Regional Transportation Commission
Julie Masterpool, Regional Transportation Commission
Tina Wu, Regional Transportation Commission
David Jickling, Regional Transportation Commission



REGIONAL TRANSPORTATION COMMISSION

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

June 17, 2016

FR: Chrono/PL 183-16

Ms. Kelly Mullin, Planner
Community Services Department
Washoe County
P.O. Box 11130
Reno, NV 89520

RE: MPA16-001 and RZA16-002 (USA Parkway Industrial)

Dear Ms. Mullin,

The RTC has reviewed this request for a master plan amendment and regulatory zone amendment to change the Master Plan Category on one parcel of ± 60.22 acres from Rural to Industrial and Regulatory Zone from General Rural to Industrial.

It is recommended that a traffic impact study be performed for the I-80/USA Parkway interchange to determine recommended improvements. Also, when future development for this parcel has been identified, sidewalks should be provided for internal pedestrian circulation as well as to accommodate future transit service.

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

Thank you for the opportunity to comment on this application. Please feel free to contact me at 335-1901 if you have any questions or comments.

Sincerely,

Daniel Doenges, PTP
Senior Technical Planner

DD/jm

Copies: Bill Whitney, Washoe County Community Services
Jae Pullen, Nevada Department of Transportation
Rebecca Kapuler, Regional Transportation Commission
Julie Masterpool, Regional Transportation Commission
Tina Wu, Regional Transportation Commission
David Jickling, Regional Transportation Commission

/849 USA Parkway Industrial



EXHIBIT D-9

Amy Ray
Fire Marshal

Tim Leighton
Division Chief

Charles A. Moore
Fire Chief

June 23, 2016

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

Re: Master Plan Amendment Case No. MPA 16-001/RZA 16-002 (USA Parkway Industrial)

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

- Onsite buildings may be required to be brought into compliance with Washoe County Code 60 if occupied. This shall include requirements for fire suppression water and access for fire department apparatus. The current well is not adequate to provide water for fire suppression under Washoe County Code.
- Any development of the property may be required to provide an overall plan for development to include infrastructure to accommodate access and all necessary requirements under Washoe County Code.

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

Thank you,

Amy Ray
Fire Marshal

TRUCKEE MEADOWS FIRE PROTECTION DISTRICT

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

From: [Starostka, Andy](#)
To: [Mullin, Kelly](#)
Cc: [Lee Carranza](#)
Subject: Master Plan Amendment Case Number MPA16-001
Date: Tuesday, July 26, 2016 8:52:52 AM

Kelly,

The U. S. Fish and Wildlife Service (Service) is providing comments on the Master Plan Amendment Case Number MPA16-001 and Regulatory Zone Amendment Case Number RZA16-002 (USA Parkway Industrial), a 60.22 acre parcel near USA Parkway, near I-80 and the Truckee River.

This proposal project adjoins a parcel to the south where The Nature Conservancy (TNC) and other partners are implementing a Truckee River restoration project. The restoration project will improve the form and function of the Truckee River hydrograph by reconnecting the river to the historic flood plain. This will improve the river and riparian habitat for the associated plant and animal communities, including Lahontan cutthroat trout (*Oncorhynchus clarkii henshawi*), listed as threatened under the Endangered Species Act. This restoration is part of a multi-year project with multiple parcels in the Truckee Canyon Area from Mustang to USA Parkway. This development has the potential to impact the Truckee River and the restoration work that TNC and others are conducting.

It is encouraging to hear that a buffer or green-strip between this parcel and the adjoining TNC project has been proposed. This buffer will help ensure that storm water sediment and contaminants are captured on-site. Additional project BMP's should be considered, such as retention basins, vegetated waterways, water bars, and others, to ensure that contaminants from the project area (parking lots or hardened surfaces) does not reach the Truckee River and impact water quality.

The Service encourages Washoe County and the applicant to continue coordination with TNC, regulatory agencies and other partners, including the Service to ensure that the proposed project will not impact water quality of the Truckee River or the adjoining river restoration project.

If you have additional questions, feel free to contact me

Thank you

Andy

--

Andy Starostka
Fish Biologist
Nevada Fish and Wildlife Office 1340 Financial Boulevard, Suite 234 Reno, Nevada
89502-7147
Tel: (775) 861-6386
Fax: (775) 861-6301
andy_starostka@fws.gov

USA PARKWAY
INDUSTRIAL PROPERTY

REQUEST FOR
MASTER PLAN AMENDMENT
AND
REGULATORY ZONE AMENDMENT

Prepared by:



May 16, 2016

**USA PARKWAY
INDUSTRIAL PROPERTY**

**REQUEST FOR
MASTER PLAN AMENDMENT
AND
REGULATORY ZONE AMENDMENT**

Prepared for:

Stan Lucas
2850 Temple Avenue
Long Beach, CA 90806

Prepared by:

Rubicon Design Group, LLC
100 California Avenue, Suite 202
Reno, Nevada 89509
(775) 425-4800

May 16, 2016

USA PARKWAY INDUSTRIAL PROPERTY

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Washoe County Development Application
MPA Application
RZA Application
Owner Affidavit
Traffic Impact Letter
Preliminary Title Report
Proof of Property Tax Payment

USA PARKWAY INDUSTRIAL PROPERTY

Introduction

This application includes the following requests:

- A **Master Plan Amendment** to re-designate 60.22± acres of property from Rural (R) to Industrial (I); and
- A **Regulatory Zone Amendment** to rezone 60.22± acres from General Rural (GR) to Industrial (I).

Project Location

The USA Parkway Industrial site (AP # 084-120-26) consists of 60.22± acres located on the south side of Interstate 80 and Clark Station Road, west of USA Parkway. Figure 1 (below) depicts the project location.

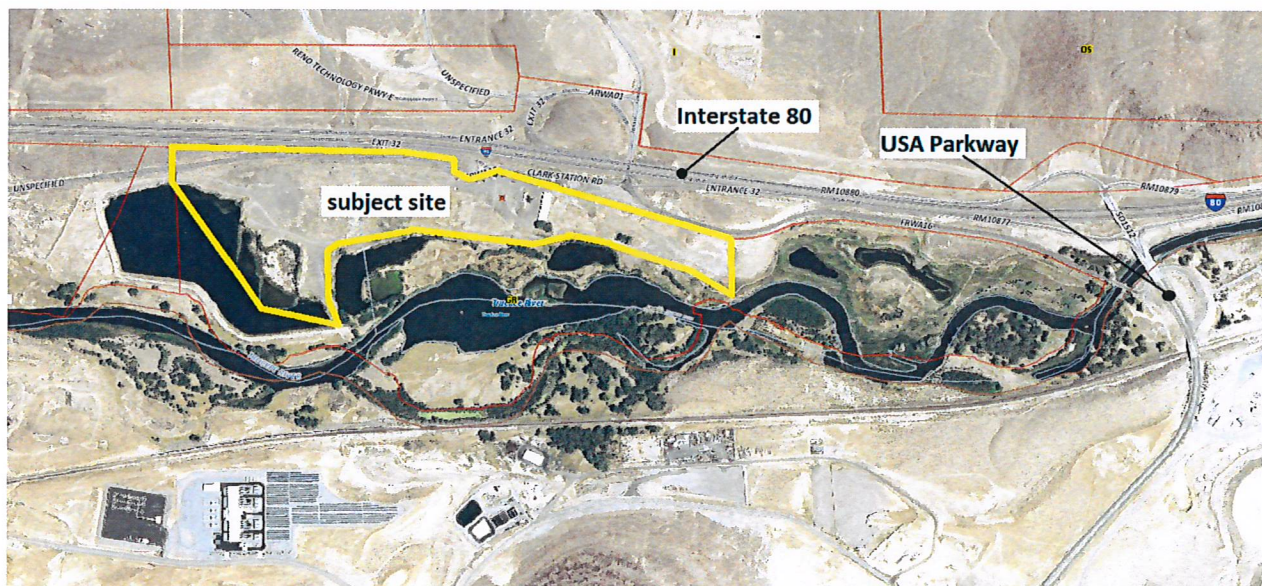


Figure 1 – Vicinity Map

Existing Conditions

The project site is occupied by a commercial/industrial building of roughly 14,000 square feet, an office building of roughly 1,000 square feet, and an ancillary shed. These buildings are currently unoccupied. Surrounding land uses include: Interstate 80 and industrial property to the north, Truckee River/United States government property to the east and south, and wetlands conservation area to the west.

The site is accessed via Clark Station Road from USA Parkway. USA Parkway provides full access to Interstate 80, both east and west bound.

USA PARKWAY INDUSTRIAL PROPERTY

In general, the site slopes down from north to south but it also includes graded areas and engineering slopes designed to accommodate the past industrial use(s). The site is consistent with other developed parcels in the area and is well suited for development. The site does not qualify as a hillside development per Article 424 of the Washoe County Development Code as it does not contain slopes in excess of 15% on 20% or more of the site. Figure 2 (below) contains photographs showing the property.



View of site from access road, looking west



Existing industrial building

Figure 2 – Existing Conditions

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Looking northeast across site with freeway in background



Looking north across site

Figure 2 – Existing Conditions (continued)

USA PARKWAY INDUSTRIAL PROPERTY

Request Summary

This application includes two land use requests. The first is a Master Plan Amendment (MPA) from the current Rural (R) designation to Industrial (I). The second request is a Regulatory Zone Amendment (RZA) from the current General Rural (GR) zoning to Industrial (I).

The net result of this request will be to bring the site into zoning conformance with the historical use of the property. The property formerly contained a gravel pit and equipment storage operation. The buildings on site clearly reflect this former industrial use. The intended future use is equipment storage, something that is compatible with both the past use and with the general area.

It is the intent of the project applicant to establish the necessary Master Plan and zoning designations to position the site for industrial use. Given the rapid development of the surrounding area, including Storey County, Sparks, and area road improvements, it makes sense to provide for industrial development. Equipment storage will serve a valuable support function to development in the area. Storing equipment on this site is efficient in several ways. First, the site is close to the highly active building environment in Storey County. Second, storage at this location reduces trucking traffic into the Sparks/Reno metro area, benefitting overall traffic flow.

It is important to note that this application is essentially the first step in establishing a storage use at the project site. Approval of the MPA and RZA do not grant an approval of a specific project. Once the proper land use designations are in place, any future development of the site for industrial use will require additional review to establish conformance with Washoe County engineering, public health, and safety standards.

Each request is summarized below:

Master Plan Amendment

It is proposed to amend the current Rural (R) Master Plan designation to Industrial (I). The Industrial designation is well suited for the project site based on a variety of factors.

An Industrial designation will allow the site to function in a manner similar to surrounding property and in conformance with how it was utilized in the past. The site is graded and configured in a manner that supports industrial uses.

Roads in the area are sized to support industrial vehicles and the site provides easy access to Interstate 80 and to USA Parkway.

The Industrial designation is compatible with other Washoe County Industrial designations to the north and with Storey County industrial property immediately to the south.

The Washoe County Master Plan contains numerous goals and policies that support the requested Master Plan and Regulatory Zone Amendments included with this application. These policies are listed and

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addressed below:

Land Use and Transportation Element

Goal One: Influence future development to abide by sustainable growth practices.

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

This request can serve to implement this policy based on providing needed support property for the ongoing development in eastern Washoe County and in Storey County. The site is well situated in terms of infrastructure and services to accomplish this. Failure to provide the necessary property to accommodate these uses will increase burdens on area roadways and shift industrial development closer to suburban areas of Sparks and Reno.

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

This request supports the regional form and pattern by locating industrial property close to an area of rapid commercial development. This commercial development, and ongoing construction, requires industrial land that can efficiently provide services.

LUT.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 or a broad socio-economic population.*

LUT.5.3 New development shall not reduce the quality of service for existing residents and businesses nor reduce the ability of public agencies to provide quality service.

Development of this site will protect the quality of service of existing residents and businesses by reducing road impacts and by locating industrial uses away from suburban and urban development.

LUT.21.4 Preserve the character of areas throughout the County as described in the Area Plans.

This request will bring the site into closer conformance with the historical use. It will therefore support the area's character.

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LUT.23.1 Assess all development individually and cumulatively for potential impact upon the natural resources of the specific area of Washoe County.

As noted in the Environmental Protection section on page 11, the sensitive areas of the site have already been preserved and are now under the ownership of the Nature Conservancy and the US Government. The remaining parcel is largely graded and developed for industrial use.

Truckee Canyon Area Plan

The site is contained within the Truckee Canyon Area Plan. This Plan establishes constraints and goals for area development. This request conforms with the Area Plan in the following manner:

Cultural and Scenic Resources (Truckee Canyon Area Plan, p. 3)

The site has not been shown to contain cultural resources. Any development will have to conform to cultural resources protection standards. Future uses can be contained within the existing industrial areas.

Soils (Truckee Canyon Area Plan, p. 4)

The site includes graded areas and engineered slopes. It has proven suitable for the industrial use.

Topography (Truckee Canyon Area Plan, p. 5)

The site does not qualify as hillside development, based on Washoe County topographic data. It is listed as 'Most Suitable' for development on the Area Plan Development Suitability map.

Fire Hazards (Truckee Canyon Area Plan, p. 6)

The site is listed as Moderate fire hazard. The usable areas of the site are mostly gravel and present minimal fire hazard. Most areas of the site have established driving access and present no difficulty to firefighting equipment.

Flood Hazard/Wetlands (Truckee Canyon Area Plan, p. 8)

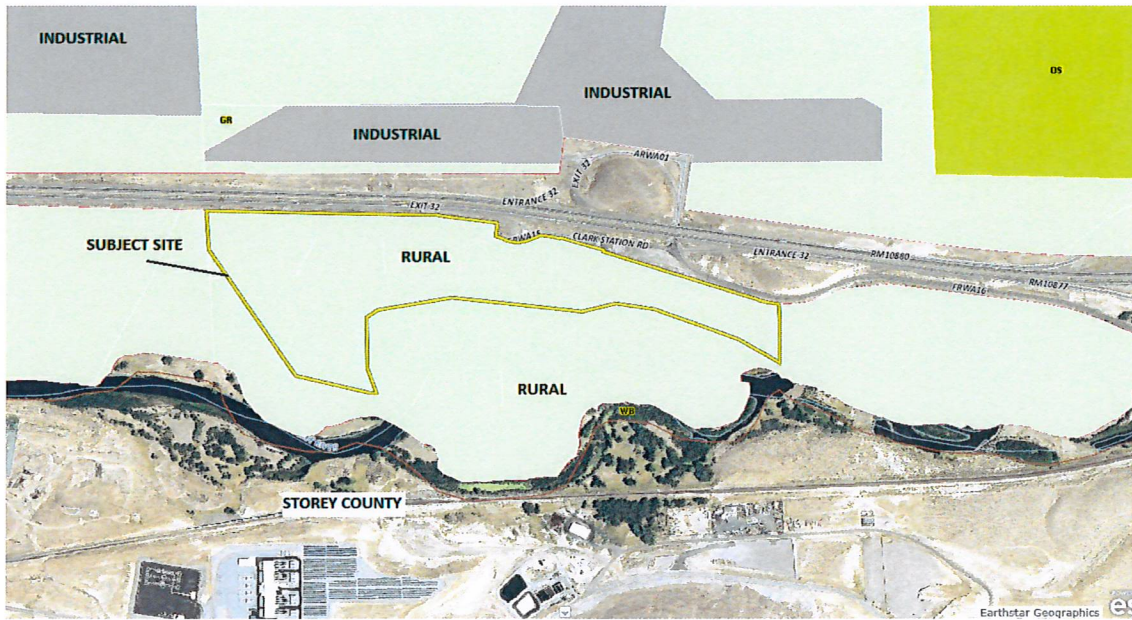
The site is not listed as floodway or wetlands in the Area Plan map.

Land Use Plan – Industrial (Truckee Canyon Area Plan, p. 15)

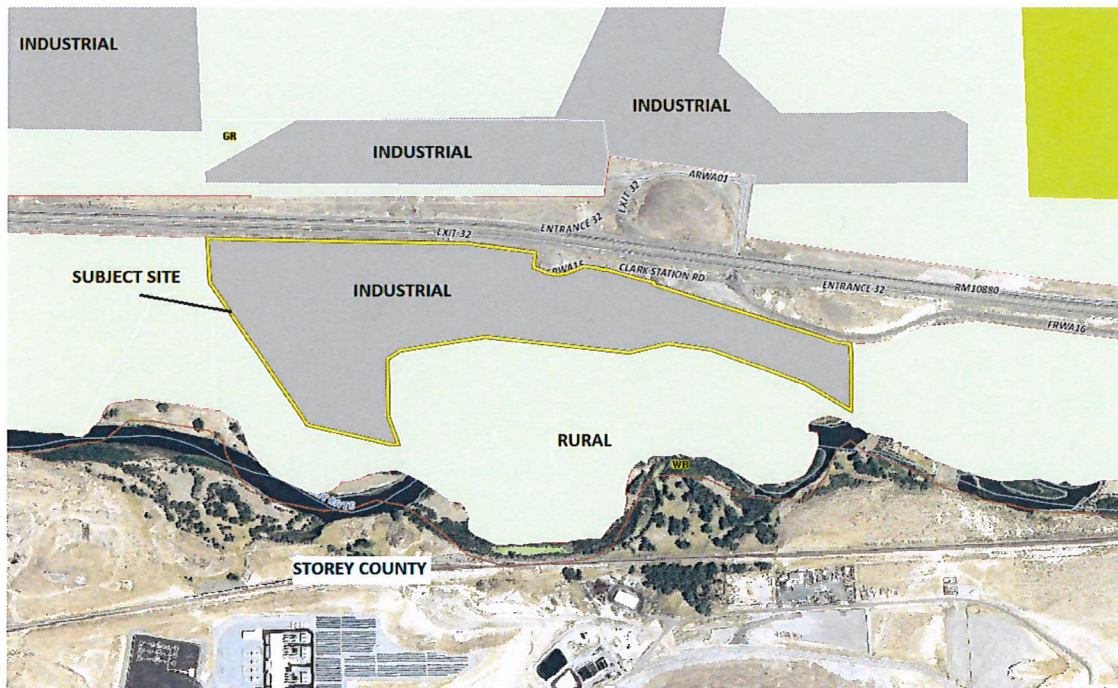
The general area is deemed suitable for additional industrial use, provided wetland areas are avoided. As noted, the graded pad areas of this site are not wetlands.

Figure 3 (below) depicts the existing and proposed Master Plan land use designations for the subject site.

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Existing Master Plan Designation



Proposed Master Plan Designation

Figure 3 – Existing/Proposed Master Plan Designations

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Truckee Meadows Regional Plan

Area-wide planning goals are established by the Truckee Meadows Regional Planning Agency, and are contained within the Truckee Meadows Regional Plan 2012. An element of the regional plan is the delineation of the Truckee Meadows Service Area (TMSA). The Service Area is intended to outline property subject to suburban and urban development. The subject property of this application is outside the TMSA boundary. This application is not intended to bring intensification and urban development to the site. The proposed Master Plan and Zoning Map Amendments do not allow for residential uses and do not require urban levels of water, sewer, and emergency services provision. Additionally, the site has already functioned as an industrial site. The requested amendments will not therefore fundamentally alter land use patterns in the area.

This project is supported by the Regional Plan as outlined below.

Module 1 of the Plan, titled “Regional Form and Development Patterns” covers land use issues. Goals for this module include the following: *Recognize the need for regional corridors that emphasize automobile and freight mobility (page 1).*

This project directly supports this goal by placing an industrial site, intended for equipment storage, directly adjacent to the largest transportation corridor in the state and close to ongoing commercial development. By storing equipment close to its likely use point, regional road impacts are reduced.

The Rural Development Area (page 4) describes appropriate uses for rural areas. It states the following (emphasis added):

*The RDA is outside the Truckee Meadows Service Areas, and contains **dispersed development and employment on large parcels of land**. The RDA will only receive limited public services and facilities. Ranches, agriculture, forestry, scattered residences and business or commercial services, and **certain types of industrial and recreational uses not compatible with urban or suburban development, characterize the rural area.***

The requested amendments will specifically allow for an industrial use that is not compatible with urban and suburban areas to be located in an area that will not impact suburban residential development. It will also minimize impacts to area roadways.

Under “Regional Form and Pattern” (page 5), the *optimization of existing infrastructure* is listed as a goal. This request will allow for the re-use of an existing industrial site, and allow for development that is close to major roadways and close to ongoing development.

Under “Centers and Corridors” (page 7), the Plan includes the following statement (emphasis added):

Specialized land use may be permitted in areas separated from the community.** Specialized use may include quarries, sewage treatment facilities, landfills, hazardous waste disposal facilities, and power generation facilities **or other designated enterprises that are not compatible with high-density areas.

USA PARKWAY INDUSTRIAL PROPERTY

The Plan clearly intends to allow for some uses to be located outside the TMSA boundary. Policy 1.1.5 (page 10) also supports dispersed specialized uses that do not require urban levels of city services, such as the proposed equipment storage use.

Policy 1.2.18 of the Plan (page 25) recognizes the area east of Sparks as an emerging employment center. It is therefore consistent with the Plan to allow for support activities in this area as well as utilize existing road infrastructure.

Regulatory Zone Amendment

The second component of this request is a Regulatory Zone Amendment (RZA). Currently, the project site is zoned General Rural (GR). This request seeks to amend the designation to Industrial (I).

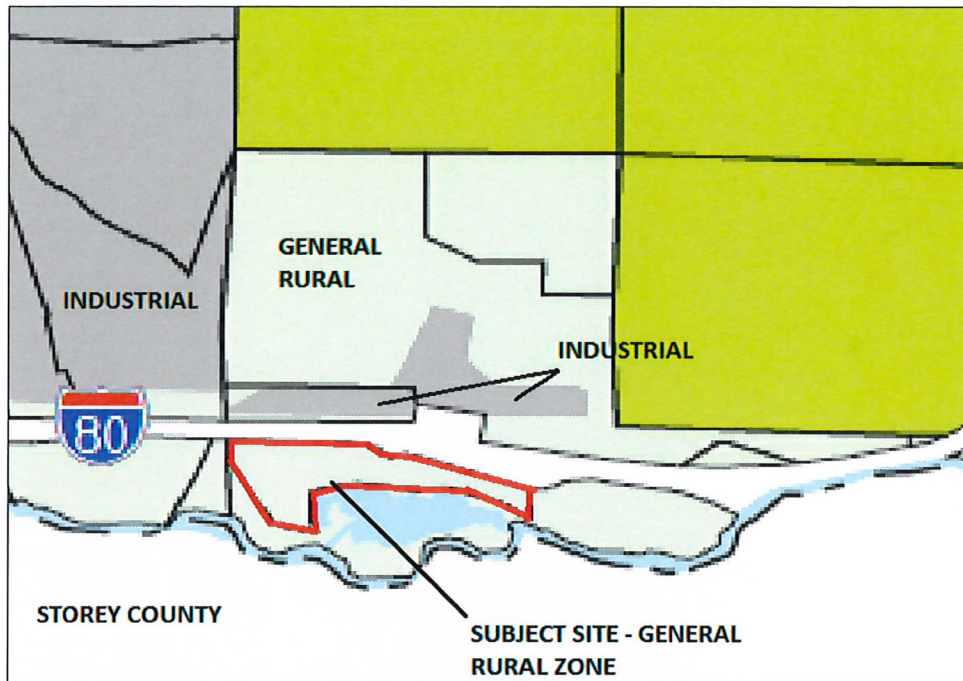
Combined with the requested MPA, this zoning change will bring the property into conformance with the historical use of the site as an industrial area. As noted, the site contains industrial buildings and is graded for industrial use.

USA Parkway, currently under construction, is a major land-use change to the area. This road will alter truck traffic routes and encourage development of both Washoe County and Storey County properties. The nearby Tahoe Reno Industrial Center has been pursuing substantial development. The area is clearly experiencing growth and altered land-use patterns. This request is therefore a response to these changed conditions and an effort to efficiently use an existing industrial site.

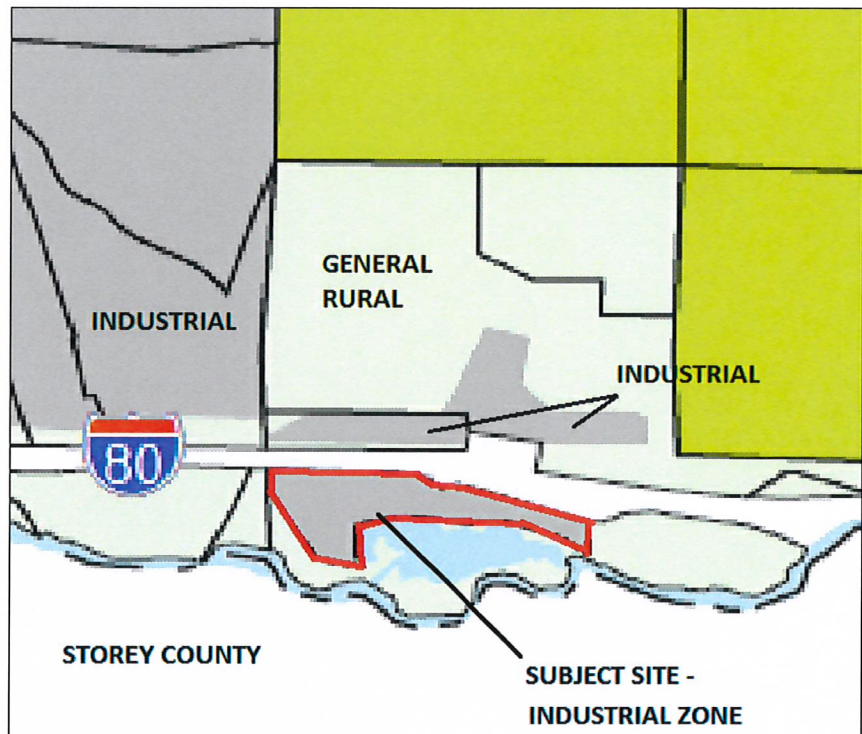
As an industrial site, the subject property will be able to serve nearby construction without impacting suburban areas of Sparks or Reno. The proposed designation will not require the extension of additional urban services to the site.

Figure 4 (following page) depicts the existing zoning and the proposed zoning for the project site.

USA PARKWAY INDUSTRIAL PROPERTY



Existing Zoning Designation



Proposed Zoning Designation

Figure 4 – Existing/Proposed Zoning

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Potential Impacts

At this time, an intended use has been identified but no specific site plan has been developed. Required building space, total project size, etc, have not been evaluated or designed. Therefore, it is difficult to fully assess the impacts of an unknown final project. However, it is logical to assume that the site will be developed with some sort of operable equipment storage business. As such, this section attempts to analyze the planning-level impacts associated with these MPA and RZA requests.

It is important to note that the MPA and RZA requests included with this application do not grant an entitlement to construct the proposed use. Any use of the site will be subject to review by Washoe County for zoning compliance and will have to install site upgrades (landscaping, paving, etc) to the satisfaction of the Planning, Engineering, Building, and Health Departments.

This section nonetheless aims to provide a review of potential impacts that could result from use of this property. Any impacts discussed here reference the full 60 acres of the site. In practice, it is highly unlikely that the full site would be utilized. It is more likely that the existing graded areas and easily accessible flat areas would be used while the remaining areas would be left in their current state. By this reasoning, the site is unlikely to contain more than about 30 acres of industrial development. However, in an effort to set an upper boundary for impacts, the full site is analyzed.

- **Traffic**

In preparing these requests, a Trip Generation letter was completed by a traffic engineer. This letter is included with this report. It cites 405 average daily trips generated by the property. PM Peak Hour trips is listed as 130. USA Parkway and Interstate 80, the two largest roads in the vicinity, can easily handle traffic generation of this size without undue impacts.

- **Public Facilities/Infrastructure**

There are existing well and septic systems on site. These systems were installed to serve the former industrial operations on the site. These facilities will remain in place and there is no need to extend additional public services to the site.

- **Public Services**

The site is already served by REMSA, the Washoe County Sheriff's Office and by area fire stations in Lockwood and in the Tahoe Reno Industrial Center. Given the low occupancy rates of an equipment storage operation, no additional public services are required.

- **Environmental Protection**

The site is near the Truckee River and therefore environmental protection is a prime consideration. In this case, the site has already received restoration and protection efforts. As noted, the site contained an industrial use, a gravel mine, in the past. This use resulted in substantial site disturbance including deep pits

USA PARKWAY INDUSTRIAL PROPERTY

adjacent to the river. Portions of the site were conveyed to the Nature Conservancy and the United States Government. These areas have since been parceled off and restored. Additional development of these areas is therefore unlikely. The net result is that the sensitive areas of the site have been removed from development. The 60-acre parcel that remains was judged not suitable for preservation/restoration and was intended for future use.

Request Findings

The Washoe County Development Code establishes legal findings that must be made by the Planning Commission and Board of County Commissioners in order to approve Master Plan Amendment and Regulatory Zone Amendment requests. These findings are listed below and are addressed in **bold face** type.

- **Master Plan Amendment**

When adopting an amendment, the Commission shall make all required findings contained in the area plan for the planning area in which the property that is the subject of the Master Plan amendment is located and, at a minimum, make at least three of the following findings of fact unless a military installation is required to be noticed, then in addition to the above, a finding of fact pursuant to subsection (6) shall also be made:

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

The requested Industrial designation will allow for the establishment of Industrial (I) zoning. Industrial zoning will bring the site into conformance by matching the historical use to the County's planning designations. Additionally, the proposed amendment is consistent with surrounding uses and designations.

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

The proposed use is directly compatible with surrounding industrial uses and designations, both in Washoe County and in Storey County to the south. No impacts will be introduced to the site that were not already present with the past industrial use of the property.

- (3) Response to Change Conditions. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.

Significant changes have come to the area recently, primarily because of regional commercial development. This includes the Tahoe Reno Industrial Center, advertised as the World's largest industrial park, and USA Parkway currently under construction. Industrial property is clearly needed in the area to support this development.

USA PARKWAY INDUSTRIAL PROPERTY

- (4) Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.

The site is located adjacent to Interstate 80 and USA Parkway and is therefore well served by regional roads. Utility needs of the site will be minimal and no new services will be required. The site contains an existing septic system and well that served the prior industrial use.

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

The amendment provides for orderly growth by siting industrial uses away from urban and suburban neighborhoods. Truck traffic into urban area is reduced with this amendment. Impacts to public expenditures will be minimal with this request.

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

Not applicable.

- **Regulatory Zone Amendment**

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

As detailed in the Planning Policy Analysis section of this report the request RZA serves to implement numerous goals and policies of the Washoe County Master Plan. This includes a sufficient provision of industrial land and the locating of industrial uses away from existing neighborhoods.

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

Surrounding areas include major roadways and industrial operations. This request is therefore highly compatible with surrounding uses.

- (3) Response to Change Conditions.; more desirable use. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.

As noted above, significant changes have come to the area recently through regional commercial

USA PARKWAY INDUSTRIAL PROPERTY

development. This includes the Tahoe Reno Industrial Center and USA Parkway currently under construction. Industrial property is clearly needed in the area to support this development.

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

As noted, the transportation network serving the site includes two of the largest roads in the area (180, USA Parkway). Additional service requirements will be minimal.

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

As detailed in the Planning Policy Analysis section of this report, the project serves to implement goals and policies of the Master Plan and Area Plan. The amendment will bring the site into conformance by having the historical industrial use match the planning designations.

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

The amendment provides for orderly growth by siting industrial uses away from urban and suburban neighborhoods. Truck traffic into urban area is reduced with this amendment. Impacts to public expenditures will be minimal with this request.

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

Not applicable.

USA PARKWAY INDUSTRIAL PROPERTY

Figure 5 contains an excerpt from the Truckee Canyon Development Suitability map, contained in the Truckee Canyon Area Plan. Note that the subject site is listed as “most suitable” for development.

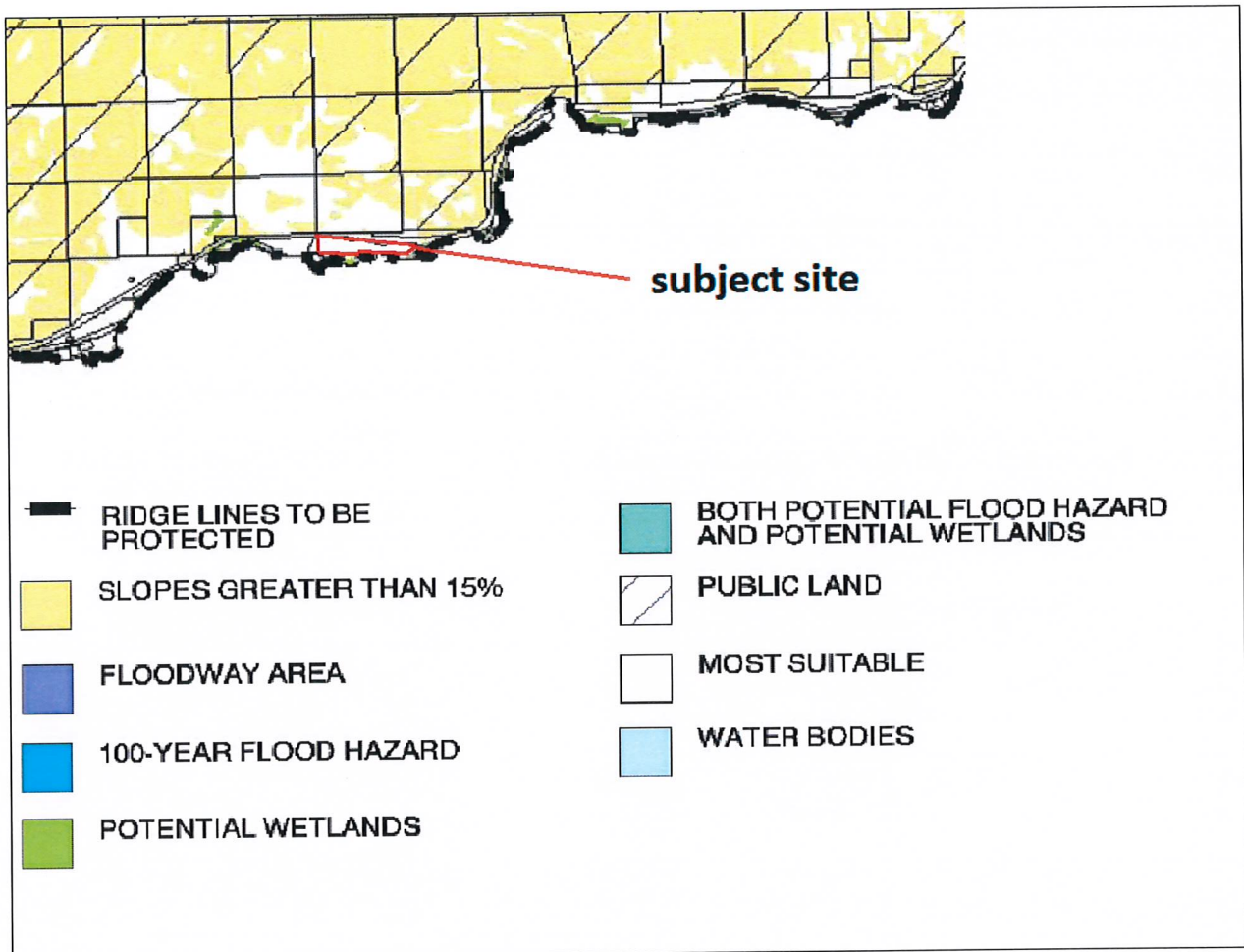


Figure 5 Development Suitability map

APPENDIX

Washoe County Development Application

Your entire application is a public record. If you have a concern about releasing personal information, please contact Planning and Development staff at 775.328.3600.

Project Information		Staff Assigned Case No.: _____	
Project Name: USA Parkway Industrial			
Project Description: A Master Plan Amendment from Rural to Industrial and a Regulatory Zone Amendment from General Rural to Industrial on 60.22 acres located south of I-80 at USA Pkwy.			
Project Address: 22560 Interstate 80 East			
Project Area (acres or square feet): 60.22 acres			
Project Location (with point of reference to major cross streets AND area locator): South of Interstate 80 and Clark Station Road, west of USA Parkway. Nearest cross street is Clark Station Road and USA Parkway			
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No(s):	Parcel Acreage:
084-120-26	60.22 acres		
Section(s)/Township/Range: Section 27, T20N, R22E			
Indicate any previous Washoe County approvals associated with this application: Case No.(s).			
Applicant Information (attach additional sheets if necessary)			
Property Owner:		Professional Consultant:	
Name: Stan Lucas		Name: Rubicon Design Group, LLC	
Address: 2850 Temple Avenue		Address: 100 California Ave. Suite 202	
Long Beach, CA	Zip: 90806	Reno, NV	Zip: 89509
Phone: 562-595-6721	Fax:	Phone: 775-425-4800	Fax:
Email: lucasclassictires@gmail.com		Email: dwilson@rubicondesigngroup.com	
Cell: 562-595-6721	Other:	Cell: 775-527-6710	Other:
Contact Person: Stan Lucas		Contact Person: Derek Wilson	
Applicant/Developer:		Other Persons to be Contacted:	
Name: Same as Above		Name:	
Address:		Address:	
	Zip:		Zip:
Phone:	Fax:	Phone:	Fax:
Email:		Email:	
Cell:	Other:	Cell:	Other:
Contact Person:		Contact Person:	
For Office Use Only			
Date Received:	Initial:	Planning Area:	
County Commission District:		Master Plan Designation(s):	
CAB(s):		Regulatory Zoning(s):	

Community Services Department
Planning and Development
MASTER PLAN AMENDMENT
APPLICATION



Community Services Department
Planning and Development
1001 E Ninth St., Bldg A.
Reno, NV 89520

Telephone: 775.328.3600

Master Plan Amendment Supplemental Information

(All required information may be separately attached)

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

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

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

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

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

It is requested that the existing Rural designation be amended to Industrial. This will bring the existing onsite industrial building into compliance. Refer to attached report for a detailed description.

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

North	Industrial
South	Rural
East	Rural
West	Rural

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

The project site currently includes a scale house/office, graded yard areas and a 14,000 +/- square foot industrial building. Refer to attached report for additional details.

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

The southern portion of the site includes ponds that are representative of previous aggregate mining operations. In general, the site is flat and well suited for development. The Truckee River lies to the south. In general, the developed areas of the site have been graded to remove the flood designation. Also, the Bureau of Land Management acquired land from the applicant to complete a wetlands and river restoration project which ensures wildlife and sensitive habitats/areas are preserved. Refer to attached report for additional details.

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

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

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

Explanation:

A small portion (at the south) is located within an area subject to flooding. Refer to attached report for additional details.
--

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

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

Explanation:

No regulated wetlands are located onsite.

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

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

Explanation:

--

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

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

Explanation:

The site lies just north of the Truckee River. However, the BLM acquired land from the applicant to complete a wetlands restoration project which fully ensures that sensitive areas will forever remain protected.

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

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

Explanation:

--

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

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

Explanation:

--

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

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

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

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

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

There is an existing permitted well onsite.

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

The anticipated use of the property is heavy equipment storage which will be more than adequately served by the existing onsite well.

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

a. System Type:

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

b. Available:

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

c. Washoe County Capital Improvements Program project?

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

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

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

a. System Type:

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

b. Available:

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

c. Washoe County Capital Improvements Program project?

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

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

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

USA Parkway with connection to Clark Station Road. Refer to attached report for additional details.

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

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

13. Community Services (provided and nearest facility):

a. Fire Station	Lockwood Fire Station
b. Health Care Facility	Renown Regional Medical Center
c. Elementary School	Marvin Moss
d. Middle School	Dilworth
e. High School	Reed
f. Parks	Nature Conservancy Trail and Park
g. Library	Sparks Main
h. Citifare Bus Stop	N/A.

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

a. Population Element:

N/A.

Refer to attached report for a detailed policy analysis.

b. Conservation Element:

Policies from the Conservation Element are addressed in the attached report.

c. Housing Element:

N/A. No housing is associated with this request.

d. Land Use and Transportation Element:

The request allows for an existing non-conforming use to be brought into compliance. Also, changes in the area warrant the requested change. Refer to attached report for a detailed analysis.

e. Public Services and Facilities Element:

Public services and facilities needed to serve the site are in place and have been greatly enhanced with the construction of USA Parkway. Refer to attached report for a detailed analysis.

f. Adopted area plan(s):

Analysis of the Truckee Canyon Area Plan is included in the attached report.

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

The Truckee Canyon Area Plan does not include a Plan Maintenance section.

Applicant Comments

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

Please refer to the attached supplemental report that provides a detailed project description and analysis of the request.

Community Services Department
Planning and Development
REGULATORY ZONE AMENDMENT
APPLICATION



Community Services Department
Planning and Development
1001 E. Ninth St., Bldg A
Reno, NV 89520

Telephone: 775.328.3600

Regulatory Zone Amendment Supplemental Information

(All required information may be separately attached)

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

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

1. Please describe the Regulatory Zone amendment request:

It is requested that 60.22 acres be redesignated from General Rural to Industrial in order to reflect existing onsite conditions and bring the existing use into conformance with current zoning standards. Refer to attached report for a detailed description.

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

The Assessor lists the address as 22560 Interstate 80 East. The site is located immediately south of Interstate 80 along Clark Station Road, just west of USA Parkway. APN # 084-120-26.

Refer to attached report for additional details and vicinity map.

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

APN of Parcel	Master Plan Designation	Current Zoning	Existing Acres	Proposed Zoning	Proposed Acres
084-120-26	Rural	GR	60.22	Industrial	60.22 acres

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

	Zoning	Use (residential, vacant, commercial, etc,)
North	Industrial	Industrial
South	GR	Nature Preserve/Truckee River
East	GR	Vacant
West	GR	Vacant

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

The project site currently includes a scale house/office, graded yard areas and a 14,000 +/- square foot industrial building. Refer to attached report for additional details.

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

The southern portion of the site includes ponds that are representative of previous aggregate mining operations. In general, the site is flat and well suited for development. The Truckee River lies to the south. In general, the developed areas of the site have been graded to remove the flood designation. Also, the Bureau of Land Management acquired land from the applicant to complete a wetlands and river restoration project which ensures wildlife and sensitive habitats/areas are preserved. Refer to attached report for additional details.

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

Yes

No

Explanation:

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

Yes

No

Explanation:

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

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

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

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

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

There is an existing permitted well onsite.

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

The anticipated use of the property is heavy equipment storage which will be more than adequately served by the existing onsite well.

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

a. System Type:

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

b. Available:

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

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

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

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

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

a. System Type:

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

b. Available:

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

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

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

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

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

USA Parkway with connection to Clark Station Road. Refer to attached report for additional details.

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

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

12. Community Services (provided and nearest facility):

a. Fire Station	Lockwood Fire Station
b. Health Care Facility	Renown Regional Medical Center
c. Elementary School	Marvin Moss
d. Middle School	Dilworth
e. High School	Reed
f. Parks	Nature Conservancy Trail and Park
g. Library	Sparks Main
h. Citifare Bus Stop	N/A.

Projects of Regional Significance Information – for Regulatory Zone Amendments

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Applicant Comments

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

Please refer to the attached supplemental report that provides a detailed project description and analysis of the request.

Property Owner Affidavit

Applicant Name: Stan Lucas

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

STATE OF NEVADA)
COUNTY OF WASHOE)

I, Stan Lucas
(please print name)

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

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

Assessor Parcel Number(s): 084 120 26

Printed Name Stan Lucas

Signed Stan Lucas

Address 2850 Temple Ave
Long Beach, CA. 90806

Subscribed and sworn to before me this
_____ day of _____.

(Notary Stamp)

Notary Public in and for said county and state "see attached California Certificate"

My commission expires: _____

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

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

CALIFORNIA JURAT WITH AFFIANT STATEMENT

GOVERNMENT CODE § 8202

- See Attached Document (Notary to cross out lines 1-6 below)
- See Statement Below (Lines 1-6 to be completed only by document signer[s], *not* Notary)

1 _____

2 _____

3 _____

4 _____

5 _____

6 _____

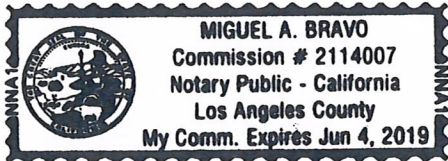
Signature of Document Signer No. 1

Signature of Document Signer No. 2 (if any)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
 County of Los Angeles

Subscribed and sworn to (or affirmed) before me
 on this 11 day of May, 2016,
 by Stanley H. Lucas
 (1) _____
 (and (2) N/A),
 Name(s) of Signer(s)



proved to me on the basis of satisfactory evidence
 to be the person(s) who appeared before me.

Signature [Handwritten Signature]
 Signature of Notary Public

Seal
 Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Property Owner Affidavit Document Date: May 11, 2016
 Number of Pages: 1 Signer(s) Other Than Named Above: N/A

SOLAEGUI
ENGINEERS

May 6, 2016

Clara Lawson, P.E.
Washoe County Engineering
1001 East Ninth Street
Reno, Nevada 89520

Re: Truckee Canyon Industrial Zone Change, Trip Generation Letter

Dear Clara:

This letter contains the findings of our trip generation review of the proposed industrial land zone change on property located west of the USA Parkway I-80 Interchange in Washoe County. The developer's zone change request is for 60 acres of land.

Trip generation calculations are based on the Ninth Edition of *ITE Trip Generation* (2012). The calculation sheet is attached for ITE land use #120: General Heavy Industrial. Table 1 shows the trip generation summary for the use.

TABLE 1
TRIP GENERATION

<u>LAND USE</u>	<u>ADT</u>	<u>AM PEAK HOUR TOTAL</u>	<u>PM PEAK HOUR TOTAL</u>
General Heavy Industrial 60 Acres	405	119	130

As indicated in Table 1, the average daily trip total is 405 trips with 119 AM peak hour trips and 130 PM peak hour trips. These totals are based on parcel size and do not represent a specific site development plan.

We trust that this information will be adequate for your initial project review. Please contact us if you have any questions or comments.

Very truly yours,
 SOLAEGUI ENGINEERS LTD
 PAUL W. SOLAEGUI
 CIVIL
 Paul W. Solaequi

 5-6-16
 EXP 6-30-16

Enclosures
Letters/Truckee Canyon Industrial Trip Letter

Solaegui Engineers Ltd. • 715 H Street • Sparks, Nevada 89431 • 775/358-1004 • FAX 775/358-1098

Civil & Traffic Engineers
e-mail: psolaegui@aol.com

Average Rate Trip Calculations
 For 60 Acres of General Heavy Industrial(120) - [R]

Project:
 Phase:

Open Date:
 Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	6.75	8.62	1.00	405
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	1.98	1.93	1.00	119
4-6 PM Peak Hour Enter	0.00	0.00	1.00	0
4-6 PM Peak Hour Exit	0.00	0.00	1.00	0
4-6 PM Peak Hour Total	2.16	0.00	1.00	130
Saturday 2-Way Volume	0.00	0.00	1.00	0
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

Washoe County Treasurer
Tammi Davis

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

Account Detail

[Back to Search Results](#) [Change of Address](#) [Print this Page](#)

Washoe County Parcel Information		
Parcel ID	Status	Last Update
08412026	Active	5/6/2016 2:10:29 AM
Current Owner: LUCAS, STAN 2850 TEMPLE AVE LONG BEACH, CA 90806		SITUS: 22560 INTERSTATE 80 E WASHOE COUNTY NV
Taxing District 4000	Geo CD:	
Legal Description		
Township 20 Section Lot A Block Range 22 SubdivisionName _UNSPECIFIED		

Tax Bill (Click on desired tax year for due dates and further details)					
Tax Year	Net Tax	Total Paid	Penalty/Fees	Interest	Balance Due
2015	\$8,298.68	\$8,298.68	\$0.00	\$0.00	\$0.00
2014	\$8,041.36	\$8,041.36	\$0.00	\$0.00	\$0.00
2013	\$7,807.14	\$7,807.14	\$0.00	\$0.00	\$0.00
2012	\$7,492.46	\$7,492.46	\$0.00	\$0.00	\$0.00
2011	\$7,436.50	\$8,031.42	\$0.00	\$0.00	\$0.00
Total					\$0.00

Important Payment Information

- ALERTS:** If your real property taxes are delinquent, the search results displayed may not reflect the correct amount owing. Please contact our office for the current amount due.
- For your convenience, online payment is available on this site. E-check payments are accepted without a fee. However, a service fee does apply for online credit card payments. See Payment Information for details.

Pay Online

No payment due for this account.

\$0.00

Pay By Check

Please make checks payable to:
WASHOE COUNTY TREASURER

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

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

Payment Information

Special Assessment District

Installment Date Information

Assessment Information

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

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TRUCKEE CANYON INDUSTRIAL
TRAFFIC STUDY

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Prepared by:
Solaegui Engineers, Ltd.
715 H Street
Sparks, Nevada 89431
(775) 358-1004

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TRUCKEE CANYON INDUSTRIAL TRAFFIC STUDY

EXECUTIVE SUMMARY

The proposed Truckee Canyon Industrial development is located in Washoe County, Nevada. The project site is located south of Interstate 80 and west of USA Parkway. The project site is currently undeveloped land. The purpose of this study is to address the project's impact upon the adjacent street network. The USA Parkway/I-80 Westbound Ramp intersection, USA Parkway/I-80 Eastbound Ramp intersection, and USA Parkway/Frontage Road intersection have been identified for AM and PM peak hour capacity analysis for the existing, existing plus project, 2026 base, and 2026 base plus project scenarios.

The proposed Truckee Canyon Industrial development will include the construction of an industrial park on 44.27 acres of land. The total parcel size is 66.22 acres with 21.95 acres designated as open space. Project access will be provided from a frontage road on the south side of I-80 that intersects USA Parkway ±850 feet south of the I-80 eastbound ramps. The project is anticipated to generate 2,708 average daily trips with 363 trips occurring during the AM peak hour and 378 trips occurring during the PM peak hour.

Traffic generated by the proposed Truckee Canyon Industrial development 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 Nevada Department of Transportation and Washoe County requirements.

It is recommended that project access intersection from the Frontage Road be designed per Washoe County standards.

INTRODUCTION

STUDY AREA

The proposed Truckee Canyon Industrial development is located in Washoe County, Nevada. The project site is located south of Interstate 80 and west of USA Parkway. Figure 1 shows the approximate location of the project site. The purpose of this study is to address the project's impact upon the adjacent street network. The USA Parkway/I-80 Westbound Ramp intersection, USA Parkway/I-80 Eastbound Ramp intersection, and USA Parkway/Frontage Road intersection have been identified for AM and PM peak hour capacity analysis for the existing, existing plus project, 2026 base, and 2026 base plus project scenarios.

EXISTING AND PROPOSED LAND USES

The project site is currently undeveloped land. I-80 exists to the north of the site and the Truckee River and floodway area exist to the south. Adjacent land to the east and west is generally undeveloped. The proposed Truckee Canyon Industrial development will include the construction of an industrial park on 44.27 acres of land. The total parcel size is 66.22 acres with 21.95 acres designated as open space. Project access will be provided from a frontage road on the south side of I-80 that intersects USA Parkway \pm 850 feet south of the I-80 eastbound ramps.

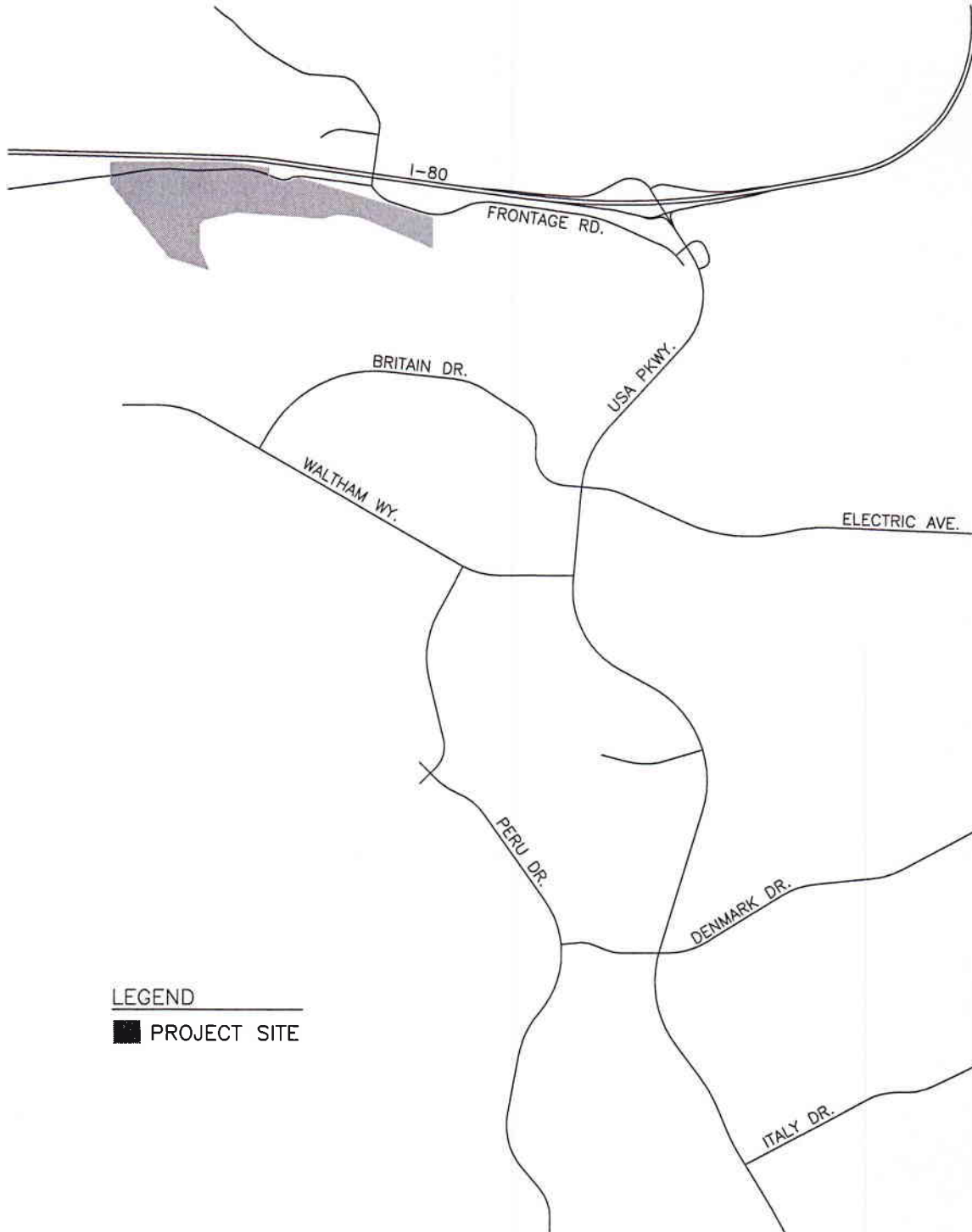
EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS

The Interstate 80/USA Parkway interchange is generally a diamond interchange with single lane on and off-ramps. USA Parkway does not extend north of the westbound ramp intersection.

USA Parkway is generally a four-lane roadway with two through lanes in each direction south of the interchange. The speed limit is posted for 40 miles per hour in the southbound direction and 45 miles per hour in the northbound direction near the interchange. Roadway improvements include paved shoulders with barrier rail on both sides of the street and a raised center median island with left turn pockets at the I-80 eastbound and Frontage Road intersections.

The Frontage Road is a two-lane roadway with one through lane in each direction from USA Parkway to the site. The speed limit is posted for 15 miles per hour around the curve just east of USA Parkway. Roadway improvements generally include paved shoulders with solid white edgelines and a solid yellow centerline.

The USA Parkway/I-80 Westbound Ramp intersection is an unsignalized three-leg intersection with stop sign control at the east approach. The east approach contains one shared left turn-right turn lane. The south approach contains one through lane. The north leg is the on-ramp to westbound I-80.



LEGEND
■ PROJECT SITE

TRUCKEE CANYON INDUSTRIAL
VICINITY MAP
FIGURE 1

The USA Parkway/I-80 Eastbound Ramp intersection is an unsignalized four-leg intersection with stop sign control at the west 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 west approach contains one shared left turn-through lane and one free right turn lane. The east leg is the on-ramp to eastbound I-80.

The USA Parkway/Frontage Road intersection is an unsignalized three-leg intersection with stop sign control at the east approach. The north approach contains one left turn lane and two through lanes. The south approach contains one through lane and one shared through-right turn lane. The east approach contains one shared left turn-right turn lane. This intersection is on the south side of the Truckee River and is located in Storey County.

TRIP GENERATION

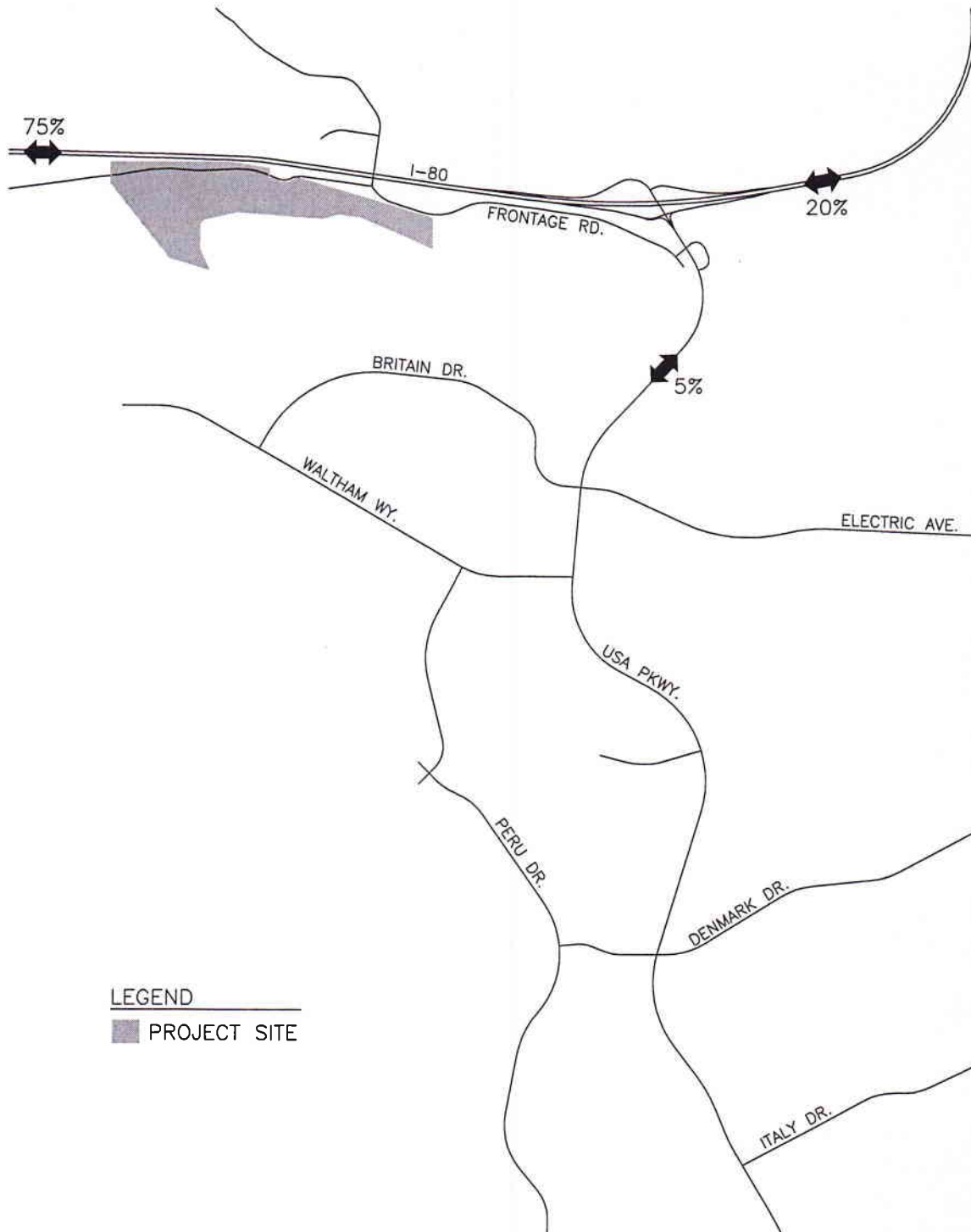
In order to assess the magnitude of traffic impacts of the proposed project on the key intersections, trip generation rates and peak hours had to be determined. Trip generation rates were obtained from the Ninth Edition of *ITE Trip Generation* (2012) for Land Use 130 “Industrial Park”. The proposed Truckee Canyon Industrial development will include the construction of an industrial park on 44.27 acres. Trips generated by the project were calculated for an average weekday and 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) volume and peak hour volumes generated by the proposed development.

TABLE 1 TRIP GENERATION							
LAND USE	ADT	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Industrial Park (44.27 Acres)	2,708	301	62	363	79	299	378

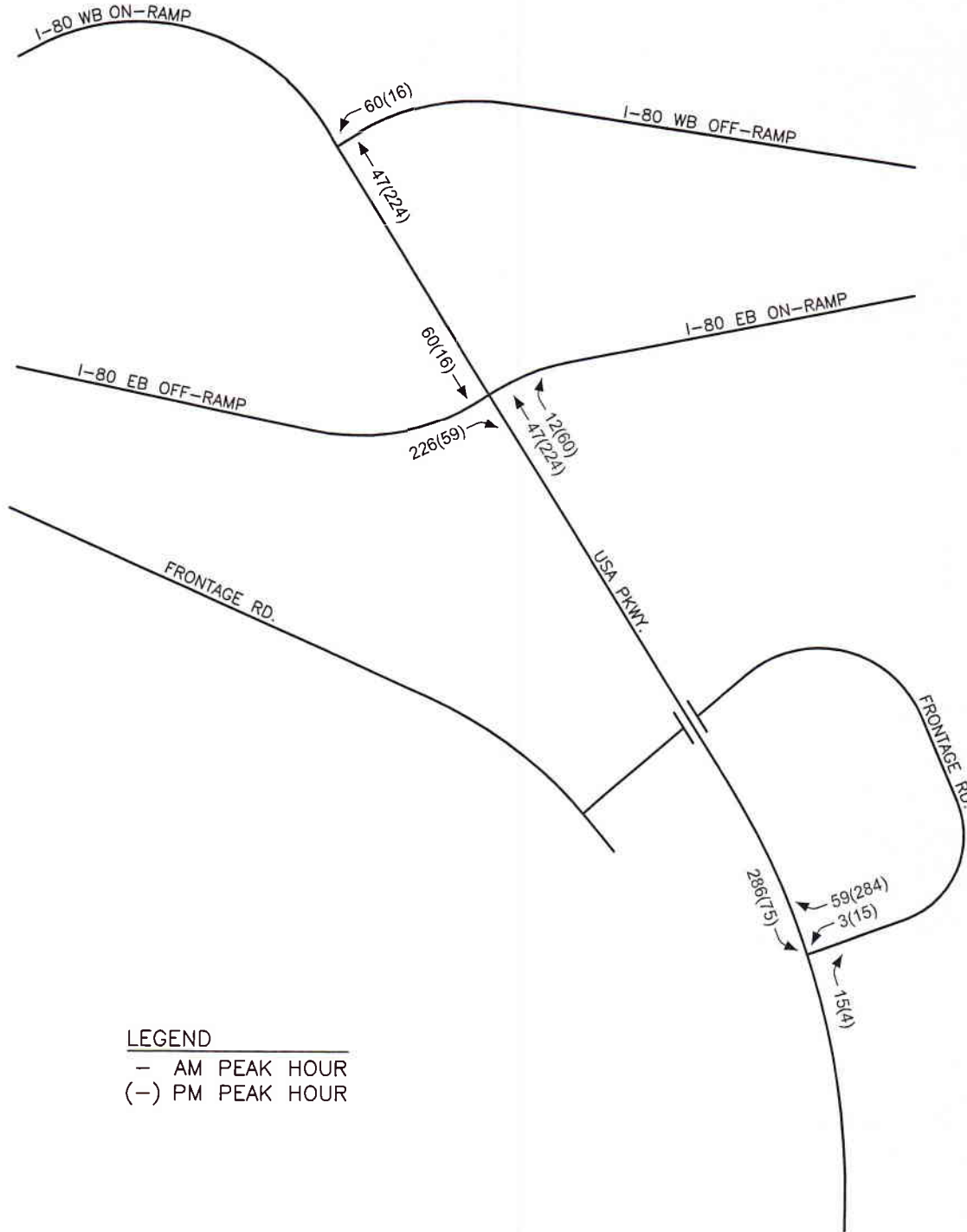
The proposed project is anticipated to generate 2,708 average daily trips with 363 trips occurring during the AM peak hour and 378 trips occurring during the PM peak hour.

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 in the area. Figure 2 shows the anticipated trip distribution. 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.



TRUCKEE CANYON INDUSTRIAL
TRIP DISTRIBUTION
FIGURE 2



LEGEND
— AM PEAK HOUR
(-) PM PEAK HOUR

TRUCKEE CANYON INDUSTRIAL
TRIP ASSIGNMENT
FIGURE 3

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 AM and PM peak hour volumes were obtained from traffic counts taken in August of 2016. Figure 5 shows the existing plus project AM and PM peak hour traffic volumes at the key intersections. The existing plus project traffic 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 2026 base traffic volumes at the key intersections during the AM and PM peak hours. The 2026 base traffic volumes were estimated by applying a 4.6% average annual growth rate to the existing traffic volumes. The growth rate was derived from historic traffic count data obtained from the Nevada Department of Transportation's (NDOT) Annual Traffic Report for count station 0311077 on USA Parkway south of Interstate 80. Figure 7 shows the 2026 base plus project traffic volumes at the key intersections. These volumes were obtained by adding traffic volumes generated by the project to the 2026 base traffic volumes.

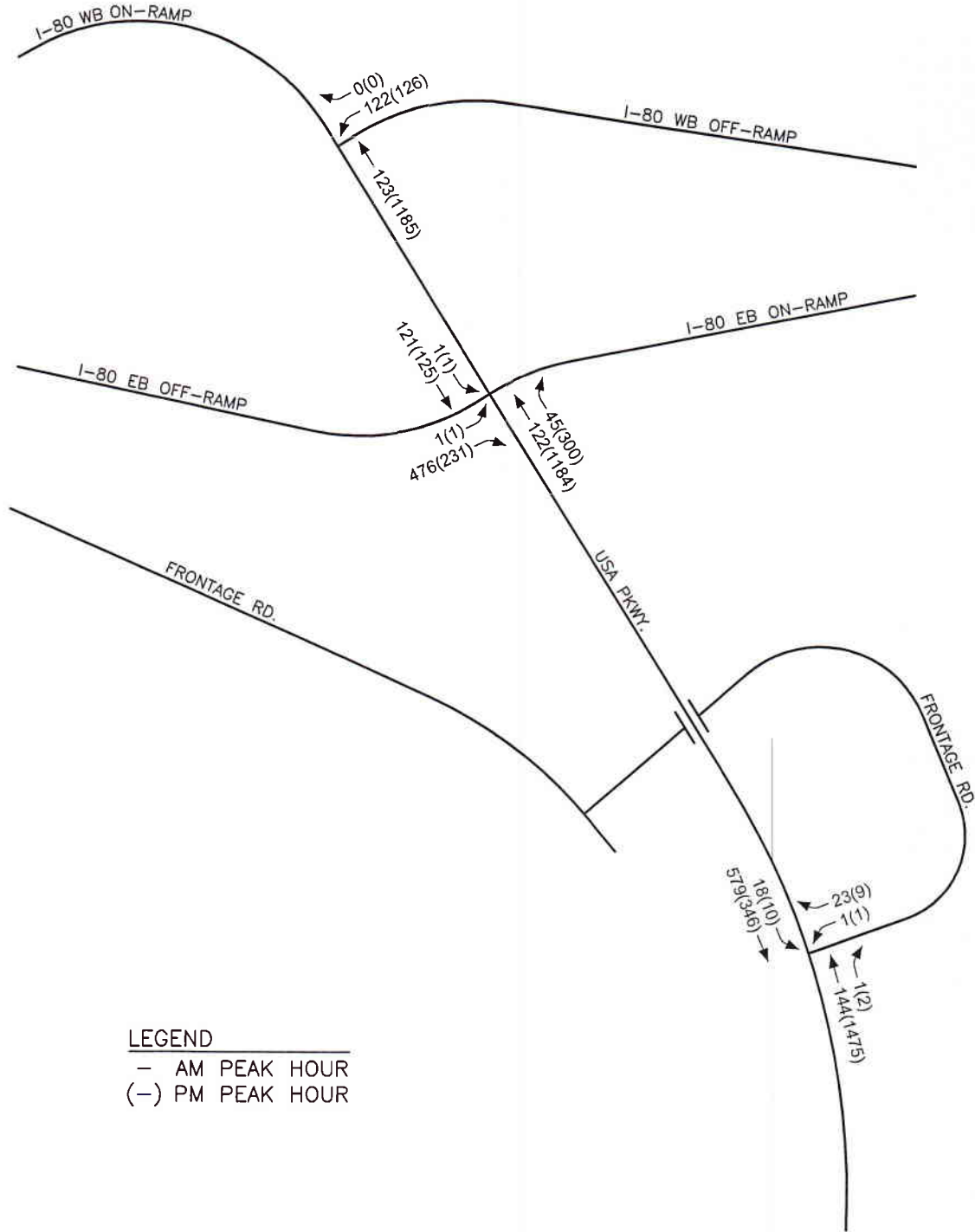
INTERSECTION CAPACITY ANALYSIS

The key intersections were analyzed for capacity based on procedures presented in the 2010 *Highway Capacity Manual (HCM)*, prepared by the Transportation Research Board, for unsignalized intersections using the latest version of the Highway Capacity computer software.

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 minor movement.

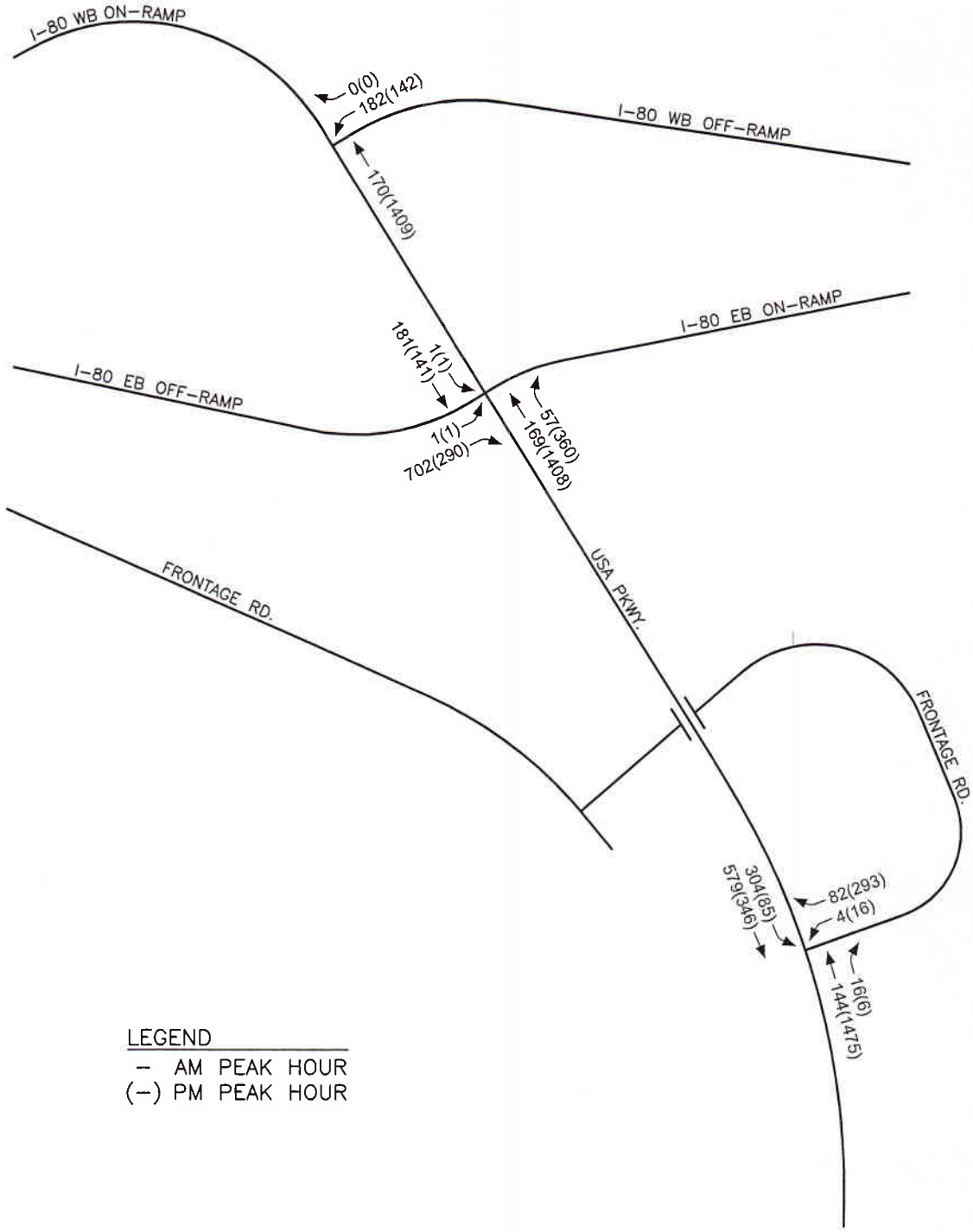
The *Highway Capacity Manual* defines level of service for stop controlled intersections in terms of computed or measured control delay for each minor movement. Level of service is not defined for the intersection as a whole. The level of service criteria for unsignalized intersections is shown in Table 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



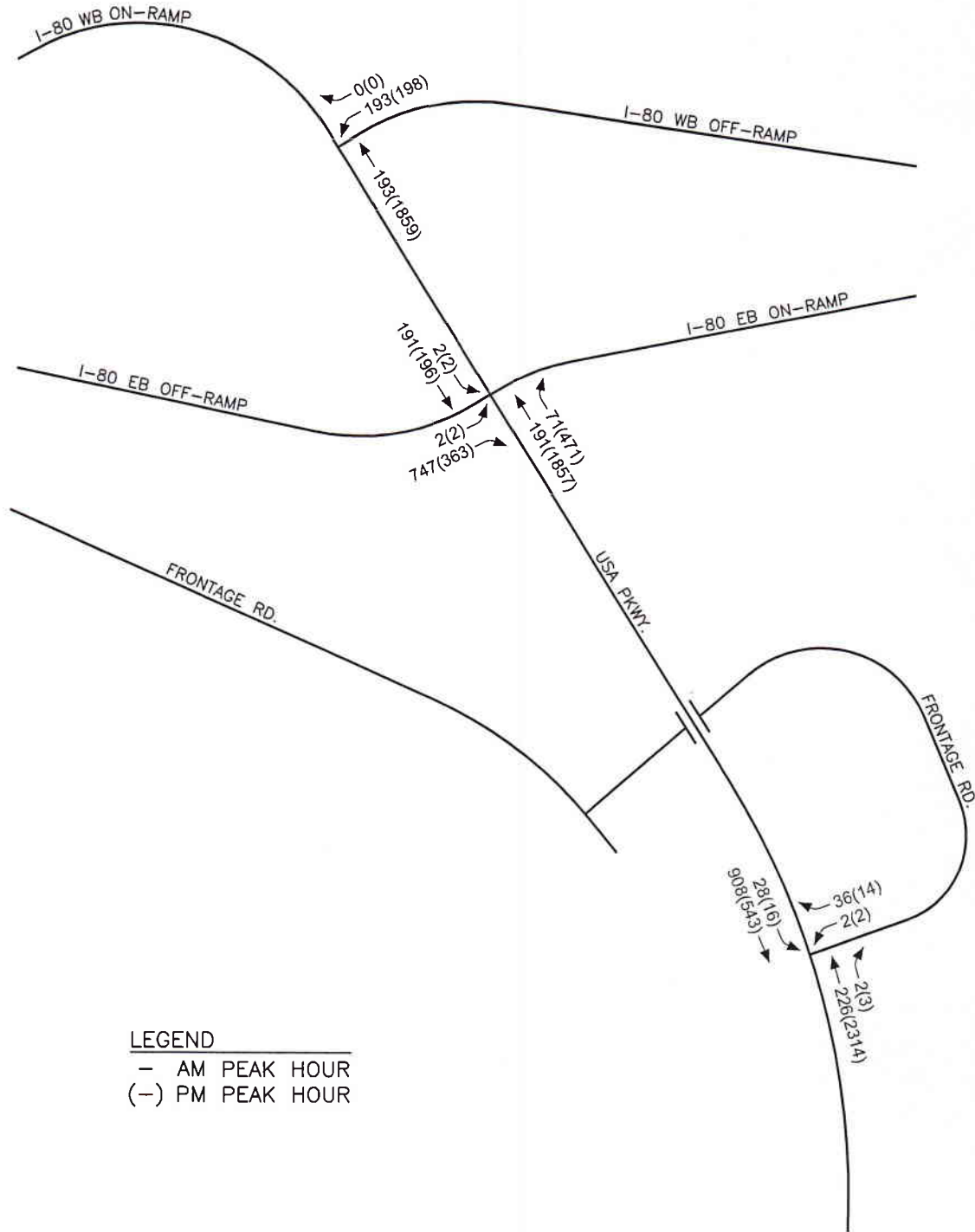
LEGEND
 — AM PEAK HOUR
 (—) PM PEAK HOUR

TRUCKEE CANYON INDUSTRIAL
 EXISTING TRAFFIC VOLUMES
 FIGURE 4



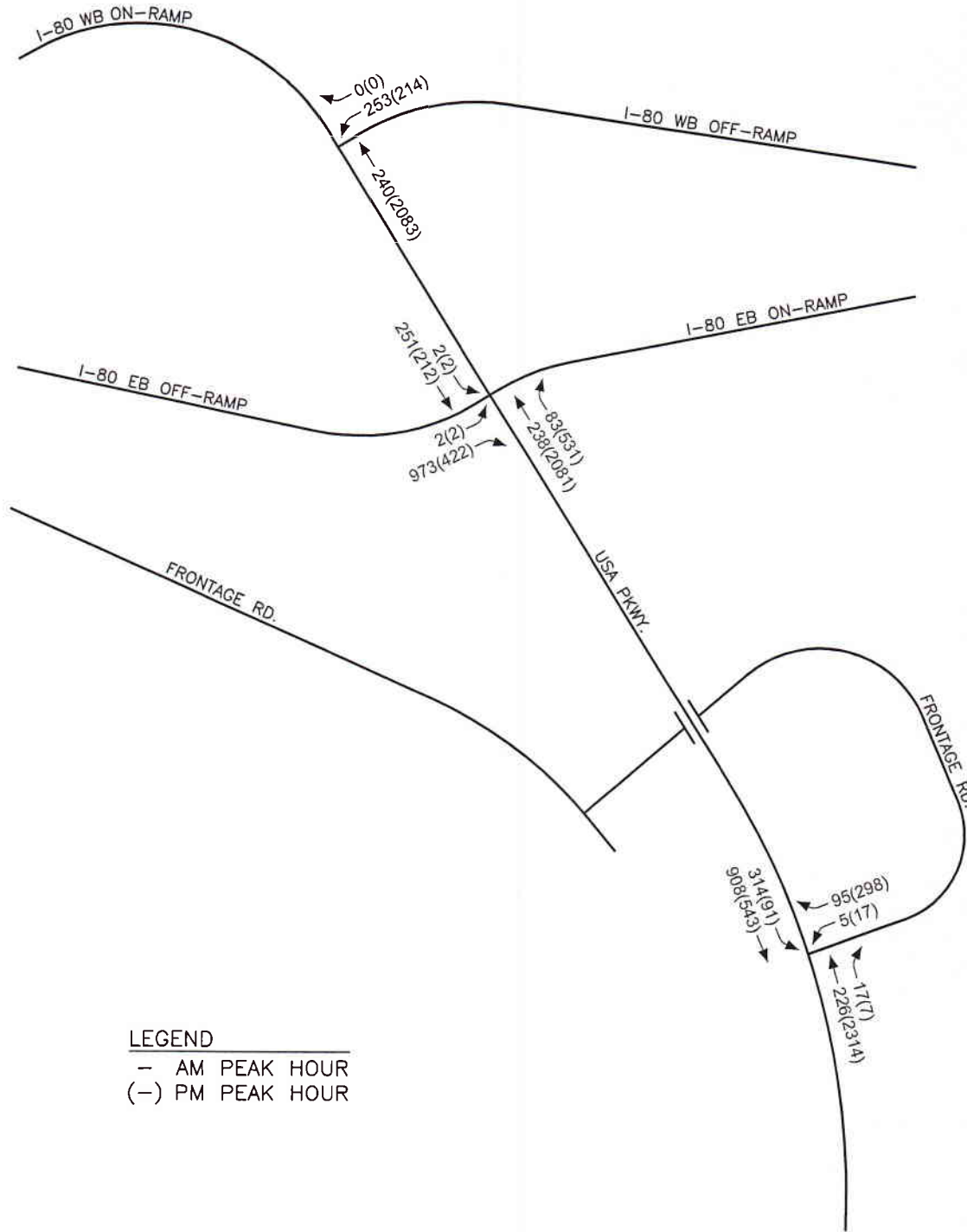
LEGEND
 - AM PEAK HOUR
 (-) PM PEAK HOUR

TRUCKEE CANYON INDUSTRIAL
 EXISTING PLUS PROJECT TRAFFIC VOLUMES
 FIGURE 5



LEGEND
 - AM PEAK HOUR
 (-) PM PEAK HOUR

TRUCKEE CANYON INDUSTRIAL
 2026 BASE TRAFFIC VOLUMES
 FIGURE 6



LEGEND
 - AM PEAK HOUR
 (-) PM PEAK HOUR

TRUCKEE CANYON INDUSTRIAL
 2026 BASE PLUS PROJECT TRAFFIC VOLUMES
 FIGURE 7

Table 3 shows a summary of the level of service and delay results at the key intersections for the existing, existing plus project, 2026 base, and 2026 base plus project scenarios. The capacity worksheets are included in the Appendix.

TABLE 3 INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS								
INTERSECTION	EXISTING		EXISTING + PROJECT		2026 BASE		2026 BASE + PROJECT	
	AM	PM	AM	PM	AM	PM	AM	PM
USA Parkway & I-80 WB Ramps Stop at East Leg WB Left-Right	B10.1	F75.8	B11.1	F230.8	B11.5	F1286	B13.2	F2209
USA Parkway & I-80 EB Ramps Stop at West Leg EB Left-Thru SB Left	B10.0 A7.6	D29.4 B14.0	B10.8 A7.7	E40.4 C16.8	B11.1 A7.8	F85.9 D25.7	B12.2 A8.0	F12.6 D32.7
USA Parkway & Frontage Road Stop at East Leg WB Left-Right SB Left	A9.1 A7.7	C21.6 C15.1	B10.5 A8.5	F283.2 C18.1	A9.7 A7.9	F88.7 D31.0	B12.2 A9.0	F3171 F62.3

USA Parkway/I-80 Westbound Ramp Intersection

The USA Parkway/I-80 Westbound Ramp intersection was analyzed as an unsignalized three-leg intersection with stop sign control at the east approach for all scenarios. The westbound left turn movement currently operates at LOS B during the AM peak hour and LOS F during the PM peak hour. For the existing plus project volumes the westbound left turn movement continues to operate at LOS B during the AM peak hour and LOS F during the PM peak hour. For the 2026 base and base plus project volumes the westbound left turn movement is anticipated to operate at LOS B during the AM peak hour and LOS F during the PM peak hour. The intersection was analyzed with the existing approach lanes for all scenarios.

Traffic signal warrant 3 per the *Manual on Uniform Traffic Control Devices* (2009) was subsequently reviewed at the USA Parkway/I-80 Westbound Ramp intersection due to the poor LOS operation. Traffic signal warrant 3 appears to be met for all scenarios based on the 45 mile per hour speed. The installation of a traffic signal at this location with the existing lanes will result in LOS D or better operation for the existing and existing plus project scenarios and LOS F for the 2026 base and base plus project scenarios. A second northbound through lane will result in LOS C operation for the 2026 base and base plus project scenarios. The Traffic Operations Analysis dated August 2012 for USA Parkway indicates that the USA Parkway/I-80 Westbound Ramp intersection will require signalization and three northbound through lanes in order to serve 2037 projected traffic volumes.

It should be noted that peak hour warrant 3 should be applied only in unusual cases such as office complexes, manufacturing plants, industrial complexes, or other high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. The *Manual on Uniform Traffic Control Devices* has eight additional warrants that should be evaluated when considering the need for a signal.

USA Parkway/I-80 Eastbound Ramp Intersection

The USA Parkway/I-80 Eastbound Ramp intersection was analyzed as an unsignalized four-leg intersection with stop sign control at the west approach for all scenarios. The minor movements currently operate at LOS B or better except for the eastbound left turn-through movement which operates at LOS D during the PM peak hour. For the existing plus project volumes the minor movements operate at LOS C or better except for the eastbound left turn-through movement which operates at LOS E during the PM peak hour. For the 2026 base and base plus project volumes the intersection minor movements are anticipated to operate at LOS B or better except for the southbound left turn movement which operates at LOS D during the PM peak hour and the eastbound left turn-through movement which operates at LOS F during the PM peak hour. The intersection was analyzed with the existing approach lanes for all scenarios. It should be noted that the eastbound left turn-through and southbound left turn movements each serve only one u-turning vehicle for the existing and existing plus project scenarios and two vehicles for the 2026 base and base plus project scenarios.

A Traffic Operations Analysis dated August 2012 for USA Parkway indicates that the USA Parkway/I-80 Eastbound Ramp intersection will require signalization, two northbound through lanes and a second eastbound right turn lane in order to serve 2037 projected traffic volumes.

USA Parkway/Frontage Road Intersection

The USA Parkway/Frontage Road intersection was analyzed as an unsignalized three-leg intersection with stop sign control at the east approach for all scenarios. The intersection minor movements currently operate at LOS C or better during the AM and PM peak hours. For the existing plus project volumes the intersection minor movements are anticipated to operate at LOS C or better except for the westbound left turn-right turn movement which operates at LOS F during the PM peak hour. For the 2026 base volumes the westbound left turn-right turn movement is anticipated to operate at LOS F and the southbound left turn movement is anticipated to operate at LOS D during the PM peak hour. For the 2026 base plus project volumes the westbound left turn-right turn and southbound left turn movements are each anticipated to operate at LOS F during the PM peak hour. The intersection was analyzed with the existing approach lanes for all scenarios.

Traffic signal warrant 3 per the *Manual on Uniform Traffic Control Devices* (2009) was subsequently reviewed at the USA Parkway/Frontage Road intersection due to the poor LOS operation. Traffic signal warrant 3 appears to be met for the existing plus project and 2026 base plus project scenarios. The installation of a traffic signal at this location will provide LOS D or better operation with the existing approach lanes.

Again, it should be noted that peak hour warrant 3 should be applied only in unusual cases such as office complexes, manufacturing plants, industrial complexes, or other high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. The *Manual on Uniform Traffic Control Devices* has eight additional warrants that should be evaluated when considering the need for the installation of a signal.

Left turn storage requirements were reviewed at the north approach of the USA Parkway/Frontage Road intersection based on the NDOT criteria of providing 3 minutes of storage during the peak hours. 385 feet of storage is calculated for the existing plus project volumes. The left turn lane should also contain a minimum of 110 feet of deceleration length based on NDOT's access management standards for a total lane length of 495 feet. The existing left turn pocket contains approximately 325 feet of storage which will not serve project buildout traffic demands.

SITE PLAN REVIEW

A copy of the conceptual site plan for the Truckee Canyon Industrial development is included with this submittal. Project access will be provided from a frontage road on the south side of I-80 that intersects USA Parkway ±850 feet south of the I-80 eastbound ramps. All project traffic will utilize USA Parkway and the Frontage Road for site access. The conceptual site plan does not show the actual driveway locations on the Frontage Road. It is recommended that project driveway intersections on the Frontage Road be designed per Washoe County standards.

RECOMMENDATIONS

Traffic generated by the proposed Truckee Canyon Industrial development 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 Nevada Department of Transportation and Washoe County requirements.

It is recommended that project access intersection from the Frontage Road be designed per Washoe County standards.

APPENDIX