



Planning Commission Staff Report

Meeting Date: February 5, 2019

Agenda Item: 9D

MASTER PLAN AMENDMENT CASE NUMBER: WMPA18-0007 (Upland Estates) and
REGULATORY ZONE AMENDMENT CASE NUMBER: WRZA18-0007 (Upland Estates)

BRIEF SUMMARY OF REQUEST: Master Plan Amendment request to change Master Plan Designation from “Commercial” to “Suburban Residential” and Regulatory Zone Amendment request to change the Regulatory Zone from “Neighborhood Commercial” and “Open Space” to “Medium Density Suburban” on three parcels of land, totaling approximately 46.3 acres.

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CASE DESCRIPTIONS

Master Plan Amendment Case Number WMPA18-0007 (Upland Estates) and Regulatory Zone Amendment Case Number WRZA18-0007 (Upland Estates) – For possible action, hearing, and discussion:

- (1) To approve a Master Plan Amendment from the “Commercial” (C) to the “Suburban Residential” (SR) master plan designations on three parcels of land, totaling approximately 46.3 acres, and, if approved, authorize the chair to sign a resolution to this effect; and
- (2) Subject to final approval of the associated Master Plan change and a finding of conformance with the 2012 Truckee Meadows Regional Plan, to approve a Regulatory Zone Amendment from the “Neighborhood Commercial” (NC) and “Open Space” (OS) regulatory zones to the “Medium Density Suburban” (MDS) (3 Dwelling units per acre) regulatory zone on three parcels of land, totaling approximately 46.3 acres, and, if approved, authorize the chair to sign a resolution to this effect.



Applicant / Property Owner:	Spanish Springs Associates
Location:	On both the east and west sides of Neighborhood Way, approximately 1500 feet north of the roundabout intersection with Eagle Canyon Drive
Assessor’s Parcel Numbers:	532-031-16, 532-032-03 & 532-032-05
Parcel Sizes:	±11.214, ±11.08 and ±20.75 (Total ±43.044)
Existing Master Plan Category:	Commercial (C) and Open Space (OS)
Proposed Master Plan Category:	Suburban Residential (SR)
Existing Regulatory Zone:	Neighborhood Commercial (NC) & Open Space (OS)
Proposed Regulatory Zone:	Medium Density Suburban
Area Plan:	Spanish Springs
Citizen Advisory Board:	Spanish Springs CAB
Development Code:	Authorized in Article 820, <i>Amendment of Master Plan</i> ; Article 821, <i>Amendment of Regulatory Zone</i>
Commission District:	4 – Commissioner Hartung

STAFF RECOMMENDATION

APPROVE

APPROVE WITH MODIFICATIONS

DENY

POSSIBLE MOTIONS

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 Washoe County Planning Commission deny Master Plan Amendment Case Number WMPA18-0007 being unable to make the required findings in accordance with Washoe County Code Section 110.820.15(d) and the required findings of the Spanish Springs Area Plan, Policy SS.17.1 (a-c).

And;

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 Washoe County Planning Commission deny Regulatory Zone Amendment Case Number WRZA18-0007 being unable to make all of the required findings in accordance with Washoe County Code Section 110.821.15 and the required findings of the Spanish Springs Area Plan, Policy SS.17.2 (a-i).

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Explanation 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 <http://www.washoecounty.us>, select Departments, Planning and Building, then Planning Documents (Master Plan, Regulatory Zone) - or it may be obtained at the front desk of the Washoe County Planning and Building Division.

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

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

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

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

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

When making a recommendation to the Washoe County Board of County Commissioners to adopt a Master Plan amendment, the Planning Commission must make at least three of the five 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. A recommendation to adopt the Master Plan amendment requires an affirmative vote of at least 2/3's of the Planning Commission's total 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 6 of this report.

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

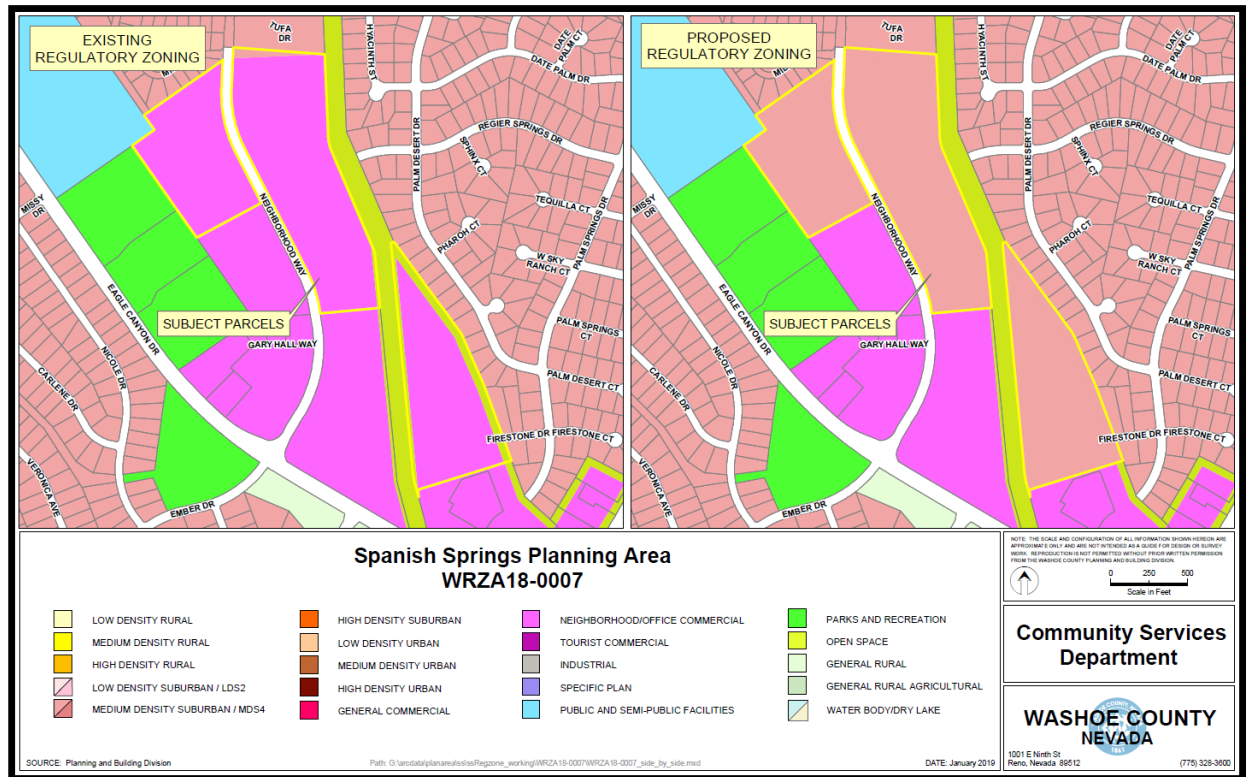
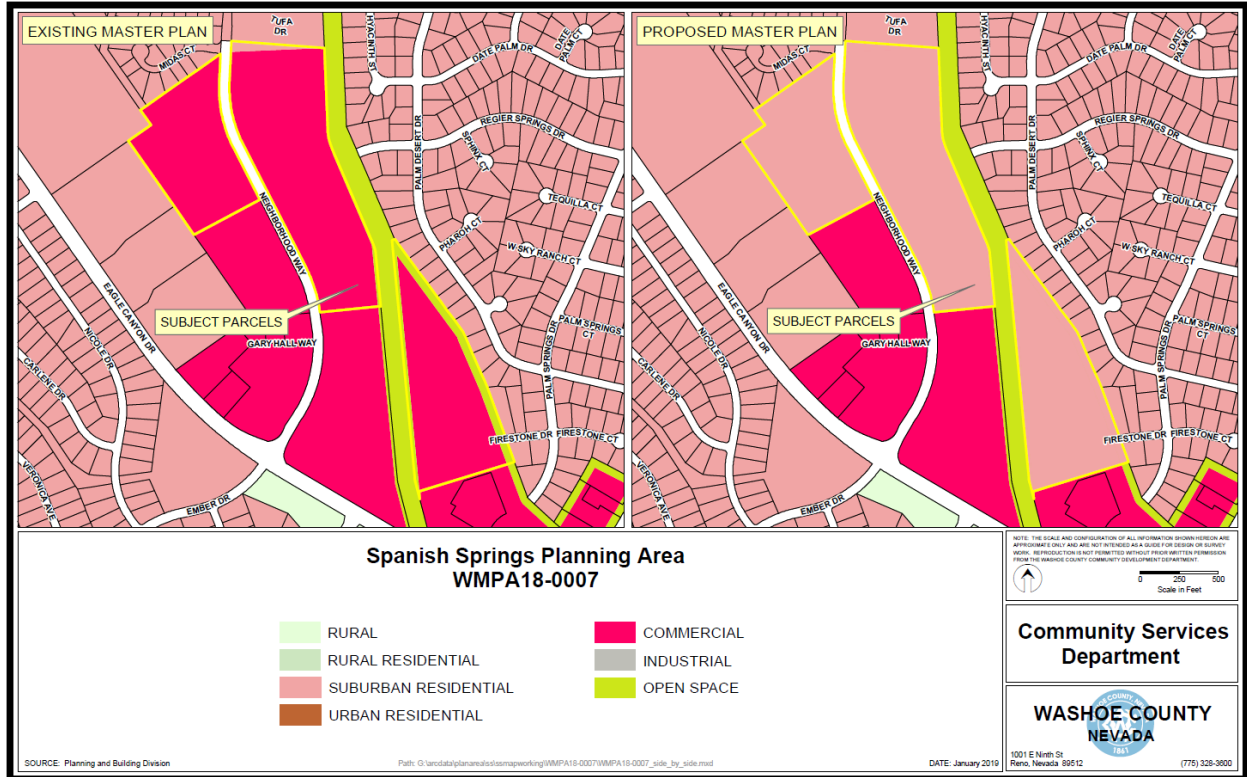
Regulatory zones are designed to implement and be consistent with the Master Plan by ensuring that the stability and character of the community will be preserved for those who live and work in the unincorporated areas of the County. A regulatory zone cannot be changed if it conflicts with the objectives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

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

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

The Planning Commission may deny a Regulatory Zone Amendment or it may recommend approval or modification of an amendment to the Board of County Commissioners. Upon an affirmative recommendation by the Planning Commission, the Board of County Commissioners is required to hold a public hearing which must be noticed pursuant to Section 110.821.20 of the Washoe County Development Code. Final action is taken by the Board of County Commissioners who may adopt, adopt with modifications, or deny the proposed amendment. The basic request is to change 3 parcels totaling approximately 43 acres from the Commercial to the Suburban Residential land use category.

Existing and Proposed Master Plan and Regulatory Zone Maps



Background

The subject properties (APN: 532-031-16 – 11.21 Acres; APN: 532-032-05 – 20.75 Acres; and APN: 532-032-16 – 11.08 Acres) are located within the Spanish Springs Area Plan, and total 43.04 acres in size. This request seeks to amend the subject properties Master Plan Category from Commercial (C) to Suburban Residential (SR). The request also seeks to change the properties Regulatory Zone from Neighborhood Commercial (NC) and Open Space (OS) to the Medium Density Suburban (MDS) regulatory zone. The parcels are currently vacant.

Compatibility:

The surrounding area is comprised of Residential, Commercial, and a large conveyance system (channel) for the Spanish Springs Flood Plain Detention Facility; this ditch runs adjacent to two of the subject parcels. The surrounding area is well developed currently.

North: To the North of the property is a Medium Density Suburban subdivision (Eagle Canyon Ranch).

South: To the south of these parcels is Eagle Canyon Park, commercial developed parcels, and vacant Neighborhood Commercial regulatory zone parcels. Across Eagle Canyon Drive, is vacant General Rural (GR) regulatory zone parcels, and a large Medium Density Suburban subdivision (North Springs Estates).

West: To the West of parcels 532-032-05 and 532-032-16 are additional commercial developments and Neighborhood Commercial regulatory zoned vacant land. To the West of 532-031-16 are Eagle Canon Park and a Washoe County School (Shaw Middle School).

East: To the East of the parcels is a flood drainage channel, neighborhood commercial centers, and a large residential subdivision (Pyramid Ranch Estates).

Compatible Land Uses

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

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

Proposed Regulatory Zone	Existing Adjacent Regulatory Zone	Compatibility Rating Existing (NC)	Compatibility Rating Proposed (MDS)
Medium Density Suburban (MDS)	Neighborhood Commercial (NC)	High	Low
	Medium Density Suburban	Low	High
	Open Space (OS)	High	High
	Parks and Recreation (PR)	High	High
	Public and Semi-Public Facilities (PSP)	High	Medium

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

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

Proposed Regulatory Zone	Existing Adjacent Regulatory Zone	Compatibility Rating Existing (NC)	Compatibility Rating Proposed (MDS)
APN: 532-031-16 Medium Density Suburban (MDS)	Neighborhood Commercial (NC)	High	Low
	Medium Density Suburban	Low	High
	Parks and Recreation (PR)	High	High
	Public and Semi-Public Facilities (PSP)	High	Medium

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

Proposed Regulatory Zone	Existing Adjacent Regulatory Zone	Compatibility Rating Existing (NC)	Compatibility Rating Proposed (MDS)
APN: 532-032-05 Medium Density Suburban (MDS)	Neighborhood Commercial (NC)	High	Low
	Medium Density Suburban	Low	High
	Open Space (OS)	High	High

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

Proposed Regulatory Zone	Existing Adjacent Regulatory Zone	Compatibility Rating Existing (NC)	Compatibility Rating Proposed (MDS)
APN: 532-032-16 Medium Density Suburban (MDS)	Neighborhood Commercial (NC)	High	Low
	Open Space (OS)	High	High

The tables above demonstrate that the changes proposed by the applicant will result in greater compatibility in some cases and lesser in others, overall the result is similar to the existing condition, with perhaps a slight decrease overall.

Reviewing agencies have expressed certain concerns related to traffic, adding additional residences without additional law enforcement or EMS resources; and the City of Sparks has outlined issues related to sewer capacity. Those concerns are addressed in greater detail below.

EMS Impacts: Washoe County Health District, Emergency Medical Services (EMS) Oversight Program believes the proposed project will impact EMS responses to the area, particularly during peak hours. EMS stated that the addition of 129 dwellings may increase the use of the healthcare system in the region. REMSA is the primary ambulance service in the area and have a Franchise response requirement for life-threatening calls at 8 minutes, 59 seconds for 90 percent of calls. The closest hospital is Renown Regional Medical Center which is approximately 12 miles away from the parcel should individuals require service.

Traffic: There were concerns raised at the Citizen Advisory Board meeting on this item including that the addition of residential land use in this location would increase traffic at peak times due to the two nearby schools, in comparison to commercial which spreads traffic out throughout the

day. While it is unclear whether the proposed changes will provide a net gain or net decrease in overall traffic counts, additional impact during peak hours is likely.

The City of Sparks has provided staff with written comments outlining a number of concerns and requests for clarification. The letter was dated October 25, 2018 and was submitted to the applicant on November 7, 2018. On January 3rd, staff reached out, to the applicant to request a response to the issues outlined in the letter from the City of Sparks, the applicant's response is included at Attachment C to this report.

The City of Sparks expressed concerns related to the intensity of the use and how it will impact Washoe County's sewer allocation; the request also includes the requirement of outlining the calculations of the treatment of sewage that will be required for this development. The City of Sparks has also requested that the applicant outline how policies 3.5.1 and 3.5.2 of the Truckee Meadows Regional Plan (TMRP) are being complied with. Those policies are provided below.

Policy 3.5.1

To be in conformance with the Regional Plan, the master plans, facilities plans, and other similar plans of local governments and affected entities must ensure that necessary public facilities and services to support new development are or will be available and adequate, based on adopted levels of services (LOS) at the time the impacts of new development occur.

Policy 3.5.2

To be in conformance with the Regional Plan, local government and affected entities facilities plans, and other similar plans must be based at a minimum on the land use contained in adopted master plans that have been found in conformance with the Regional Plan.

These plans must address all applicable policies of the Regional Plan and include:

- 1) details on funding and timelines for the provision of required facilities;
- 2) a detailed description of all adopted levels of service;
- 3) an assessment of alternatives; and,
- 4) an identification of which facilities address:
 - a) existing deficiencies;
 - b) new development; and,
 - c) both existing deficiencies and new development.

Information submitted by the applicant indicates that the existing improvements, having been constructed with neighborhood commercial development exceeds the requirements of that area being developed at a residential density of three dwellings to the acre.

Staff recognizes that development of the subject site at a residential density of three dwellings to the acre could result in impacts on traffic patterns and volume in this area, however the intensity of residential versus commercial property may be significant on sewer capacity as well and the concerns presented by the City of Sparks must be addressed before a positive recommendation can be made.

The Spanish Springs Area Plan intends for this location to be a commercial to provide services to the surrounding residents. If the proposed MPA and RZA are approved the loss of commercial is significant, in that it may be unlikely that the County will be able to increase commercial land uses in the future, as this may be in conflict with the Truckee Meadows Regional Plan. Future growth surrounding the area is residential. This could indicate additional required commercial in the future.

The 2012 Truckee Meadows Regional Plan includes Policy 1.3.3 which reads, “To conform with the Regional Plan, in unincorporated areas within the TMSA, local master plans may allow commercial uses of appropriate scale to serve the local community and not the greater region. The appropriate scale of commercial development shall be based on a market analysis illustrating a local-serving trade area submitted with master plan amendments proposing commercial areas.” Thus, only local serving commercial development is appropriate, the subject site consists of appropriate commercial land use that would allow local-serving uses.

Washoe County Parks noted an existing trail easement in the northwest corner of APN 532-031-16 which provides access from Neighborhood Way to the regional trail system, Eagle Canyon Park and Shaw Middle School. Pedestrian access should be provided at time of development. Parks also noted well-defined social trails crossing APN 532-032-05.

Washoe County Master Plan

There are some elements of the Washoe County Master Plan, Land Use and Transportation Element that are relevant to the evaluation of this amendment request:

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

LUT.1.4 Residential should be within close proximity to retail/commercial land uses within SCMAs to facilitate both walking and cycling as desirable and safe modes of transportation.

Staff Comment: The proposed residential land use is adjacent to commercial land uses on the south east, south west, and western portions of the parcels.

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.

Staff Comment: Both the Washoe County Sheriff and Emergency Medical Services agencies indicated that the proposed change in land use may have an adverse impact on the quality and level of service for existing residents.

LUT.14.4 Trails shall be interconnected and provide for pedestrian, equestrian, bicycle, and motorized uses, where each use is warranted. Incompatible uses shall be appropriately separated

Staff Comment: Parks called out two locations for continuing connectivity to the regional trail network. Compliance will be required when actual development is proposed.

LUT.27.1 Promote and encourage inter-jurisdictional partnerships.

Staff Comment: The City of Sparks has provided input and requested additional information from the applicant. The applicant’s response was provided to the City.

LUT.28.1 Continue participation with cities in joint and cooperative planning areas.

Staff Comment: The City of Sparks provided input and requested additional information from the applicant. “City Staff does not currently support the proposed regulatory amendments...” (Attachment B) The applicant’s response has been provided to the City of Sparks.

Spanish Springs Area Plan Maintenance

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

Policies

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

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

Staff evaluation of each policy follows:

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

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

Staff Comment: *The applicant provided a study, dated January 7, 2019, indicating their evaluation that the proposed change would result in a decrease in both sewer and stormwater discharge from the subject site. The study indicates that the Truckee Meadows Water Authority will provide municipal water service. The applicant infers that no additional infrastructure will be required.*

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

Staff Comment: *The applicant supplied a study indicating that the overall traffic volume created may be reduced if the proposed changes are approved, and the roadways studied will not fall below the adopted level of service (LOS). However, concerns were raised at the Citizen Advisory Board meeting regarding traffic being increased during the peak hours in the morning and afternoon when traffic volume is highest due to the proximity to two schools.*

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

Staff Comment: *The potential increase in residential units will not exceed Washoe County's policy growth level for the Spanish Springs Area Plan, as established in Policy SS.1.2.*

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

Staff Comment: *The applicant supplied a study indicating that the overall traffic volume created may be reduced if the proposed changes are approved. However, concerns were raised at the Citizen Advisory Board meeting regarding traffic being increased during the peak hours in the morning and afternoon when traffic volume is highest due to the proximity to two schools.*

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

Staff Comment: *Roadways are not currently operating below adopted levels of service.*

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

Staff Comment: *The potential increase in residential units will not exceed Washoe County's policy growth level for the Spanish Springs Area Plan, as established in Policy SS.1.2.*

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

Staff Comment: *The Washoe County School District provided a letter indicating that the District, "will be prepared to provide student generation factors upon tentative map phase."*

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

Staff Comment: *There is no known Special Use that will experience undue hardship in the ability to continue to comply with the conditions of the special use permit or otherwise to continue operation of its permitted activities, if the requested changes are approved.*

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

Staff Comment: *The proposed changes do not seek to establish or intensify commercial land uses.*

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

Staff Comment: *The proposed changes do not seek to alter the Spanish Springs Vision or Character Statement.*

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

Staff Comment: *The proposed changes do not seek to expand the Suburban Character Management Area into the Rural Character Management Area.*

Citizen Advisory Board (CAB) and Neighborhood Meeting

The Spanish Springs Citizen Advisory Board considered the Master Plan and Regulatory Zone amendment requests at their regular meeting on November 7, 2018. Ken Theiss moved to recommend denial due to the proposed density. Joe Healy seconded the recommendation for denial. Motion passed 4 to 1. Matt Lee opposed recommendation for denial.

Concerns expressed at that meeting include increased traffic, increased residential density and use of the area now for dirt bikes and off-highway vehicles. The draft minutes of that meeting are included at Attachment D to this report.

The applicant held a Neighborhood Meeting at Spanish Springs Elementary School on October 25, 2018. Notices were sent out to a radius of 750 feet. Three people attended. Concerns regarding traffic and uses were discussed. A summary, prepared by the applicant is included at Attachment E to this report, along with the notices sent, sign-in sheet and a list of property owners who were noticed.

Staff Comment on Required Master Plan Amendment Findings

WCC Section 110.820.15(d) requires the Planning Commission to make at least three of the six findings of fact to recommend approval of the amendments to the Washoe County Board of County Commissioners. Spanish Springs Area Plan Policy 17.1 requires three additional findings to be made. The following findings and staff comments on each finding are presented for the Planning Commission's consideration:

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

Staff Comment: *The proposed amendment is neither supported by, nor prohibited by 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.

Staff Comment: *The proposed amendment would result in a slight overall decrease in compatibility of existing and planned land uses. The overall decrease in compatibility of existing and planned land uses may adversely impact the public health, safety or welfare.*

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.

Staff Comment: *The proposed amendment does not respond to further studies that have occurred since the plan was adopted by the Board of County Commissioners. The requested amendment does not necessarily represent a more desirable utilization of land. The change is more desirable to the applicant, who indicates that the market for commercial land in the area is less than the demand for residential 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 Master Plan designation.

Staff Comment: *Roads, sewer and water systems are in place at this time and were designed with the intensity of Neighborhood Commercial uses on the subject site. The applicant has provided an analysis indicating an overall decrease in demand upon such services. As noted, there may be some disagreement as to the effect of the proposed changes, particularly upon the road system during peak hours of pick-up and drop-off at the two nearby schools.*

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.

Staff Comment: *The pattern of growth proposed is, overall, not desirable. The Spanish Springs Area Plan intends for this location to be a commercial to provide services to the surrounding residents. If the proposed MPA and RZA are approved the loss of commercial is significant, in that it is unlikely that the County will be able to increase commercial land uses in the future, as this may be in conflict with the Truckee Meadows Regional Plan.*

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

Staff Comment: *There is no military installation within the required noticing distance, therefore, this finding need not be made and should not be included in any motion made by the Planning Commission.*

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

7. The amendment will further implement and preserve the Vision and Character Statement [of the Spanish Springs Area Plan].

Staff Comment: *The Character Statement of the Spanish Springs Area Plan includes the following, "Over the next 20 years, the community will provide a range of employment opportunities and a more limited, but still mixed, range of residential opportunities." And, "The suburban core, together with the transition zone, will be known as the Suburban Character Management Area (SCMA). This area will contain all commercial land use designations and residential densities greater than one unit per ten acres. The Suburban Character Management Area will be the designated growth area in the Spanish Springs Valley. Non-residential uses in the SCMA will maintain a link to the scenic, rural, western and agricultural character of the Spanish Springs planning area by developing a built environment that respects this heritage and seeks to preserve it*

whenever possible. Future commercial land use designations will be aimed at providing services and employment opportunities to the local community and not the greater region.”

The proposed reduction in Commercial land use does not implement and preserve the ability to, “provide a range of employment opportunities” nor does it help to provide, “services and employment opportunities to the local community.”

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

Staff Comment: *The proposed changes are not expressly contrary to any Spanish Springs Area Plan policy. The Washoe County Master Plan, Land Use and Transportation Element includes policy 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.” Both the Washoe County Sheriff and Emergency Medical Services agencies indicated that the proposed change in land use may have an adverse impact the quality and level of service for existing residents.*

9. The amendment will not conflict with the public’s health, safety or welfare.

Staff Comment: *Both the Washoe County Sheriff and Emergency Medical Services agencies indicated that the proposed change in land use may have an adverse impact the quality and level of service for existing residents.*

Staff Comment on Required Regulatory Zone Amendment Findings

WCC Section 110.821.15 of Article 821, *Amendment of Regulatory Zone*, requires that all of the following findings be made to the satisfaction of the Washoe County Planning Commission before recommending adoption to the Board of County Commissioners. Staff has completed an analysis of the Regulatory Zone Amendment application and has determined that the proposal is in compliance with the required findings as follows.

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

Staff Comment: *If the Planning Commission approves the associated Master Plan Amendment, this finding can be made. If the Planning Commission denies the associated Master Plan Amendment, the proposed change would not be in compliance with the Master Plan.*

2. 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 changes to the land uses as proposed would result in a slight decrease in compatibility with the surrounding uses.*

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

Staff Comment: *The proposed amendment does not respond to further studies that have occurred since the plan was adopted by the Board of County Commissioners. The requested amendment does not necessarily represent a more desirable utilization of land. The change is more desirable to the applicant, who indicates that the market for commercial land in the area is less than the demand for residential land.*

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

Staff Comment: *If the Planning Commission approves the associated Master Plan Amendment, this finding can be made.*

5. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.

Staff Comment: *Washoe County Master Plan, Land Use and Transportation Element includes policy 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." Both the Washoe County Sheriff and Emergency Medical Services agencies indicated that the proposed change in land use may have an adverse impact the quality and level of service for existing residents.*

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

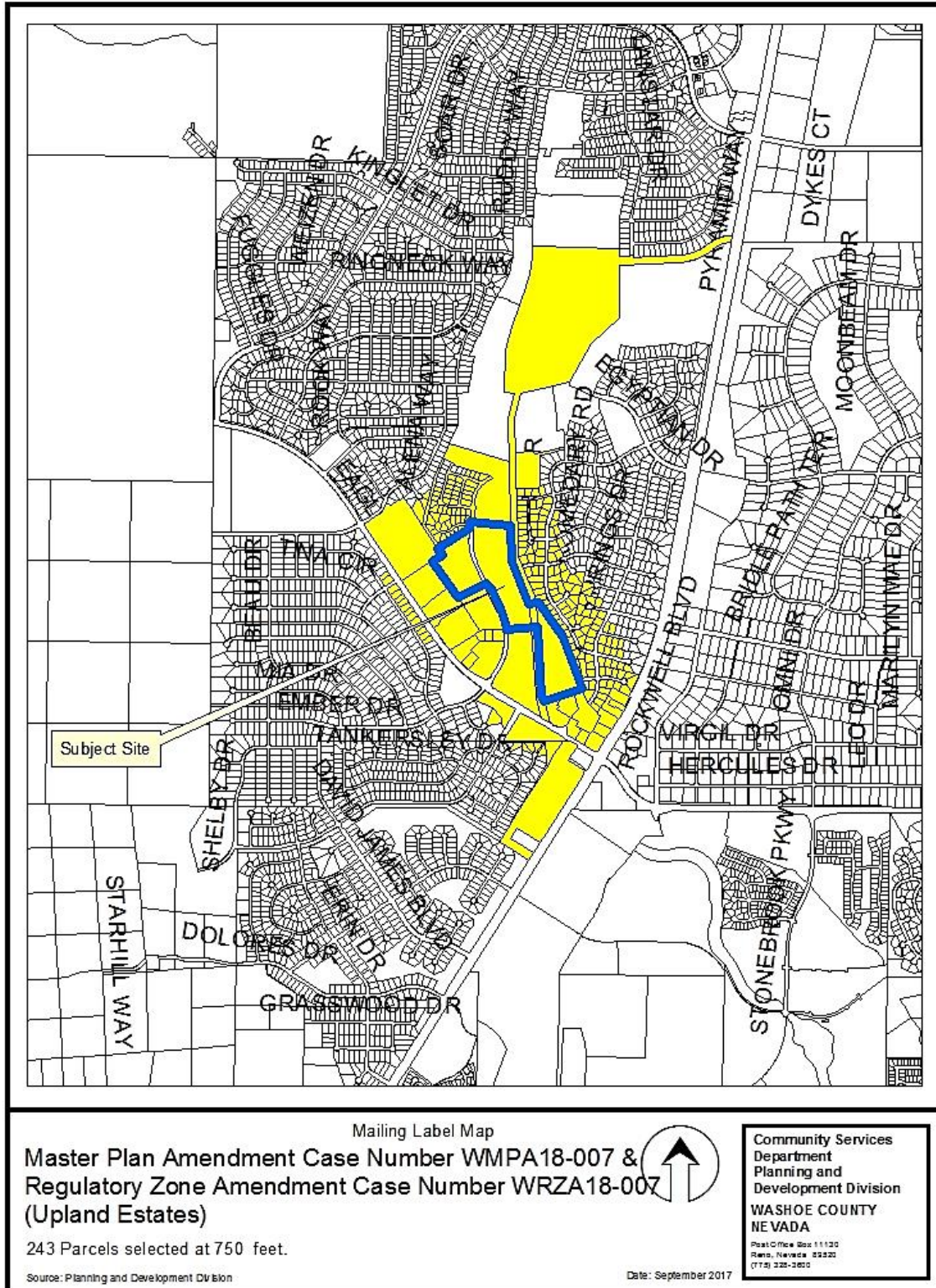
Staff Comment: *The pattern of growth proposed is, overall, not desirable. The Spanish Springs Area Plan intends for this location to be a commercial to provide services to the surrounding residents. If the proposed MPA and RZA are approved the loss of commercial is significant, in that it is unlikely that the County will be able to increase commercial land uses in the future, as this may be in conflict with the Truckee Meadows Regional Plan.*

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

Staff Comment: *There is no military installation within the required noticing distance.*

Public Notice

Notice for Master Plan Amendments must be given in accordance with the provisions of Nevada Revised Statutes 278.210(1), as amended and WCC Section 110.820.23. Notice was provided in a newspaper of general circulation within Washoe County at least 10 days before the public hearing date. A legal advertisement was placed with the Reno Gazette Journal for January 25, 2019. Notices were sent to the owners of 243 parcels of land at a distance of 750 feet from the subject site.



Master Plan Amendment Recommendation

It is recommended that the Washoe County Planning Commission deny Master Plan Amendment Case Number WMPA18-0007 being unable to make the required findings in accordance with Washoe County Code Section 110.820.15(d) and the required findings of the Spanish Springs Area Plan, Policy ss.17.1 (a-c). The following motion is provided for your consideration.

Master Plan Amendment Motion

I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission deny Master Plan Amendment Case Number WMPA18-0007 being unable to make the required findings in accordance with Washoe County Code Section 110.820.15(d):

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 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.
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.
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.

Findings Required By the Spanish Springs Area Plan:

6. The amendment will further implement and preserve the Vision and Character Statement [of the Spanish Springs Area Plan].
7. The amendment conforms to all applicable policies of the Spanish Springs Area Plan and the Washoe County Master Plan.
8. The amendment will not conflict with the public's health, safety or welfare.
9. A feasibility study has been conducted, commissioned and paid for by the applicant, relative to municipal water, sewer and storm water that clearly identifies the improvements likely to be required to support the intensification, and those improvements have been determined to be in substantial compliance with all applicable existing facilities and resource plans for Spanish Springs by the Department of Water Resources. The Department of Water Resources will establish and maintain the standards and methodologies for these feasibility studies.
10. A traffic analysis has been conducted that clearly identifies the impact to the adopted level of service within the [unincorporated] Spanish Springs Hydrographic Basin and the improvements likely to be required to maintain/achieve the adopted level of service. This finding may be waived by the Department of Public Works for projects that are

determined to have minimal impacts. The Department of Public Works may request any information it deems necessary to make this determination.

11. For commercial and industrial land use intensifications, the overall percentage of commercial and industrial regulatory zone acreage will not exceed 9.86 percent of the Suburban Character Management Area.
12. For residential land use intensifications, the potential increase in residential units will not exceed Washoe County's policy growth level for the Spanish Springs Area Plan, as established in Policy SS.1.2.
13. If the proposed intensification will result in a drop below the established policy level of service for transportation (as established by the Regional Transportation Commission and Washoe County) within the Spanish Springs Hydrographic Basin, the necessary improvements required to maintain the established level of service are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification. For impacts to regional roads, this finding may be waived by the Washoe County Planning Commission upon written request from the Regional Transportation Commission.
14. If roadways impacted by the proposed intensification are currently operating below adopted levels of service, the intensification will not require infrastructure improvements beyond those articulated in Washoe County and Regional transportation plans AND the necessary improvements are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification.
15. Washoe County will work to ensure that the long range plans of facilities providers for transportation, water resources, schools and parks reflect the policy growth level established in Policy SS.1.2.
16. If the proposed intensification results in existing facilities exceeding design capacity and compromises the Washoe County School District's ability to implement the neighborhood school philosophy for elementary facilities, then there must be a current capital improvement plan or rezoning plan in place that would enable the District to absorb the additional enrollment. This finding may be waived by the Washoe County Planning Commission upon request of the Washoe County Board of Trustees.
17. Any existing development in the Spanish Springs planning area, the Sun Valley planning area, the Warm Springs planning area, or the City of Sparks, which is subject to the conditions of a special use permit will not experience undue hardship in the ability to continue to comply with the conditions of the special use permit or otherwise to continue operation of its permitted activities.

Regulatory Zone Amendment Recommendation

It is recommended that the Washoe County Planning Commission deny Regulatory Zone Amendment Case Number WRZA18-0007 being unable to make all of the required findings in accordance with Washoe County Code Section 110.821.15.

Regulatory Zone Amendment Motion

I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission

deny Regulatory Zone Amendment Case Number WRZA18-0007 being unable to make all of the required findings in accordance with Washoe County Code Section 110.821.15.

1. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan and the Regulatory Zone Map.
2. 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. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
4. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed amendment.
5. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.
6. 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.
7. The proposed amendment will not affect the location, purpose and mission of the military installation.

Appeal Process

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

Applicant / Property Owner: Spanish Springs Associates, LP, 550 W. Plumb Lane, Suite B, Reno, NV 89509

Consultant: Wood Rodgers, Attn: Stacie Huggins, 1361 Corporate Blvd., Reno, NV 89502

Master Plan Amendment and Rezone Application Upland Estates

Submitted to Washoe County
September 17, 2018

ORIGINAL

Attachment A

Prepared for

Spanish Springs Associates L.P

550 West Plumb Lane, Ste B

Reno, NV 89509

Prepared by



WOOD RODGERS

BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
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WMPA18-0007 & WRZA18-0007
ATTACHMENT A

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Section 1

Washoe County Development Application

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

Project Information		Staff Assigned Case No.: _____	
Project Name: <b style="font-size: 1.2em;">Upland Estates			
Project Description: A request to 1) change the existing land use from Commercial to Suburban Residential; and 2) change the existing zoning from Neighborhood Commercial to Medium Density Suburban on properties located within the Spanish Springs Area Plan			
Project Address: Neighborhood Way			
Project Area (acres or square feet): 43.04 acres			
Project Location (with point of reference to major cross streets AND area locator): Approximately 1,700 feet north of intersection of Neighborhood Way and Eagle Canyon Dr			
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
532-031-16	11.214	532-032-05	20.75
532-032-03	11.08		
Section(s)/Township/Range: Portion of Section 34 & 35, T21N-R20E			
Indicate any previous Washoe County approvals associated with this application:			
Case No.(s). WTM18-0007 (Spanish Springs Associates)			
Applicant Information (attach additional sheets if necessary)			
Property Owner:		Professional Consultant:	
Name: Spanish Springs Associates LP		Name: Wood Rodgers, Inc	
Address: 550 West Plumb Lane, Ste B, Reno, NV 89509		Address: 1361 Corporate Blvd	
Reno, NV	Zip: 89509-3686	Reno, NV	Zip: 89502
Phone: 775-425-4422	Fax:	Phone: 823-5258	Fax: 823-4066
Email: jesse@hawcoproperties.com		Email: shuggins@woodrodgers.com	
Cell: 775-560-6922	Other:	Cell:	Other:
Contact Person: Jesse Haw		Contact Person: Stacie Huggins	
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):	

Property Owner Affidavit

Applicant Name: Spanish Springs Associated Limited Partnership, a Nevada Limited Partnership By Hawco Development Company, A Nevada Corporation, General Partner

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, Jesse Haw _____
(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): 532-031-16, 532-032-05, and 532-032-03

Spanish Springs Limited Partnership,
a Nevada limited partnership

By: Hawco Development Company,
a Nevada corporation, General Partner

By: 
Jesse Haw, President

Address 550 West Plumb Lane, Ste B,
Reno, NV 89509

Subscribed and sworn to before me this
12th day of September 2018.

(Notary Stamp)



Notary Public in and for said county and state



My commission expires: 10/13/20

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

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

Master Plan Amendment Supplemental Information

(All required information may be separately attached)

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

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

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

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

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

The request is to change the existing master plan from Commercial to Suburban Residential on approximately 43.04 acres of undeveloped land located approximately 1,700 feet north of the intersection of Eagle Canyon Road and Neighborhood Way.
--

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

Truckee Meadows Housing study suggests need for additional residential throughout Washoe County.
 A significant amount of commercial exists today in this area and in the area immediately surrounded by residential uses so request would be more compatible with surrounding area.

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

The project site is approximately 1,700 feet north of intersection of Eagle Canyon Road and Neighborhood Way and approximately 1,000 feet west of Pyramid Highway.

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

APN of Parcel	Master Plan Designation	Existing Acres	Proposed Master Plan Designation	Proposed Acres
532-031-16	Commercial	11.214	Suburban Residential	11.21
532-032-05	Commercial	20.752	Suburban Residential	20.75
532-032-03	Commercial/Open Space	11.08	Suburban Residential	11.08

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

North	Suburban Residential
South	Commercial
East	Suburban Residential
West	Suburban Residential

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

The project area is currently undeveloped but surrounded primarily by single family residential development with a senior assisted living facility directly south/west. Lot sizes in the adjacent newly constructed neighborhoods to the north of the project site range in size with minimum 8,000 square foot lots directly adjacent to the property. Access to the project area is via Neighborhood Way, which is a paved two lane road with a median/turn lane, bike lanes, landscaping, and sidewalk on both sides.

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 project site is in a nearly flat area with gentle sloping from the northwest to the southeast. The entire site is free of steep slopes with minimal sloping over 15%. The western portion of the site is divided by Neighborhood Way, a two-lane arterial street with a median/turn lanes, existing landscaping, sidewalks on both sides, and a concrete drainage ditch to the west. The eastern side of the project area is divided by an approximate 150-foot-wide drainage ditch commonly referred to as a conveyance system for the Spanish Springs Flood Plain Detention Facility. Although some of the site has been graded by past activities the site is characterized by native vegetation (primarily native shrubs, sagebrush, and grasses). There is also an exiting drainage ditch that follows the western boundary.

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 Engineering.)

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

Explanation:

- 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 type="checkbox"/> No
------------------------------	-----------------------------

Explanation:

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

Explanation:

- 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 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 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 #	68453, & 68454	acre-feet per year	48.44, & 4.94
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):

Initial conversation with TMWA indicates approximately 52 acre feet of water would be required for the 129 lots. TMWA has indicated the applicant has sufficient water rights banked.

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 proposed amendment is proposing a land use that would reduce the existing intensity by changing commercial to residential. This residential land use requires less water rights than the existing land use.

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

a. System Type:

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

b. Available:

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

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

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.

N/A

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

To access the freeway from the site residents will travel south down Neighborhood Way, then head east on Eagle Canyon Drive to Pyramid Highway. Traveling south on Pyramid Highway one can reach Interstate 80 or head west on McCarran Blvd to reach Interstate 580.

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

Yes No

13. Community Services (provided and nearest facility):

a. Fire Station	Truckee Meadows Fire Station 17
b. Health Care Facility	Renown Health Urgent Care - Los Altos
c. Elementary School	Alyce Taylor Elementary School
d. Middle School	Shaw Middle School
e. High School	Spanish Springs High School
f. Parks	Eagle Canyon, Desert Winds, and Gator Swamp Park
g. Library	Spanish Springs Library
h. Citifare Bus Stop	Sun Valley Blvd and 6th Avenue

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:

Goal 1: SS.1.2 According to the Washoe County Department of Community Development, the SSAP has capacity for 1,144 units to be added within the plan boundary.

Based on the MDS zoning and the total acreage, approximately 129 lots could be developed on these parcels, which would still leave 1,015 unit within the SCMA for future development.

b. Conservation Element:

Goal Fourteen: Wetlands will be protected from the negative impacts of development to the standards established by state and federal agencies responsible for wetland regulation.

No wetlands exist on the project site and all future development will not have any negative impacts on the project area.

c. Housing Element:

Goal Seventeen: Truckee Meadows Housing study suggests a need for additional residential throughout Washoe County.

Significant amount of commercial exists today in this area and in the area immediately surrounded by residential uses so the request would be more compatible with surrounding area and provide much needed housing to the community.

d. Land Use and Transportation Element:

Goal Three: The request will help meet the levels of service for local transportation facilities by proposing a less intense use. The proposed residential land use is typically associated with less traffic than the current commercial land use designation.

e. Public Services and Facilities Element:

SS.16.1 All future development will connect to community sewer service.

The property is within the TMWA Retail Water Service Area. Public water and sewer is already available in the area. Truckee Meadows Fire Station 17 is in close proximity to the area.

f. Adopted area plan(s):

The proposed request complies with the following policies within the Spanish Springs Area Plan: SS.1.2, SS.1.3, SS.1.5, SS.1.6, SS.7.6, SS.11.3, SS.17.1, and SS.17.2. A more detailed description of how these policies are met can be found in the Project Description in Section 2 of this application.

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.

This amendment is subject to Plan Maintenance as described under Goal Seventeen and Policies SS.17.1 and SS.17.2 of the Spanish Springs Area Plan. A response to the required findings related to the proposed text amendment is included in section 2 of the Project Description in this application packet.

Applicant Comments

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

Responses to required Findings under Article 820 of the Washoe County Development Code and Plan Maintenance Findings in the Spanish Springs Area Plan are included in Section 2 of this submittal packet.

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:

The applicant is requesting a Regulatory Zone Amendment on 3 parcels. The current zoning designations are; Neighborhood Commercial, Open Space, and Medium Density Suburban. This request is proposing to change the entire project site (43.04± acres) to Medium Density Suburban (MDS).

This zoning amendment is being submitted along with a Master Plan Amendment to change the master plan designation to Suburban Residential (SR). The proposed MDS zoning is a conforming designation under the SR designation.

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 project site is within unincorporated Washoe County, in the Spanish Springs area. The 43.04± acre site includes three parcels and are referred to as Washoe County Assessor Parcel Number (APN) 532-013-16, 532-032-03 , and 532-032-05. The site is generally located approximately ½ mile northwest of the intersection of Eagle Canyon Road and Pyramid Way Highway, within the Spanish Springs Area Plan/Spanish Springs Suburban Character Management Area. The site is bisected by Neighborhood Way.

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

APN of Parcel	Master Plan Designation	Current Zoning	Existing Acres	Proposed Zoning	Proposed Acres
532-031-16	SR*	NC	11.21	MDS	11.21
532-032-05	SR*	MDS, OS, NC	20.75	MDS	20.75
532-032-03	SR*	OS, NC	11.08**	MDS	11.08
	*Pending MPA		**Pending BLA		

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

	Zoning	Use (residential, vacant, commercial, etc.)
North	MDS	Single-Family/Shaw Middle School/Vacant Land
South	NC/PR	Vacant/Assisted Living & Eagle Canyon Park
East	MDS/OS	Single-Family/Open Space
West	MDS/C/PR/PSP	Single-Family/Assisted Living/Open Space/Eagle Canyon Park/Shaw Middle School

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 is in a nearly flat area with slight sloping from the northwest to the southeast. The entire site is free of steep slopes with minimal sloping over 15%. The western portion of the site is divided by Neighborhood Way, a two-lane arterial street with a median and turn lanes, existing landscaping, sidewalks on both sides, and a concrete drainage ditch to the west. The eastern side of the project area is divided by a 150-foot-wide drainage ditch commonly referred to as a conveyance system for the Spanish Springs Flood Plain Detention Facility. There is also an exiting drainage ditch that follows the western boundary. Several utility, drainage, and trail easements are located throughout the property. Mainly along the western boundary and Neighborhood Way.

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 project site is an infill site. Some of the site has been graded by past activities however, the site is characterized by native vegetation (primarily native shrubs, sagebrush, and grasses).

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

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

Explanation:

--

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

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

Explanation:

--

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 #	68453, & 68454	acre-feet per year	48.44, & 4.94
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):

Initial conversation with TMWA indicates approximately 52 acre feet of water would be required for the 129 lots. TMWA has indicated the applicant has sufficient water rights banked.

- 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 proposed amendment is proposing a zoning that would reduce the existing intensity by changing from a neighborhood commercial zoning designation to a medium density suburban designation. This zoning designation typically requires less water rights than the existing zoning.

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

a. System Type:

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

b. Available:

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

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

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

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

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

a. System Type:

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

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.

N/A

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

To access the freeway from the site residents will travel south down Neighborhood Way, then head east on Eagle Canyon Drive, then south to Pyramid Highway. Traveling south on Pyramid Highway one can reach Interstate 80 or head west on McCarran Blvd to reach Interstate 580.

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

Yes No

12. Community Services (provided and nearest facility):

a. Fire Station	Truckee Meadows Fire Station 17
b. Health Care Facility	Renown Health Urgent Care - Los Altos
c. Elementary School	Alyce Taylor Elementary School
d. Middle School	Shaw Middle School
e. High School	Spanish Springs High School
f. Parks	Eagle Canyon, Desert Winds, and Gator Swamp Park
g. Library	Spanish Springs Library
h. Citifare Bus Stop	Sun Valley Blvd and 6th Avenue

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 is satisfied. (Please refer to Article 821 of the Washoe County Development Code for the list of Findings.)

Responses to required Findings under Article 821 of the Washoe County Development Code and Plan Maintenance Findings in the Spanish Springs Area Plan are included in Section 2 of this submittal packet. Please refer to the attached Project Description.

Washoe County Treasurer
 Tammi Davis

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 Reno, NV 89520-3039

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

Washoe County Parcel Information

Parcel ID 53203205	Status Active	Last Update 9/14/2018 2:06:17 AM
Current Owner: SPANISH SPRINGS ASSOCIATES LP 550 W PLUMB LN STE B RENO, NV 89509-3686		SITUS: 0 PYRAMID WAY WCTY NV
Taxing District 4000	Geo CD:	
Legal Description SubdivisionName _UNSPECIFIED Lot C Township 21 Range 20		

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

Tax Year	Net Tax	Total Paid	Penalty/Fees	Interest	Balance Due
2018	\$5,883.17	\$1,470.91	\$0.00	\$0.00	\$4,412.26
2017	\$5,883.31	\$5,883.31	\$0.00	\$0.00	\$0.00
2016	\$5,883.18	\$5,883.18	\$0.00	\$0.00	\$0.00
2015	\$5,883.02	\$5,883.02	\$0.00	\$0.00	\$0.00
2014	\$5,882.98	\$5,882.98	\$0.00	\$0.00	\$0.00
Total					\$4,412.26

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.
- **Monday, August 20, is the due date for the first installment of 2018/19 property taxes. Payments will be accepted without penalty through August 30, 2018.**
- **Please be aware that Credit Card payments in excess of \$25,000 and eChecks in excess of \$100,000 will not process. Please contact our office for alternative payment methods.**
- 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.

 **Payment Information**

 **Special Assessment District**

 **Installment Date Information**

 **Assessment Information**

Washoe County Treasurer
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 1001 E. Ninth St., Ste D140
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Washoe County Parcel Information

Parcel ID 53203116	Status Active	Last Update 9/14/2018 2:06:17 AM
Current Owner: SPANISH SPRINGS ASSOCIATES LP 550 W PLUMB LN STE B RENO, NV 89509-3686		SITUS: 0 NEIGHBORHOOD WAY WASHOE COUNTY NV
Taxing District 4000	Geo CD:	
Legal Description Township Section Lot 4 Block Range 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
2018	\$17,997.79	\$4,499.56	\$0.00	\$0.00	\$13,498.23
2017	\$17,997.95	\$17,997.95	\$0.00	\$0.00	\$0.00
2016	\$17,997.80	\$17,997.80	\$0.00	\$0.00	\$0.00
2015	\$17,997.64	\$17,997.64	\$0.00	\$0.00	\$0.00
2014	\$17,997.64	\$17,997.64	\$0.00	\$0.00	\$0.00
Total					\$13,498.23

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.
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 Tammi Davis

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Washoe County Parcel Information		
Parcel ID 53203203	Status Active	Last Update 9/14/2018 2:06:17 AM
Current Owner: SPANISH SPRINGS ASSOCIATES LP 550 W PLUMB LN STE B RENO, NV 89509-3686		SITUS: 0 PYRAMID WAY WCTY NV
Taxing District 4000	Geo CD:	
Legal Description Lot 4 SubdivisionName _UNSPECIFIED Township 21 Range 20		

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WASHOE COUNTY TREASURER

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 P.O. Box 30039
 Reno, NV 89520-3039

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

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

Tax Year	Net Tax	Total Paid	Penalty/Fees	Interest	Balance Due
2018	\$4,077.13	\$4,077.13	\$0.00	\$0.00	\$0.00
2017	\$4,077.29	\$4,077.29	\$0.00	\$0.00	\$0.00
2016	\$4,077.15	\$4,077.15	\$0.00	\$0.00	\$0.00
2015	\$4,076.99	\$4,076.99	\$0.00	\$0.00	\$0.00
2014	\$4,077.00	\$4,077.00	\$0.00	\$0.00	\$0.00
Total					\$0.00

Payment Information

Special Assessment District

Installment Date Information

Assessment Information

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.
- **Monday, August 20, is the due date for the first installment of 2018/19 property taxes. Payments will be accepted without penalty through August 30, 2018.**
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- 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.

Section 2

Project Description

Location

The project site is within unincorporated Washoe County, in the Spanish Springs area. The 43.04± acre site includes three parcels and are referred to as Washoe County Assessor Parcel Number (APN) 532-013-16, 532-032-03, and 532-032-0505 (APN 532-032-03 is currently pending a BLA and is subject to change upon recording). The site is generally located approximately ½ mile northwest of the intersection of Eagle Canyon Road and Pyramid Way Highway, within the Spanish Springs Area Plan/Spanish Springs Suburban Character Management Area. The site is bisected by Neighborhood Way and is generally bordered by an existing single-family neighborhood to the east, undeveloped commercial and an assisted living facility to the south, Eagle Canyon Park/Shaw Middle School to the west, and an existing and a newly constructed single-family neighborhood to the north, (*Refer to Vicinity Map, Assessor's Parcel Map and Site Aerial in Section 3 of this submittal packet*).

Background

The three parcels totaling 43.04± acres (project site) are within the Spanish Springs Area Plan (SSAP). The parcels were originally planned to provide commercial and medical services to the growing community. However, with other large commercial centers constructed south of the project area in the City of Sparks, the need for commercial/medical services within this area has decreased. At the same time, the region has been experiencing a housing shortage as the population continues to increase. To adjust for this change, and to help meet the needs of the community, the applicant is seeking a master plan and regulatory zone amendment to allow residential on the project site.

Washoe County Master Plan and Zoning

According to Washoe County mapping the current master plan designation consists of a mix of Commercial (C), Open Space (OS), and Suburban Residential (SR). Conforming with the existing master plan designations, the current zoning designations include Neighborhood Commercial (NC), OS, and Medium Density Suburban (MDS). (*Refer to Section 3 of the submittal packet for Existing and Proposed Zoning Maps*).

Project Request

The applicant is requesting a Master Plan Amendment and a Regulatory Zone Amendment on 3 parcels totaling 43.04± acres. The current land use designations, and conforming zoning designations, are generally considered to support more intense development when compared to a residential land use. Commercial uses typically generate more traffic and utility services (water and sewer) when compared to single family residential. To support single family residential development on this site, the following changes are requested:

Master Plan Designation

- **Existing:**
 - Commercial (C) 40.46± Acres (94.0%)
 - Open Space (OS) 2.08± Acres (4.8%)
 - Suburban Residential (SR) 0.5± Acres (1.2%)
- **Proposed:**
 - Suburban Residential (SR) 43.04± Acres (100%)

Zoning Designation

- **Existing:**
 - Neighborhood Commercial (NC) 40.46± Acres (94.0%)
 - Open Space (OS) 2.08± Acres (4.8%)
 - Medium Density Suburban (MDS) 0.5± Acres (1.2%)
- **Proposed:**
 - Medium Density Suburban (MDS) 43.04± Acres (100%)

The proposed change in land use and zoning designations compatible with the surrounding area and provide additional opportunity for residential development to help address regional housing needs. (Refer to the Existing and Proposed Master Plan and Zoning Maps in Section 3 of this submittal packet.)

Land Use Compatibility

The project site is located within the Spanish Springs Area Plan (SSAP). Surrounding land uses include existing single family residential to the north and east, vacant commercial to the south, and open space to the west. The current and proposed land use and zoning designations are conforming with and allowed within the SSAP.

ADJACENT PROPERTY DESCRIPTION			
	Land Use Designation	Zoning	Use
North	SR	MDS	Single-Family/Shaw Middle School/Vacant Land
South	SR/C	NC/PR	Vacant/Assisted Living & Eagle Canyon Park
East	SR/OS	MDS/OS	Single-Family/Open Space
West	SR/C	MDS/C/PR/PSP	Single-Family, Assisted Living, Open Space, Eagle Canyon Park, & Shaw Middle School

The proposed amendment on the Project Site will be compatible with the surrounding uses which include an under-construction single-family residential to the north, the senior/assisted living to the south, and Eagle Canyon Park and Shaw Middle School to the west.

Utilities

Public utilities currently exist and are located within Neighborhood Way, which is currently bisecting the project site. As the request at this time is only for land use and zoning and does not yet propose a development plan, it is not necessary to demonstrate the future ability to serve the project. However, as stated earlier, Neighborhood Way was constructed in anticipation of commercial development. Since residential is considered a less intense use when compared to commercial, it is not anticipated that the existing utilities will require any new improvements. The plan to extend utility service will be addressed with the tentative map process.

Public Services

Fire service is currently provided to the surrounding area by Truckee Meadows Fire District. The closest fire station is Truckee Meadows Fire Station 17 located approximately 1 mile to the east at the intersection of La Posada Drive and Rockwell Boulevard. Police is provided by Washoe County Sheriff.

Traffic Impact Report

A traffic analysis must be prepared for any amendments to the Spanish Springs Area Plan. To address this requirement, Solaegui Engineers assessed the magnitude of traffic impacts the proposed change would have on key intersections. The study looked at key intersections and trip generation rates based on the previously approved commercial land use compared to the proposed residential land use. The study found that the proposed land uses are anticipated to generate 1,218 average daily trips (ADT) versus the approved land uses, which were anticipated to generate 13,510 ADT.

While the proposed land use change may have some impacts on the existing street network, the impacts will be minimal compared to the impacts the existing commercial based land use designations would have on the surrounding area (see the *Upland Estates Traffic Study* included in Section 4 of this submittal).

Goals and Policies

The project meets the following goals and policies listed within the Spanish Springs Area Plan, (goals and policies not listed are not applicable to the project):

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

Response: The request is in substantial conformance with the Character Statement in the Spanish Spring Area Plan (SSAP), particularly the area described as the Suburban Character Management Area (SCMA). The project will continue the same residential character of the area with surrounding developments including an established residential development to the east and northeast, and a recently approved under-construction residential development to the north. Since the project site is located within the SCMA, the change to SR and MDS with a maximum density of 3 dwelling units per acre is appropriate. These designations serve as an appropriate transition from the commercial along Eagle Canyon Drive to the more suburban population located to the west of Pyramid Way and the more rural area located along the foothills and east of Pyramid Way.

Policies

SS1.2 The Policy Growth Level for the Spanish Springs Suburban Character Management Area is 1,500 new residential units of land use capacity. Land use intensifications will not add more than 1,500 new units of Land Use Capacity through 2025. The Washoe County Department of Community Development will be responsible for tracking increasing land use potential to ensure this growth level is not exceeded.

Response: According to the Washoe County Department of Community Development, the SSAP has capacity for 1,144 units to be added within the plan boundary.

Based on the MDS zoning and the total acreage, approximately 129 lots could be developed on these parcels, which would still leave 1,015 units within the SCMA for future development.

SS.1.3 The following Regulatory Zones are permitted within the Spanish Springs Suburban Character Management Area:
a. High Density Rural (HDR – One unit per 2.5 acres).

- b. Low Density Suburban (LDS – One unit per acre).
- c. Medium Density Suburban (MDS – Three units per acre).
- d. High Density Suburban (HDS limited to the areas designated HDS prior to August 17, 2004)
- e. Neighborhood Commercial/Office (NC).
- f. General Commercial (GC) – GC limited to the areas designated GC prior to August 17, 2004.
- g. Industrial (I).
- h. Public/Semi-Public Facilities (PSP).
- i. Parks and Recreation (PR).
- j. General Rural (GR).
- k. Open Space (OS).
- l. Medium Density Rural (MDR – One unit per 5 acres).

Response: The regulatory zone that is proposed, Medium Density Suburban (MDS), is permitted within the SCMA. The proposed change on these parcels is consistent with the area surrounding the site and therefore compatible.

SS.1.5 In some cases, the land uses available in certain regulatory zones in the Spanish Springs Area Plan differ from those in the same regulatory zones in the Development Code. Appendix C – Allowable Land Uses in the Spanish Springs Area Plan, lists the land uses available under each land use designation in the Spanish Springs Area Plan. Regulatory zones not listed above in.

Response: In the Spanish Springs Area Plan (SSAP), table C-1 within Appendix C lists single family, detached as an allowed use under the MDS zoning designation. If approved the applicant intends to submit a Tentative Map to allow development of a single family, detached neighborhood, designed in accordance with the SSAP standards.

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

Response: The request is able to make all of the findings. A list and response to each finding is provided in detail below.

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

Response: As part of the Regional Trail System, Washoe County Parks Master Plan has identified a future trail along the northwestern corner of APN 532-031-16. This trail is secured by an existing 20-foot wide trail easement. This easement will be maintained as part of this request. Furthermore, with a Tentative Map it is likely that new sidewalks throughout the

development will be provided and will connect to the existing sidewalks along Neighborhood Way, providing connection to surrounding neighborhoods.

Policies

SS.7.6 Access to existing trails will be protected and improved whenever possible. During the process of development review, the Washoe County Departments of Community Development and Parks and Recreation will request dedication of property and/or easements when appropriate trail alignments have been identified that link significant nodes within the Spanish Springs planning area or connect existing trails.

Response: There is an existing 20-foot wide trail easement in the northwest corner of APN 532-031-16. This easement runs along the north and west sides of the existing drainage ditch parallel to the perimeter of the property. This trail is identified on the Washoe County Parks Trails Map and provides connection from Eagle Canyon Park to Nightingale Way. Currently the trail is not developed and as part of this request, the easement will remain. Any future development will be designed in a way that will continue the easement through common area.

Goal Eleven: Personal and economic losses associated with flooding will be minimized. Development in the Spanish Springs planning area will be protected from the 100-year flood event.

Response: The request is not located within the 100-year flood plain. In fact, the Regional Channel which is designed to address storm water flows bifurcates the project site. This channel will not be impacted by this request, or any future development of the properties.

Policies

SS.11.3 Development in areas where the land use designations have changed subsequent to the 2004 baseline will provide on-site mitigation to ensure that the North Spanish Springs Floodplain Detention Facility and appurtenant conveyance structures remain hydraulically equivalent to the baseline design.

Response: On-site mitigation will be provided as necessary with future development. Since this is a deintensification of land use there is expected to be less impact to the existing infrastructure. The master plan and regulatory zoning map amendment will not directly result in any changes to the detention facility ensuring everything remains hydraulically equivalent to the baseline design.

Findings

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

Response: As stated previously, the request further implements the vision and character statement of the SSAP and is a response to the changing circumstances of the region. With the new larger commercial developments located to the south of the project area, the demand for commercial space has declined in the area. The request will provide a master plan and

zoning designation that is in conformance with Spanish Springs Vision and Character Statement based on the findings below.

Policies

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

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

Response: The request is in substantial conformance with the vision by expanding the existing residential development pattern into this area. It is the applicant's intent, assuming the request is approved, is to return with a tentative map. The tentative map will be designed based on the MDS zoning (3 du/ac) to be consistent with the surrounding and existing neighborhoods. Furthermore, it is in substantial conformance with the Character Statement by providing a transition between the commercial core located along Pyramid Highway and Eagle Canyon Drive, to the suburban neighborhood to the north and west.

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

Response: As discussed here, the requested amendment from C to SR complete with the NC to MDS, conforms to all applicable policies and goals within the SSAP and the Washoe County Master Plans.

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

Response: The request is not currently associated with a project. In the future, the applicant anticipates submitting a tentative map based on the proposed zoning. At that time, the project will address public health, safety and welfare. The current request is simply a change in land use and zoning designations and will not conflict with the public's health, safety or welfare.

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

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

Response: When the existing infrastructure was constructed within Neighborhood Way it was designed to handle capacity associated with more intense uses including those associated with the Neighborhood Commercial zoning designation. Since this is a deintensification from the existing use of Neighborhood Commercial to MDS the existing infrastructure within Neighborhood Way will be able to handle the expected output associated with the maximum density of 129 units.

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

Response: A traffic analysis has been conducted to show the difference between commercial versus residential. Per the study, the request will result in a drastic reduction in the amount of traffic. Assuming the land was developed under the current NC zoning, it is safe to calculate approximately 25% of the 43.04± acres of the project area would be commercial building. This would generate approximately 466,000± gross square footage of leasable office, medical, and shopping center within the project area. Using these estimates with the rates in the *ITE Trip Generation Manual, 10th Edition (2018)* the table below compares the average trip generation rate per use between the MDS and NC zoning designations:

ZONING DESIGNATION	USE	AVERAGE PEAK HOUR RATE	UNIT	ESTIMATED PM PEAK TRIPS GENERATED
Proposed: MDS	Single Family Detached (129 DU)	0.99	Per Dwelling Unit	128
Approved: Neighborhood Commercial	General Office (122,120 SF)	1.14	Per 1,000 Sq. Ft.	140
	Medical-Dental Clinic (220,544 SF)	3.45	Per 1,000 Sq. Ft.	763
	Shopping Center (123,057 SF)	3.80	Per 1,000 Sq. Ft.	469
	Total			1,372

If the site were developed at its maximum density of 129 units, it is safe to say the total project is expected to generate 128 weekday PM peak hour trips. As shown in the table above, the requested MDS zoning would generate far less traffic than if the site were developed in accordance with the existing NC zoning. The change is anticipated to actually reduce impacts on the existing road network. A copy of the traffic study is attached for reference.

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

Response: The proposed project does not include any commercial or industrial regulatory zoning and is not applicable to this request.

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

Response: According to the Washoe County Department of Community Development, there have been approximately 356 new residential units approved/constructed within the SCMA since the plan was established. This leaves the potential to add 1,144 additional residential units to the SCMA without exceeding the 1,500 set in this policy. Based on this information, the SSAP can accommodate additional residential units that may be approved as a result of a future tentative map.

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

Response: This request will result in a deintensification of land uses and will actually result in less traffic impacts to the area. The current road that bisects the project area (Neighborhood Way), was designed to handle flows of traffic that were assuming a much higher amount of traffic based on the current neighborhood commercial zoning. Therefore, it is not anticipated that the proposed change to MDS will result in a drop below the established policy level of service for transportation. This is further outlined in the Traffic Study, which has been attached for reference.

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

Response: This request will result in a deintensification of land uses and will actually contribute less traffic to the region. The current road that bisects the project area (Neighborhood Way), is designed as an arterial road with 2 travel lanes, including a center turn lane, bike lanes, and sidewalk. The Traffic Study found that the intersection of Neighborhood Way and Eagle Canyon operates at a Level of Service "C" during AM peak hour and Level of Service "A" during PM peak hour. Based on the current levels of service on Neighborhood Way, no additional infrastructure (i.e. – roads or intersection improvements) are necessary to support the proposed change in land use and/or zoning.

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

Response: Based on the MDS zoning this request has the potential to add up to 129 dwelling units to the SCMA which would still leave 1,015 units available. Since this is well below the maximum number of 1,500 units by 2025, the request will not have a negative effect on

the long-range plans for facilities providers, transportation, and water resources. As stated earlier, this is a deintensification to the area and the infrastructure that is already in place was designed in anticipation of a more intense use.

The project request is expected to add a total of 47 students. Although overcrowding at schools in the area has been a problem in the past, the recently passed Washoe County School District (WCSD) Infrastructure Plan currently has both a new Elementary School, and upgrades to Shaw Middle School on the schedule with future plans for Spanish Springs High School. According to the WCSD, these improvements are targeted to relieve overcrowding at these schools and are anticipated to be completed by 2020.

It should be noted that at a project site unrelated to this current request, the applicant has offered a property to be developed as an elementary school site to the WCSD. This is located at the north end of the valley and when built, would help address capacity concerns at Alyce Taylor Elementary.

There is a large cluster of parks within the area and the project site is located in an area that can take advantage of multiple facilities. The project site is adjacent to Eagle Canyon Park to the west and there are two other parks within ½ a mile of the project area; Desert Winds Park, and Gator Swamp Park.

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

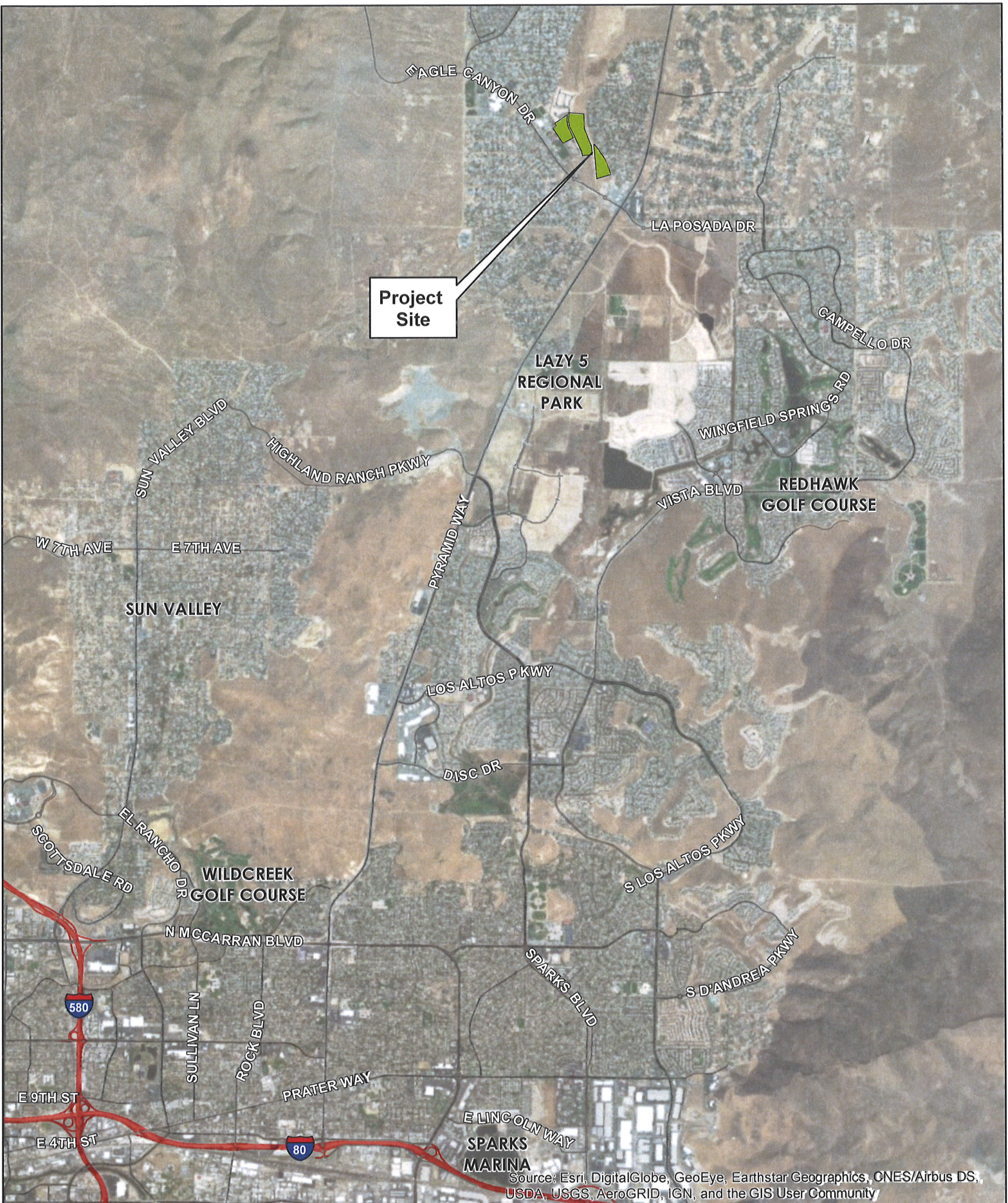
Response: Capital improvement projects are already in place to address overcrowding issues in the area. The WCSD Infrastructure Plan currently has a new Elementary School that will serve the Kiley Ranch area, southeast of these parcels, and provide relief from the overcrowding issues at Alyce Taylor Elementary School. This project is anticipated to be completed by 2020. The WCSD Infrastructure Plan also has upgrades to Shaw Middle School on the schedule with construction to be completed by 2019, and future plans for projects to address issues at Spanish Springs High School.

The project request is expected to add a total of 47 students. With the scheduled WCSD projects, these numbers are not anticipated to compromise WCSD's ability to implement the neighborhood school philosophy.

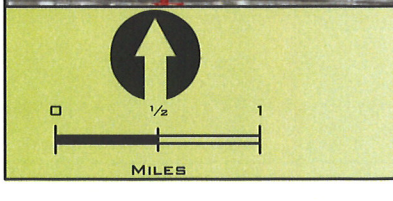
- i. Any existing development in the Spanish Springs planning area, the Sun Valley planning area, the Warm Springs planning area, or the City of Sparks, which is subject to the conditions of a special use permit will not experience undue hardship in the ability to continue to comply with the conditions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

Response: There is no Special Use Permit associated with this request.

Section 3



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Vicinity Map

Upland Estates

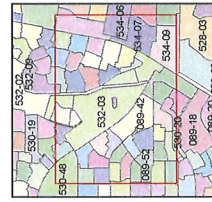
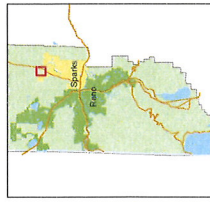
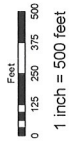
August, 2018



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

WMP# 18-0007 & WRZA 18-0007
Portland, Oregon
Tel: 503.406.4068
Fax: 503.406.4066

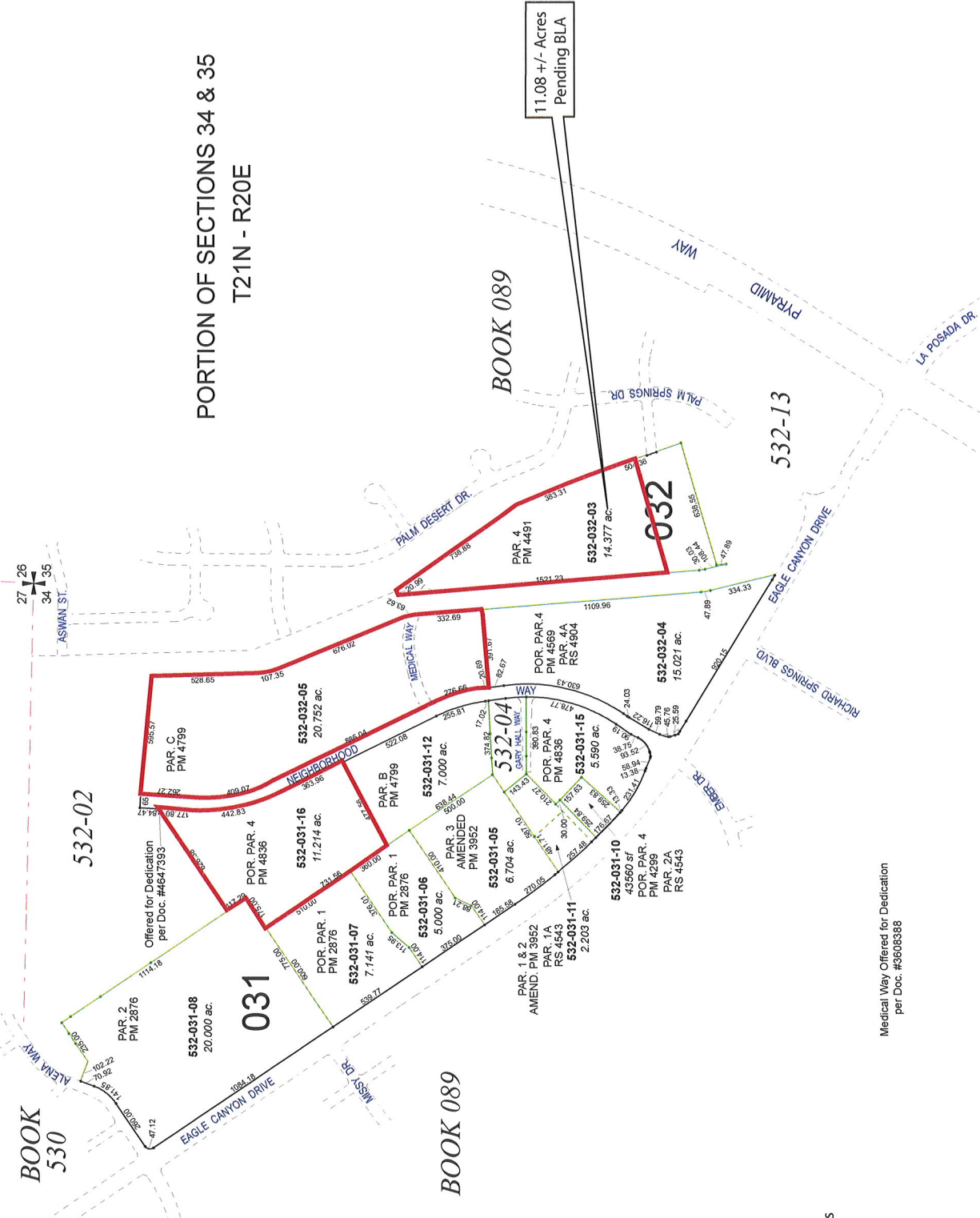
ATTACHMENT A



created by: KSB 1/28/2010
last updated: JMO 11/15/16
area previously shown on map(s)
089-15, 089-46, 530-28

NOTE: This map was prepared for the use of the Washoe County Assessor for assessment and illustrative purposes only. It does not represent a survey of the premises. No liability is assumed by the Assessor or Secretary of the State delineated herein.

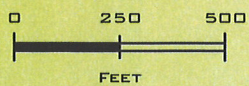
PORTION OF SECTIONS 34 & 35
T21N - R20E



11.08 +/- Acres
Pending BLA

Medical Way Offered for Dedication
per Doc. #3608388

- Project Parcels








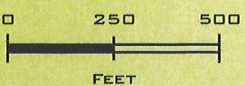
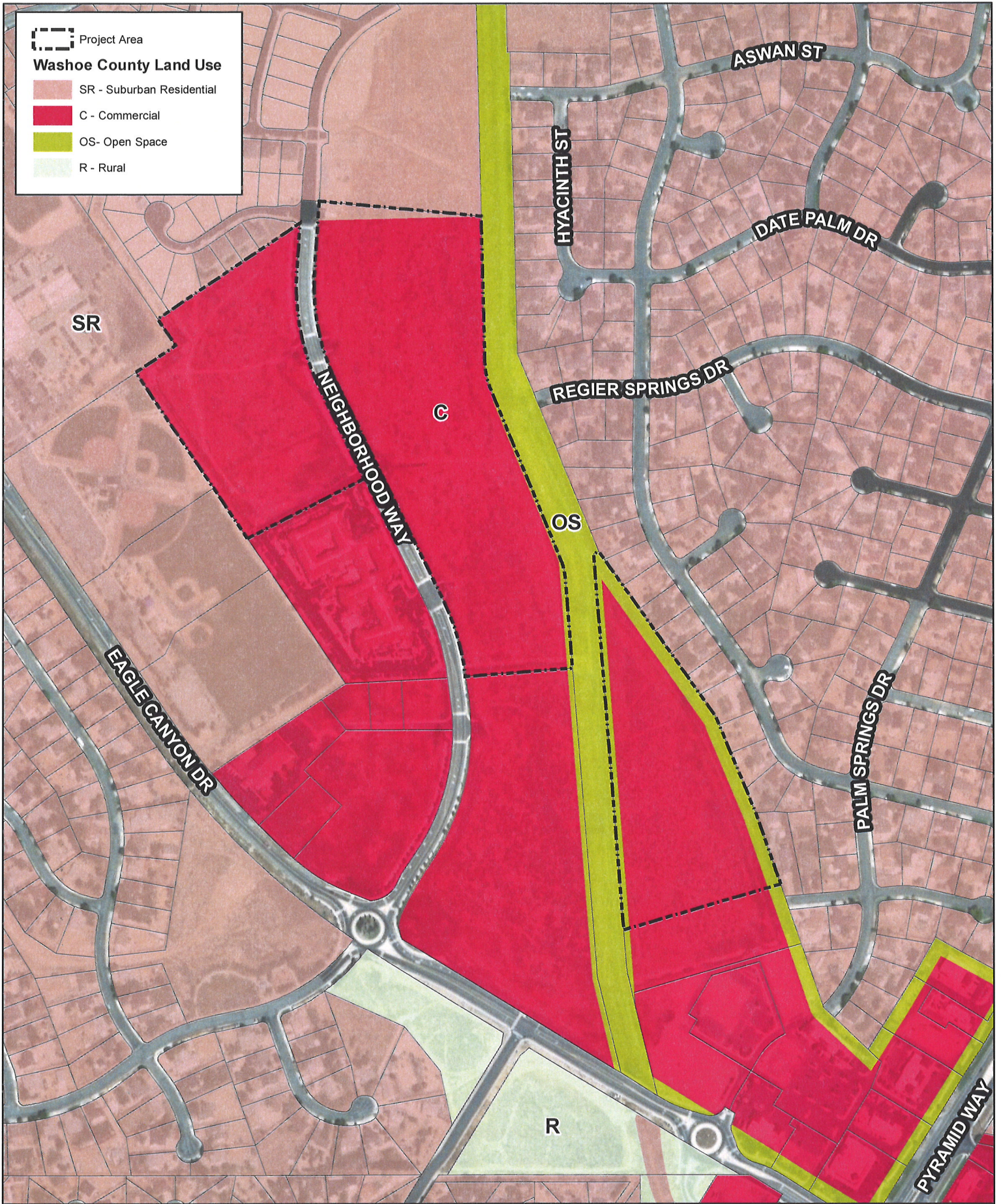
Aerial Map
Upland Estates
August 2018



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1361 Corporate Boulevard Tel: 775.823.4068
Reno, NV 89509 Fax: 775.823.4066

WMPA18-0007 & WRZA18-0007

 Project Area
Washoe County Land Use
 SR - Suburban Residential
 C - Commercial
 OS - Open Space
 R - Rural




Existing Master Plan
 Upland Estates
 August, 2018







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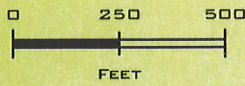
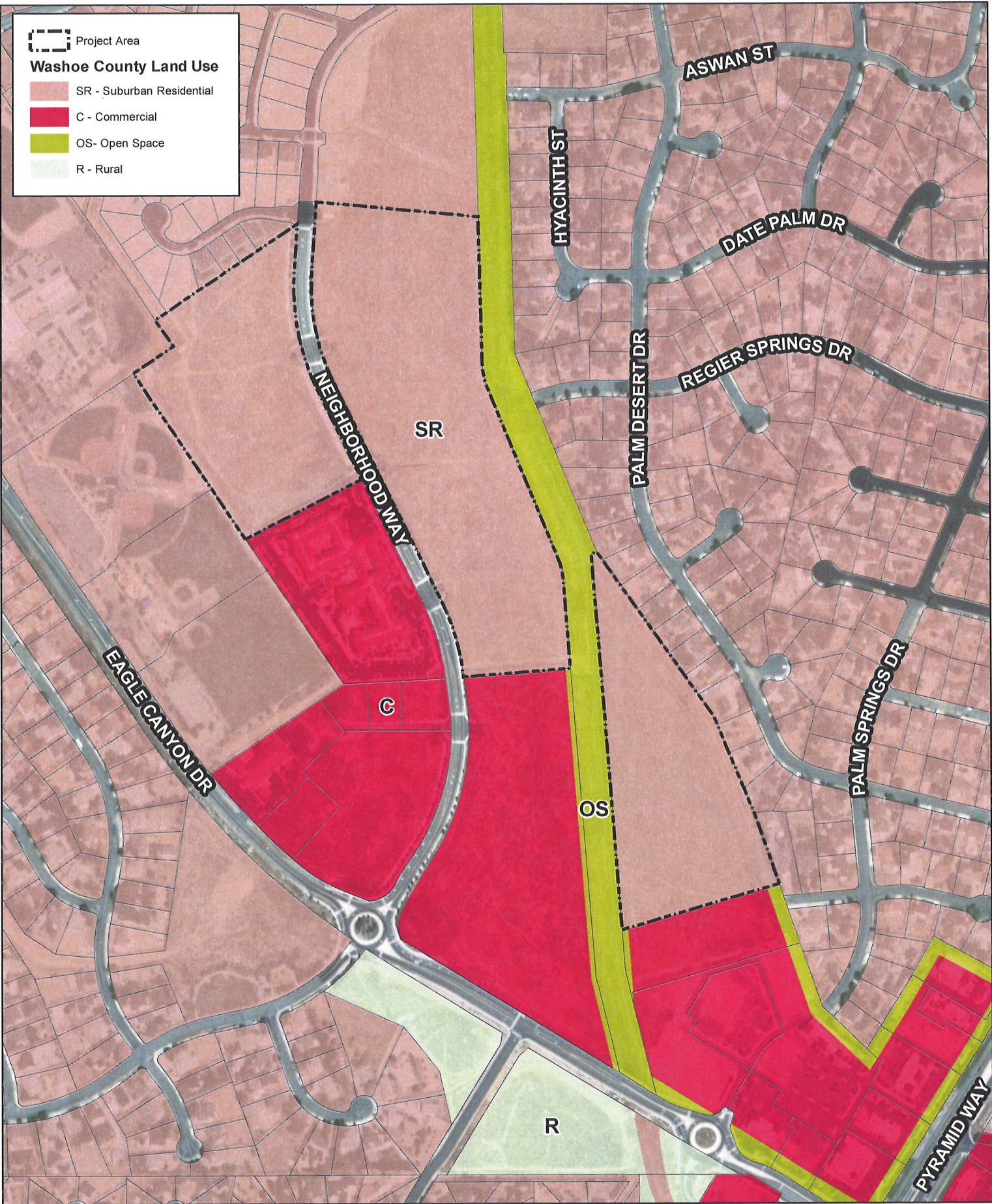
WMPA18-0007 & WRZA18-0007

ATTACHMENT A

 Project Area

Washoe County Land Use

-  SR - Suburban Residential
-  C - Commercial
-  OS - Open Space
-  R - Rural



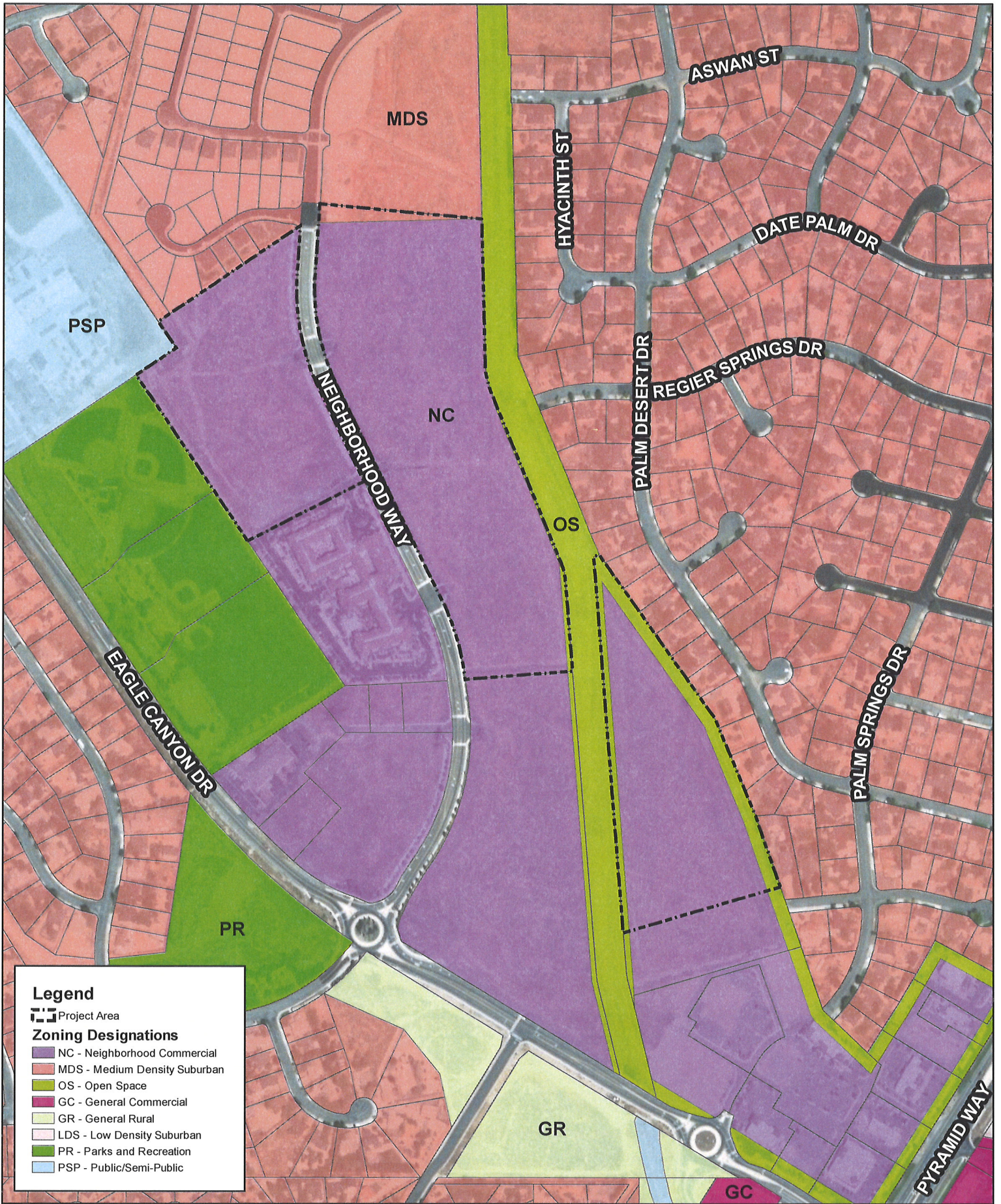
Proposed Master Plan
Upland Estates
 August, 2018



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WMPA18-0007 & WRZA18-0007

ATTACHMENT A

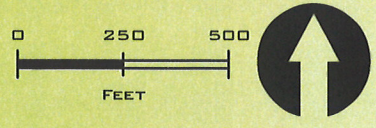


Legend

Project Area

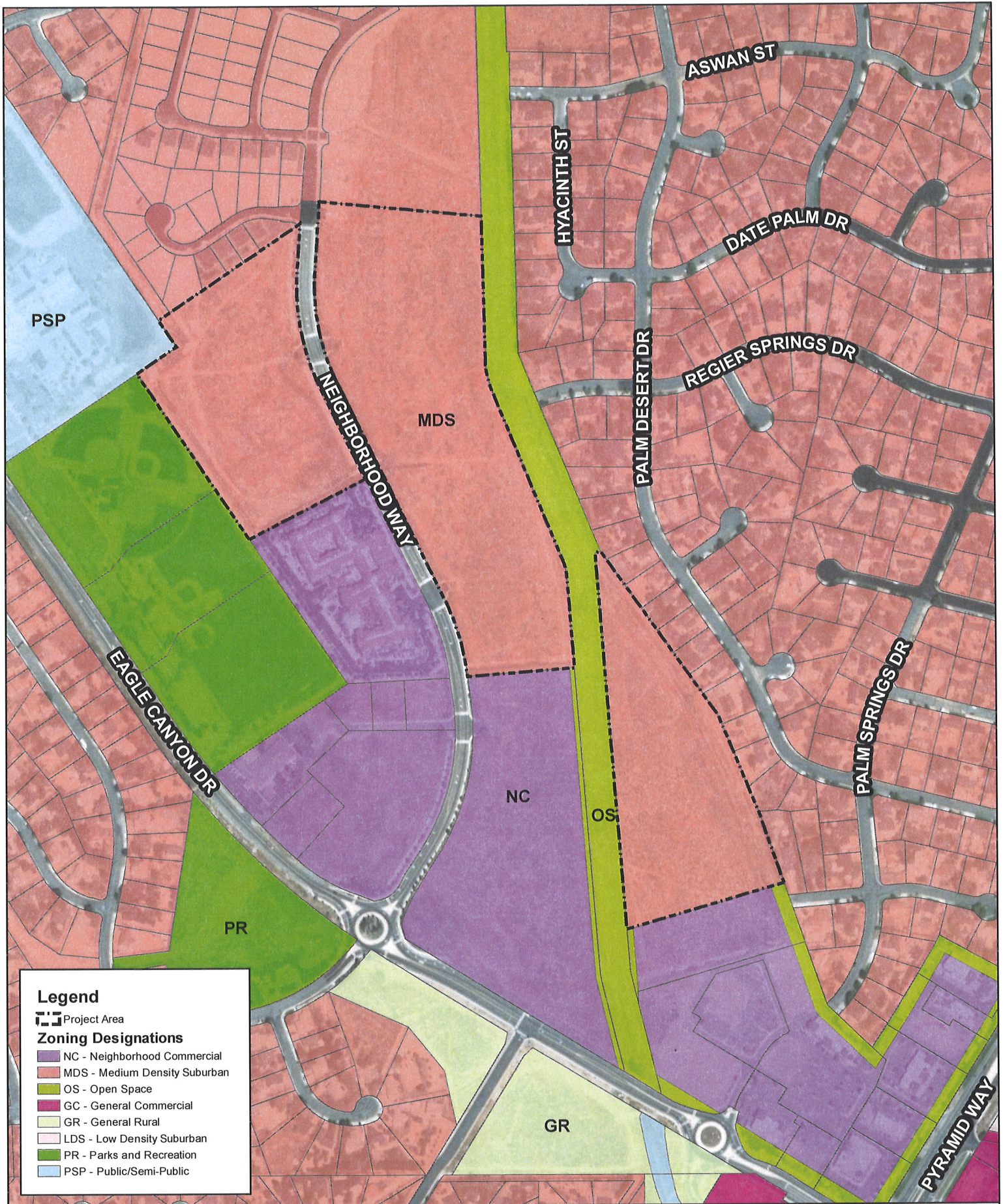
Zoning Designations

- NC - Neighborhood Commercial
- MDS - Medium Density Suburban
- OS - Open Space
- GC - General Commercial
- GR - General Rural
- PR - Parks and Recreation
- PSP - Public/Semi-Public












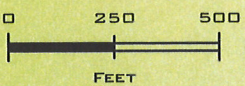
Existing Zoning
 Upland Estates
 July 2018

WOOD RODGERS
 BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
 1361 Corporate Boulevard Tel: 775.823.4068
 WMPA18-0007 & WRZA18-0007



Legend

-  Project Area
- Zoning Designations**
-  NC - Neighborhood Commercial
-  MDS - Medium Density Suburban
-  OS - Open Space
-  GC - General Commercial
-  GR - General Rural
-  LDS - Low Density Suburban
-  PR - Parks and Recreation
-  PSP - Public/Semi-Public



Proposed Zoning
 Upland Estates
 July 2018


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 Reno, NV 89509 Fax: 775.823.4066

WMPA18-0007 & WRZA18-0007

ATTACHMENT A

Section 4

UPLAND ESTATES
TRAFFIC STUDY

AUGUST 2018



Prepared by:
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(775) 358-1004

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UPLAND ESTATES

TRAFFIC STUDY

EXECUTIVE SUMMARY

The proposed Upland Estates development will be located in Washoe County, Nevada. The project site is located north of Eagle Canyon Road on the east and west sides of Neighborhood Way. 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 Pyramid Highway/Eagle Canyon Road/La Posada Drive intersection, the Eagle Canyon Road/Neighborhood Way/Ember Drive intersection and the project access intersections on Neighborhood Way have been identified for AM and PM peak hour intersection capacity analysis for the existing, existing plus project, 2028 base, and 2028 base plus project scenarios. The Pyramid Highway/Eagle Canyon Road/La Posada Drive intersection has been identified for traffic crash review.

The proposed Upland Estates development will consist of the construction of 129 single family dwelling units. Project access will be provided from three access intersections on Neighborhood Way. The project is anticipated to generate 1,218 average daily trips with 95 trips occurring during the AM peak hour and 128 trips occurring during the PM peak hour.

Traffic generated by the Upland Estates 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 Washoe County requirements.

It is recommended that the Neighborhood Way/South Access intersection be improved to include stop sign control and single ingress and egress lanes at the east approach.

It is recommended that the Neighborhood Way/Middle Access intersection be improved to include stop sign control and single ingress and egress lanes at the east approach.

It is recommended that the Neighborhood Way/North Access intersection be improved to include stop sign control and single ingress and egress lanes at the east and west approaches.

INTRODUCTION

STUDY AREA

The proposed Upland Estates development will be located in Washoe County, Nevada. The project site is located north of Eagle Canyon Road on the east and west sides of Neighborhood Way. 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 Pyramid Highway/Eagle Canyon Road/La Posada Drive intersection, the Eagle Canyon Road/Neighborhood Way/Ember Drive intersection and the project access intersections on Neighborhood Way have been identified for AM and PM peak hour intersection capacity analysis for the existing, existing plus project, 2028 base, and 2028 base plus project scenarios.

EXISTING AND PROPOSED LAND USES

The project site is currently undeveloped land. Adjacent properties generally include single family homes to the north and east, a middle school and senior living facility to the west, and undeveloped land to the south. The proposed Upland Estates development will include the construction of 129 single family dwelling units. Project access will be provided from three access intersections on Neighborhood Way.

EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS

Pyramid Highway is a four-lane roadway with two through lanes in each direction in the vicinity of the site. The speed limit is posted for 45 miles per hour near Eagle Canyon Road. Roadway improvements generally include graded shoulders with striped edgelines and bicycle lanes on both sides of the street and a raised center median north and south of Eagle Canyon Road.

Eagle Canyon Road is a four-lane roadway with two through lanes in each direction west of Pyramid Highway to Neighborhood Way and a two-lane roadway with one through lane in each direction west of Neighborhood Way. The speed limit is posted for 35 miles per hour. Roadway improvements on the four-lane segment include curb, gutter, sidewalk, and bicycle lanes on both sides of the street with a raised center median between Pyramid Highway and the first roundabout. Roadway improvements on the two-lane segment include graded shoulders with striped edgelines and a striped centerline.

La Posada Drive is a four-lane roadway with two through lanes in each direction east of Pyramid Highway. The speed limit is posted for 35 miles per hour. Roadway improvements include curb, gutter, sidewalk, and bicycle lanes on both sides of the street and a raised center median.

Neighborhood Way is a two-lane roadway with one through lane in each direction north of Eagle Canyon Road. The speed limit is posted for 35 miles per hour. Roadway improvements include curb, gutter, sidewalk, and a bicycle lane on both sides of the street and a striped centerline with left turn pockets at key intersections.

LEGEND

■ PROJECT SITE



UPLAND ESTATES
VICINITY MAP
FIGURE 1

Ember drive is a two-lane roadway with one through lane in each direction south of Eagle Canyon Road. The speed limit is posted for 25 miles per hour. Roadway improvements include curb, gutter, and sidewalk on both sides of the street with a short striped centerline. Neighborhood Way aligns with Ember Drive north of Eagle Canyon Road.

The Pyramid Highway/Eagle Canyon Road/La Posada Drive intersection is a signalized four-leg intersection with protected left turn phasing for all approaches. The north approach contains dual left turn lanes, two through lanes, and one tapered right turn lane. The south approach contains dual left turn lanes, two through lanes, and one full-width right turn lane. The east approach contains dual left turn lanes, one through lane, and one shared through lane-right turn lane. The west approach contains dual left turn lanes, one through lane, and one free right turn lane with a southbound acceleration lane. Raised corner islands exist in the northwest, southwest, and southeast quadrants. Pedestrian crosswalks exist at the north, south, east, and west legs.

The Eagle Canyon Road/Neighborhood Way/Ember Drive intersection is a four-leg roundabout with yield control at all approaches. The north and east approaches each contain one shared left turn-through lane and one right turn lane. The south and west approaches each contain one shared left turn-through-right turn lane. Pedestrian crosswalks exist at the north, south, east, and west legs.

The Neighborhood Way/South Access intersection is currently an unsignalized four-leg intersection with stop sign control at only the west approach. The east approach is currently constructed to the curb returns but will be extended further east with development of the project. The north and south approaches each contain one left turn lane and one shared through-right turn lane. The west approach contains one shared left turn-through-right turn lane. The east approach is anticipated to contain one shared left turn-through-right turn lane. Pedestrian crosswalks exist at the north and south legs.

The Neighborhood Way/Middle Access intersection is currently an unsignalized four-leg intersection with stop sign control at only the west approach. The east approach is currently constructed to the curb returns but will be extended further east with the development of the project. The north and south approaches each contain one left turn lane and one shared through-right turn lane. The west approach contains one shared left turn-through-right turn lane. The east approach is anticipated to contain one shared left turn-through-right turn lane. Pedestrian crosswalks exist at the north and south legs.

The Neighborhood Way/North Access intersection is currently an unsignalized four-leg intersection with no traffic control. The east and west approaches are currently constructed to the curb returns but will be extended further east and west with development of the project. The north and south approaches each contain one left turn lane and one shared through-right turn lane. The east and west approach are each anticipated to contain one shared left turn-through-right turn lane. Pedestrian crosswalks exist at the north and south legs.

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. For comparison purposes, trip generation was calculated for the proposed and approved land uses for the site. Trip generation rates were obtained from the 10th Edition of *ITE Trip Generation* (2018) for Land Uses 210: Single Family Detached Housing, 710: General Office Building, 720: Medical-Dental Office Building, and 820: Shopping Center. Trip generation was calculated for an average weekday and the weekday peak hours occurring between 7:00 and 9:00 AM and 4:00 and 6:00 PM, which correspond to the peak hours of adjacent street traffic.

The proposed land uses include the construction of 129 single family dwelling units on ±32 acres with ±11 acres designated as open space. The approved land uses for the ±43 acre site amount to 122,120 square feet of office floor area, 123,057 square feet of commercial floor area, and 220,544 square feet of medical office floor area based on a 25% floor area to acreage ratio.

Table 1 shows a summary of the average daily traffic (ADT) and AM and PM peak hour volumes generated by the proposed and approved land uses for the site. The trip generation worksheets are included in the Appendix.

LAND USE	ADT	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
PROPOSED Single Family Detached Housing (129 DU)	1,218	23	72	95	80	48	128
APPROVED General Office (122,120 SF)	1,189	122	20	142	22	118	140
Medical-Dental Office (220,544 SF)	7,675	478	135	613	214	549	763
Shopping Center (123,057 SF)	4,646	72	44	116	225	244	469
Total	13,510	672	199	871	461	911	1,372
COMPARISON (Proposed minus Approved)	-12,292	-649	-127	-776	-381	-863	-1,244

As shown in Table 1, the proposed land uses are anticipated to generate significantly less traffic volumes (12,292 ADT, 776 AM peak hour, and 1,244 PM peak hour trips) than the approved land uses.

TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of the project trips to the key intersections was based on existing peak hour traffic patterns and the locations of attractions and productions in the area. The anticipated trip distribution is shown on Figure 2. The proposed peak hour project trips shown in Table 1 were subsequently assigned to the key intersections based on the trip distribution. Figure 3 shows the project trip assignment at the key intersections during the AM and PM peak hours.

EXISTING AND PROJECTED TRAFFIC VOLUMES

Figure 4 shows the existing traffic volumes at the key intersections during the AM and PM peak hours. The existing peak hour traffic volumes were obtained from traffic counts conducted in August of 2018.

Figure 5 shows the existing plus project traffic volumes at the key intersections during the AM and PM peak hours. 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 2028 base traffic volumes at the key intersections during the AM and PM peak hours. The 2028 base turning movements were estimated by applying a 1.1% average annual growth rate to the existing traffic volumes. The growth rate was calculated based on historic traffic count data on Pyramid Highway, Eagle Canyon Road, and La Posada Drive as obtained from the Nevada Department of Transportation's (NDOT) Annual Traffic Reports.

Figure 7 shows the 2028 base plus project traffic volumes at the key intersections during the AM and PM peak hours. The 2028 base plus project volumes were obtained by adding the trip assignment volumes shown on Figure 3 to the 2028 base traffic volumes shown on Figure 6.

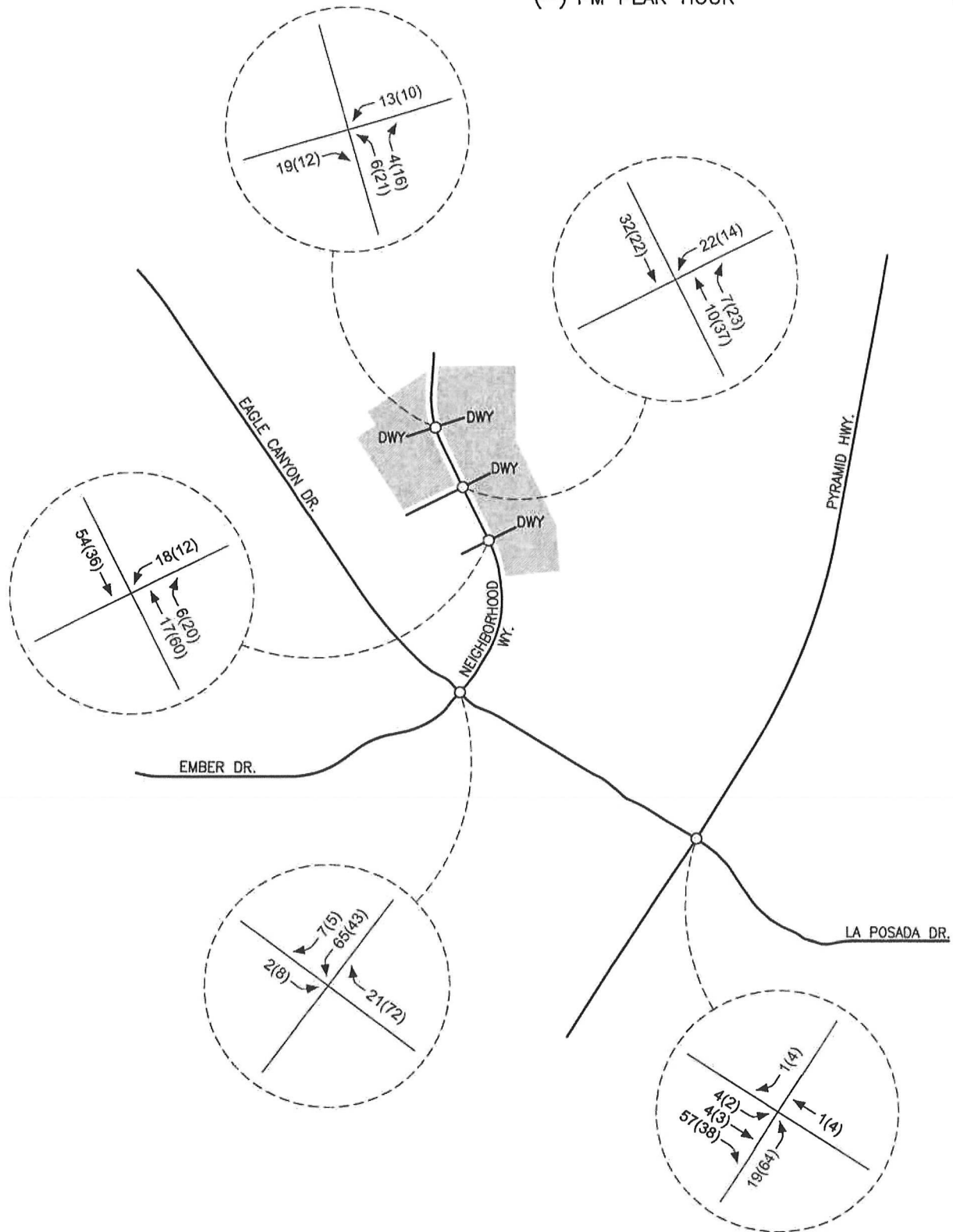
LEGEND

■ PROJECT SITE



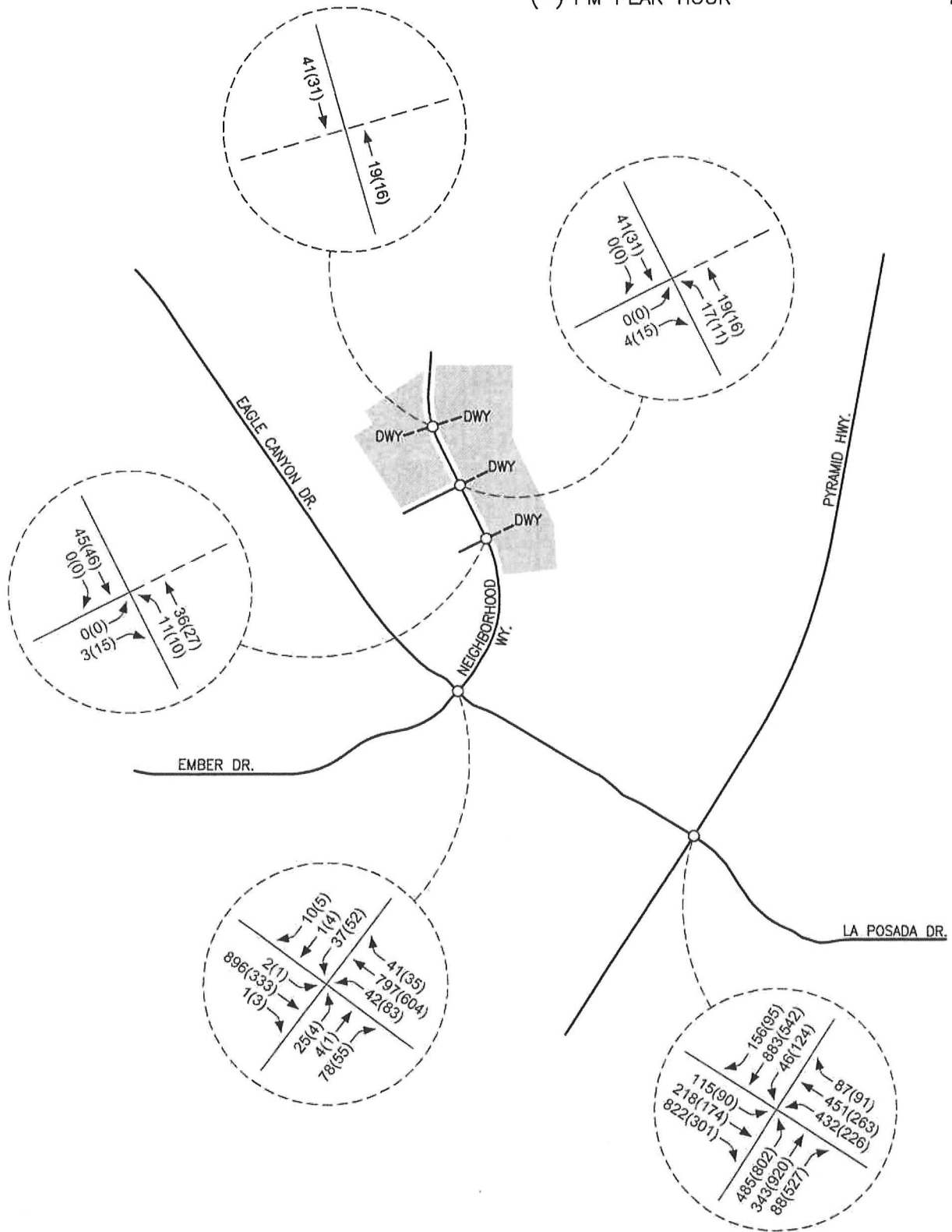
UPLAND ESTATES
TRIP DISTRIBUTION
FIGURE 2

LEGEND
 - AM PEAK HOUR
 (-) PM PEAK HOUR



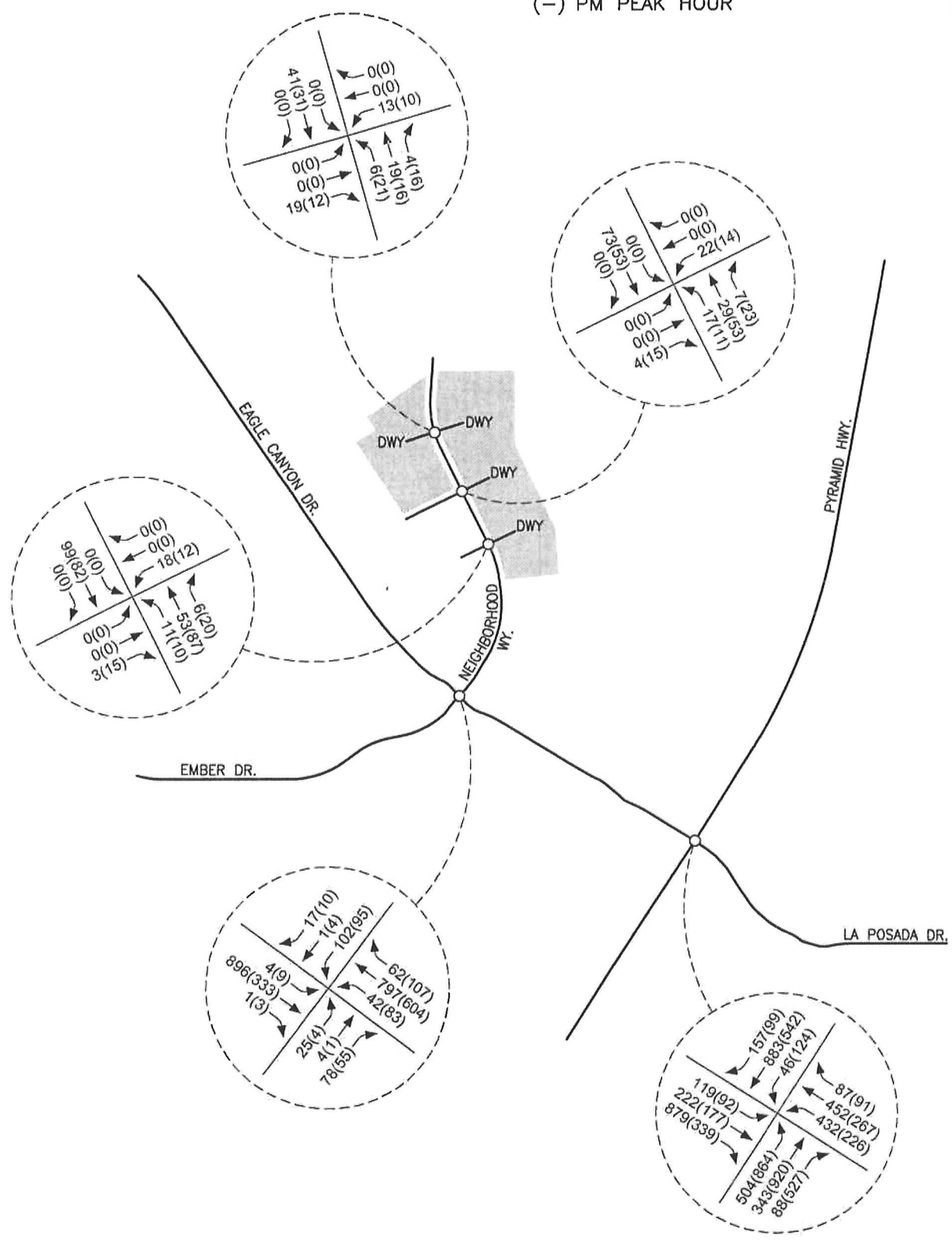
UPLAND ESTATES
TRIP ASSIGNMENT
FIGURE 3

LEGEND
 - AM PEAK HOUR
 (-) PM PEAK HOUR



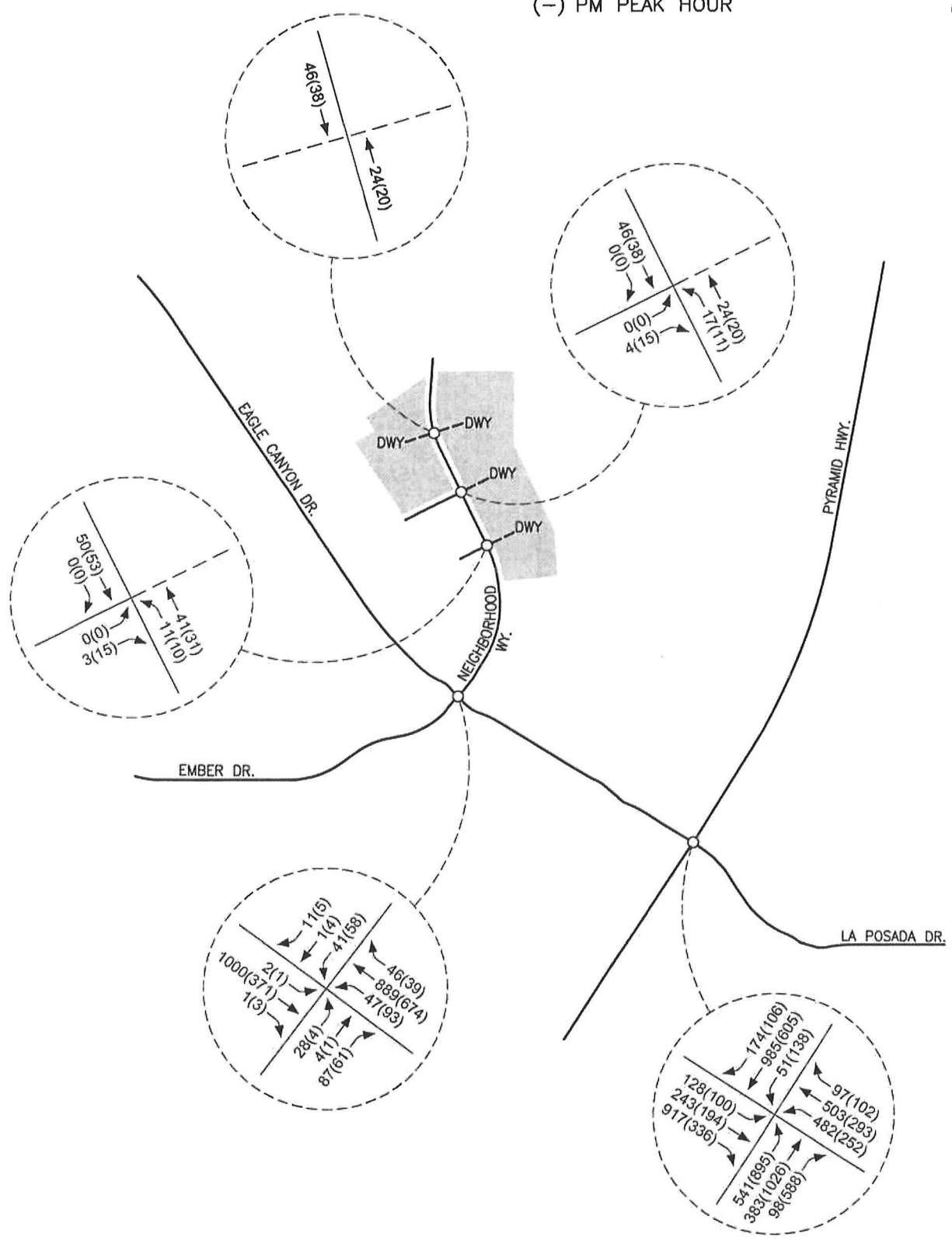
UPLAND ESTATES
EXISTING TRAFFIC VOLUMES
FIGURE 4

LEGEND
 — AM PEAK HOUR
 (—) PM PEAK HOUR



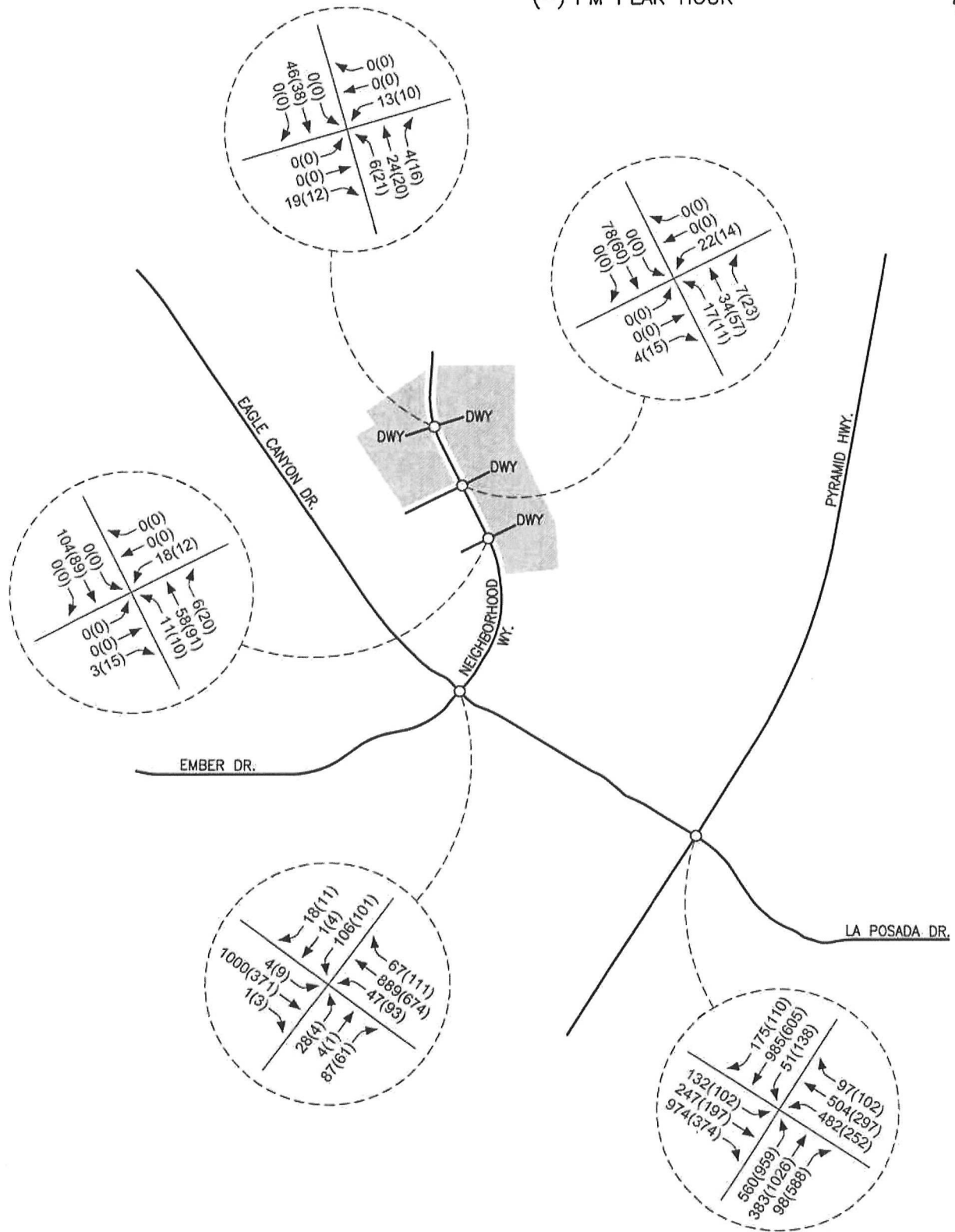
UPLAND ESTATES
EXISTING PLUS PROJECT TRAFFIC VOLUMES
FIGURE 5

LEGEND
 — AM PEAK HOUR
 (—) PM PEAK HOUR



UPLAND ESTATES
2028 BASE TRAFFIC VOLUMES
FIGURE 6

LEGEND
 - AM PEAK HOUR
 (-) PM PEAK HOUR



UPLAND ESTATES

2028 BASE PLUS PROJECT TRAFFIC VOLUMES
FIGURE 7

INTERSECTION CAPACITY ANALYSIS

The key intersections were analyzed for capacity based on procedures presented in the *Highway Capacity Manual (6th Edition)*, prepared by the Transportation Research Board, for unsignalized and signalized intersections using the latest version of the Highway Capacity software.

The result of capacity analysis is a level of service (LOS) rating for signalized intersections, roundabouts, and minor movements at a two-way stop controlled intersection. 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 intersection or 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

Level of service for signalized intersections is stated in terms of the average control delay per vehicle for a peak 15 minute analysis period. The level of service criteria for signalized intersections is shown in Table 3.

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

Table 4 shows a summary of the level of service and delay results at the key intersections for the existing, existing plus project, 2028 base, and 2028 base plus project scenarios. The intersection capacity worksheets are included in the Appendix.

TABLE 4 INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS								
INTERSECTION	EXISTING		EXISTING + PROJECT		2028 BASE		2028 BASE + PROJECT	
	AM	PM	AM	PM	AM	PM	AM	PM
Pyramid & Eagle Canyon (Signal)	C30.0	C27.8	C30.2	C28.2	D37.7	C31.1	D37.8	C32.2
Eagle Canyon & Neighborhood (Roundabout)	C16.0	A7.5	C19.9	A7.5	C24.1	A8.5	D32.5	A8.5
Neighborhood & South Access (Stop at West)								
EB Left-Right	A8.5	A8.6	N/A	N/A	A8.6	A8.6	N/A	N/A
NB Left	A7.3	A7.3	N/A	N/A	A7.3	A7.3	N/A	N/A
(Stop at East and West)								
WB Left-Thru-Right	N/A	N/A	A8.8	A8.8	N/A	N/A	A8.9	A8.8
EB Left-Thru-Right	N/A	N/A	A9.9	B10.2	N/A	N/A	B10.0	B10.3
NB Left	N/A	N/A	A7.5	A7.4	N/A	N/A	A7.5	A7.4
SB Left	N/A	N/A	A7.3	A7.5	N/A	N/A	A7.4	A7.5
Neighborhood & Middle Access (Stop at West)								
EB Left-Right	A8.5	A8.5	N/A	N/A	A8.6	A8.6	N/A	N/A
NB Left	A7.3	A7.3	N/A	N/A	A7.3	A7.3	N/A	N/A
(Stop at East and West)								
WB Left-Thru-Right	N/A	N/A	A8.7	A8.6	N/A	N/A	A8.7	A8.7
EB Left-Thru-Right	N/A	N/A	A9.7	A9.7	N/A	N/A	A9.7	A9.8
NB Left	N/A	N/A	A7.4	A7.3	N/A	N/A	A7.4	A7.4
SB Left	N/A	N/A	A7.3	A7.4	N/A	N/A	A7.3	A7.4
Neighborhood & North Access (Stop at East and West)								
WB Left-Thru-Right	N/A	N/A	A8.6	A8.5	N/A	N/A	A8.6	A8.5
EB Left-Thru-Right	N/A	N/A	A9.2	A9.3	N/A	N/A	A9.3	A9.4
NB Left	N/A	N/A	A7.3	A7.3	N/A	N/A	A7.3	A7.3
SB Left	N/A	N/A	A7.3	A7.3	N/A	N/A	A7.3	A7.3

Pyramid Highway/Eagle Canyon Road/La Posada Drive Intersection

The Pyramid Highway/Eagle Canyon Road/La Posada Drive intersection was analyzed as a signalized four-leg intersection for all scenarios. The intersection currently operates at LOS C with a delay of 30.0 seconds per vehicle during the AM peak hour and 27.8 seconds per vehicle during the PM peak hour.

For the existing plus project traffic volumes the Pyramid Highway/Eagle Canyon Road/La Posada Drive intersection continues to operate at LOS C with delays slightly increasing to 30.2 seconds per vehicle during the AM peak hour and 28.2 seconds per vehicle during the PM peak hour. For the 2028 base traffic volumes the intersection operates at LOS D with a delay of 37.7 seconds per vehicle during the AM peak hour and LOS C with a delay of 31.1 seconds per vehicle during the PM peak hour. For the 2028 base plus project traffic volumes the intersection operates at LOS D with delay slightly increasing to 37.8 seconds per vehicle during the AM peak hour and LOS C with delay slightly increasing to 32.2 seconds per vehicle during the PM peak hour. The intersection was analyzed with the existing approach lanes and phasing for all scenarios. The intersection meets policy LOS E or better standards for the existing and future traffic volumes. No improvements are recommended at the intersection.

Eagle Canyon Road/Neighborhood Way/Ember Drive Intersection

The Eagle Canyon Road/Neighborhood Way/Ember Drive intersection was analyzed as a four-leg roundabout with one circulating lane for all scenarios. For the existing traffic volumes the roundabout operates at LOS C with a delay of 16.0 seconds per vehicle during the AM peak hour and LOS A with a delay of 7.5 seconds per vehicle during the PM peak hour. For the existing plus project traffic volumes the intersection continues to operate at LOS C during the AM peak hour with delay increasing to 19.9 seconds per vehicle and LOS A during the PM peak hour with no change in delay. For the 2028 base traffic volumes the intersection operates at LOS C with a delay of 24.1 seconds per vehicle during the AM peak hour and LOS A with a delay of 8.5 seconds per vehicle during the PM peak hour. For the 2028 base plus project traffic volumes the intersection operates at LOS D with delay increasing to 32.5 seconds per vehicle during the AM peak hour and LOS A with no change in delay during the PM peak hour. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets policy LOS D or better standards for the existing and future traffic volumes. No improvements are recommended at the intersection.

Neighborhood Way/South Access Intersection

The Neighborhood Way/South Access intersection was analyzed as an unsignalized three-leg intersection with stop control at the west approach for the existing and 2028 base scenarios and as a four-leg intersection with stop control at the east and west approaches for the existing plus project and 2028 base plus project scenarios. The intersection minor movements currently operate at LOS A during the AM and PM peak hours. For the existing plus project traffic volumes the intersection minor movements operate at LOS B or better during the AM and PM peak hours. For the 2028 base traffic volumes the intersection minor movements operate at LOS A during the AM and PM peak hours. For the 2028 base plus project traffic volumes the intersection minor movements operate at LOS B or better during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets policy LOS D or better standards for the existing and future traffic volumes. It is recommended that the Neighborhood Way/South Access intersection be improved to include stop sign control and single ingress and egress lanes at the east approach.

Neighborhood Way/Middle Access Intersection

The Neighborhood Way/Middle Access intersection was analyzed as an unsignalized three-leg intersection with stop control at the west approach for the existing and 2028 base scenarios and as a four-leg intersection with stop control at the east and west approaches for the existing plus project and 2028 base plus project scenarios. The intersection minor movements currently operate at LOS A during the AM and PM peak hours. For the existing plus project traffic volumes the intersection minor movements operate at LOS A during the AM and PM peak hours. For the 2028 base traffic volumes the intersection minor movements continue to operate at LOS A during the AM and PM peak hours. For the 2028 base plus project traffic volumes the intersection minor movements operate at LOS A during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets policy LOS D or better standards for the existing and future traffic volumes. It is recommended that the Neighborhood Way/Middle Access intersection be improved to include stop sign control and single ingress and egress lanes at the east approach.

Neighborhood Way/North Access Intersection

The Neighborhood Way/North Access was analyzed as an unsignalized four-leg intersection with stop control at the east and west approaches for the existing plus project and 2028 base plus project scenarios. For the existing plus project traffic volumes the intersection minor movements operate at LOS A during the AM and PM peak hours. For the 2028 base plus project traffic volumes the intersection minor movements continue to operate at LOS A during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets policy LOS D or better standards for the future traffic volumes. It is recommended that the Neighborhood Way/North Access intersection be improved to include stop sign control and single ingress and egress lanes at the east and west approaches.

TRAFFIC CRASH REVIEW

The Pyramid Highway/Eagle Canyon Road/La Posada Drive intersection was identified for traffic crash review. Traffic crash data was obtained from NDOT Traffic Safety Engineering for the study period from January 1, 2015 to January 1, 2018. The crash data is included in the Appendix. A total of 36 crashes occurred at the intersection during the three-year period with no fatalities reported. The crash type included 23 rear-end collisions, 9 angle collisions, 2 sideswipe-meeting collisions, and 2 non-collisions. Following too closely, driving too fast for conditions, failure to yield the right of way, other improper driving, failure to keep in proper lane, disregarding traffic control feature, hit and run, and unsafe lane change were the main factors. Based on weekday PM peak hour traffic volumes, the intersection currently experiences 0.7968 accidents per million vehicles entering the intersection. The project is anticipated to increase the occurrence of accidents by 0.4063 accidents per year.

RECOMMENDATIONS

Traffic generated by the Upland Estates 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 Washoe County requirements.

It is recommended that the Neighborhood Way/South Access intersection be improved to include stop sign control and single ingress and egress lanes at the east approach.

It is recommended that the Neighborhood Way/Middle Access intersection be improved to include stop sign control and single ingress and egress lanes at the east approach.

It is recommended that the Neighborhood Way/North Access intersection be improved to include stop sign control and single ingress and egress lanes at the east and west approaches.

APPENDIX

Single-Family Detached Housing (210)

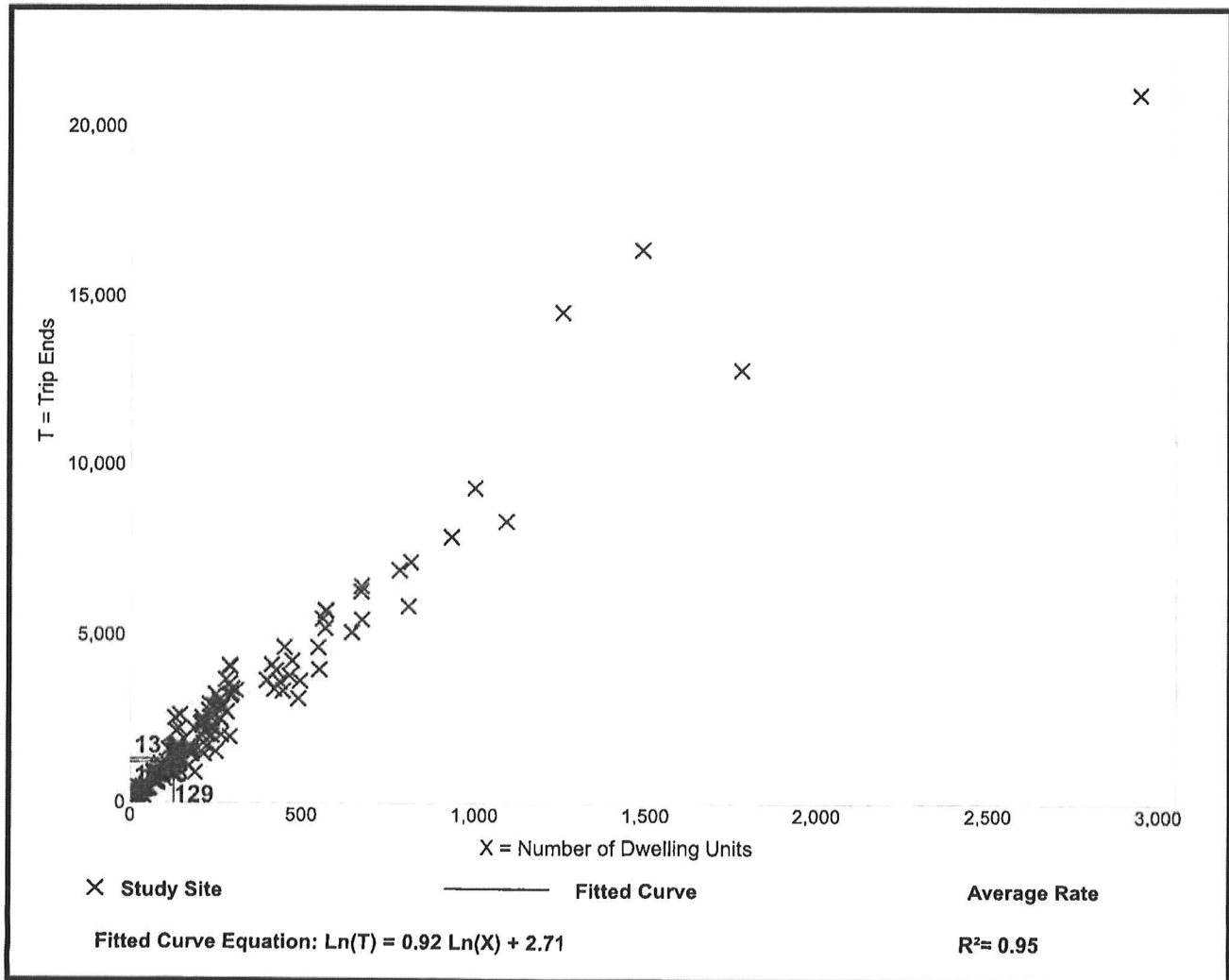
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 159
Avg. Num. of Dwelling Units: 264
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.44	4.81 - 19.39	2.10

Data Plot and Equation



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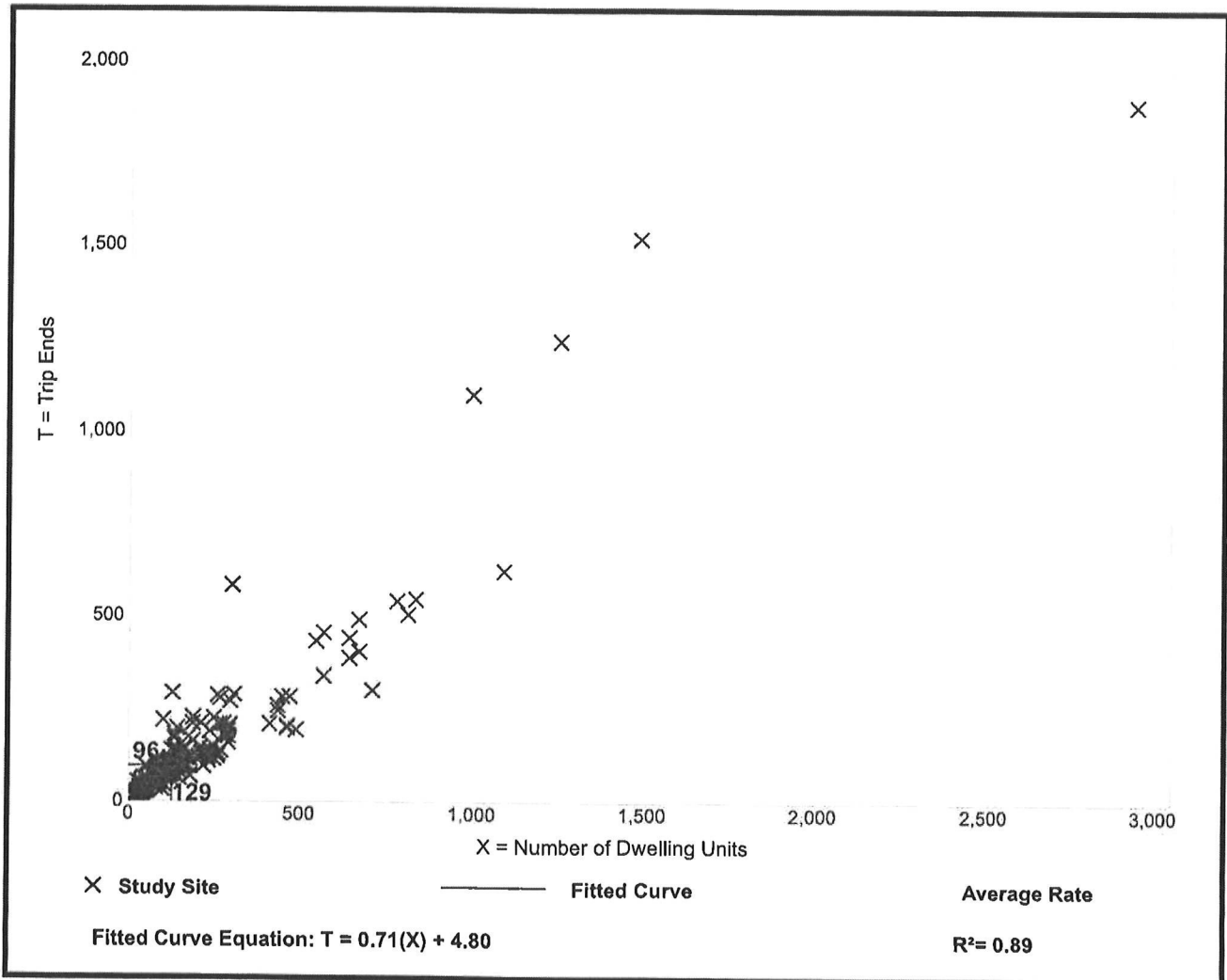
Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 173
 Avg. Num. of Dwelling Units: 219
 Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.74	0.33 - 2.27	0.27

Data Plot and Equation



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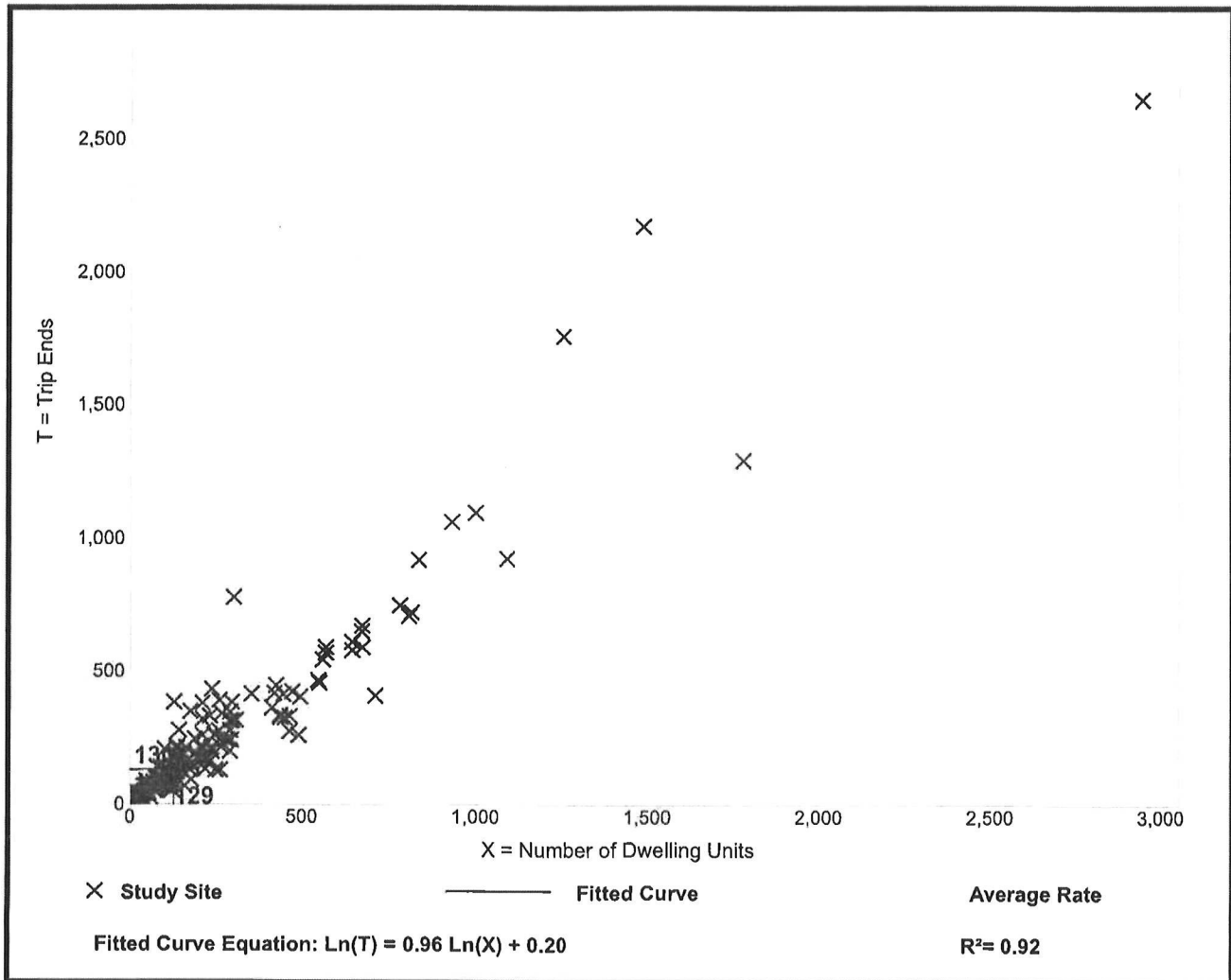
Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 190
 Avg. Num. of Dwelling Units: 242
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.44 - 2.98	0.31

Data Plot and Equation



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General Office Building (710)

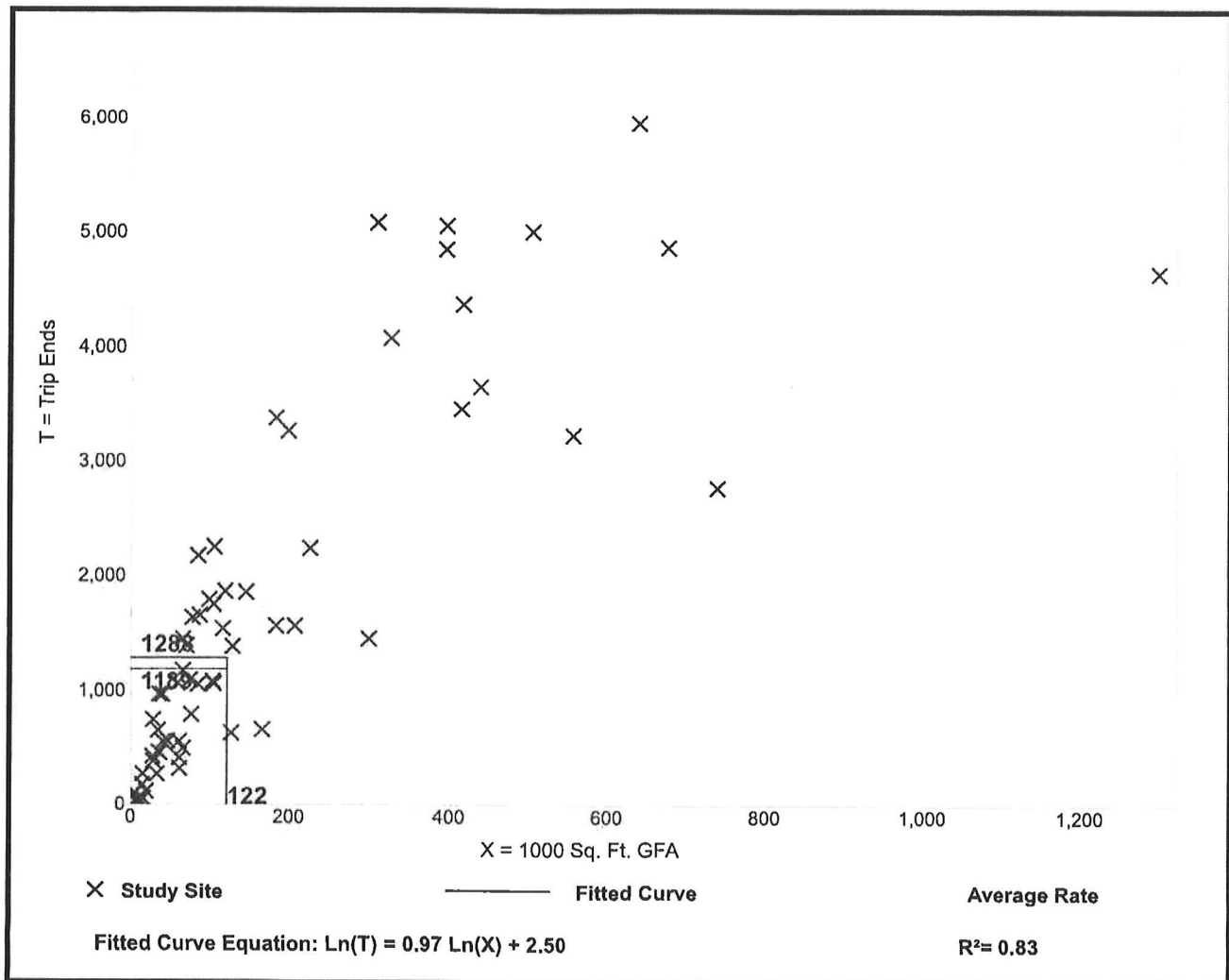
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 66
Avg. 1000 Sq. Ft. GFA: 171
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.74	2.71 - 27.56	5.15

Data Plot and Equation



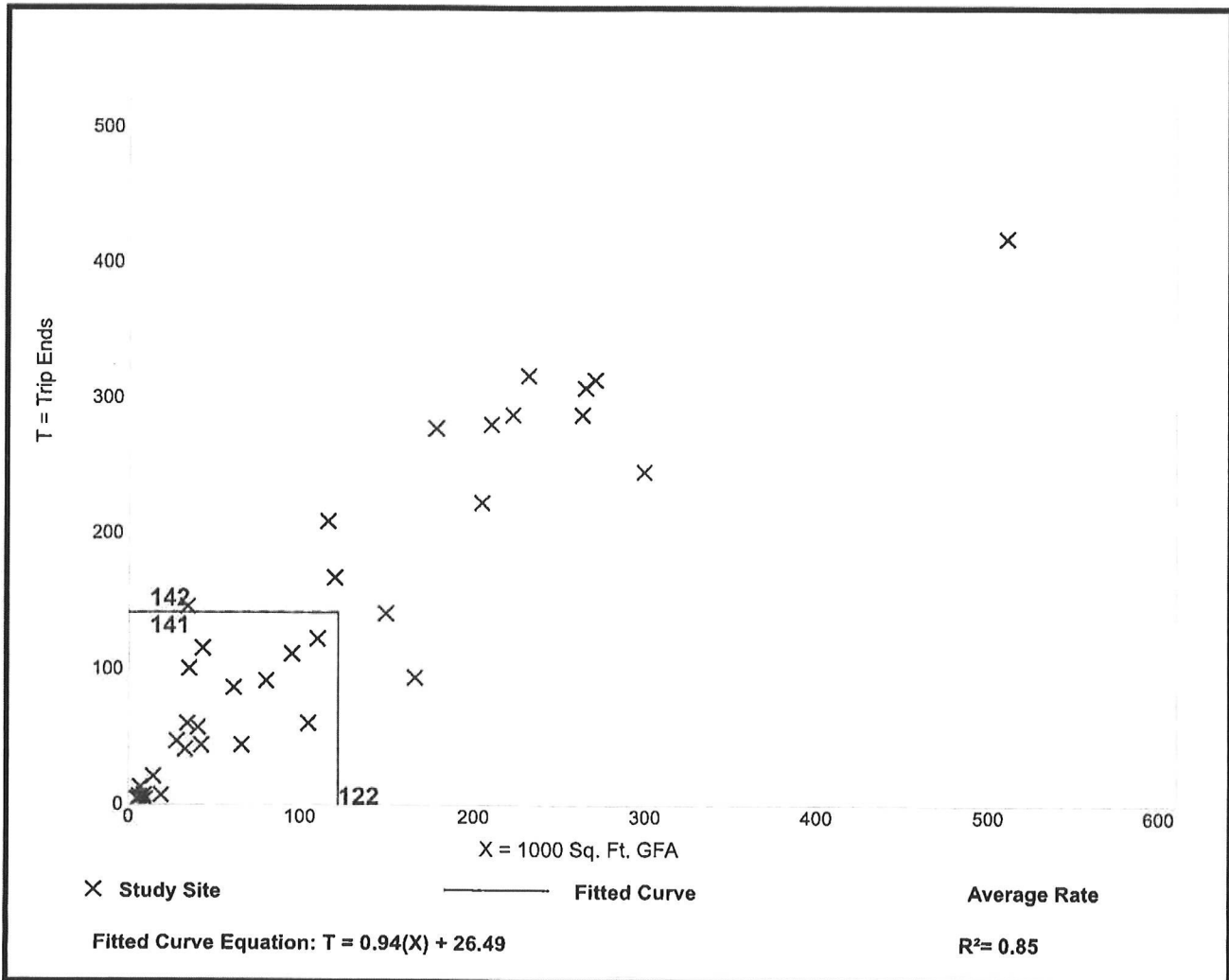
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 35
 Avg. 1000 Sq. Ft. GFA: 117
 Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation



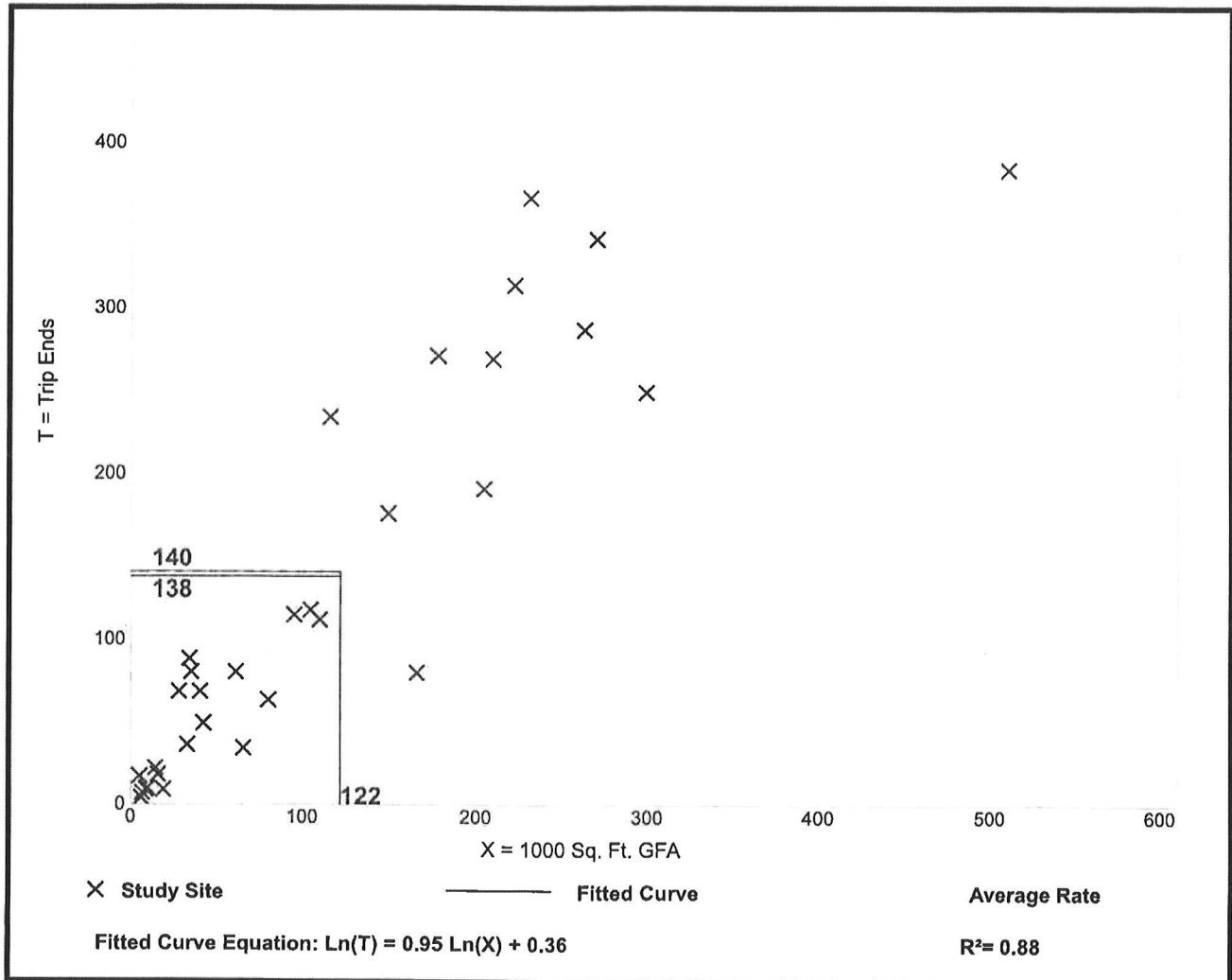
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 32
 Avg. 1000 Sq. Ft. GFA: 114
 Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



Medical-Dental Office Building (720)

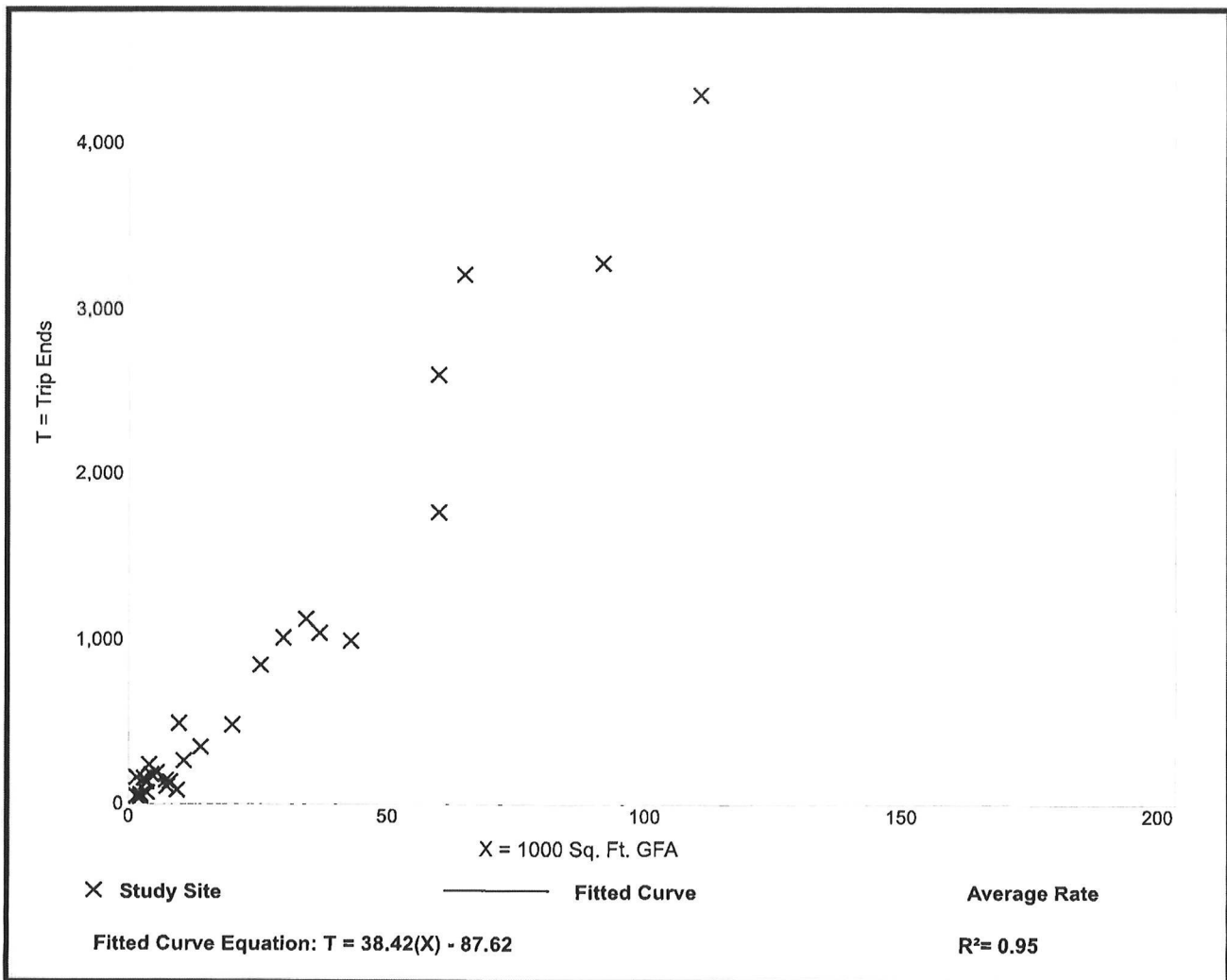
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. 1000 Sq. Ft. GFA: 24
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
34.80	9.14 - 100.75	9.79

Data Plot and Equation



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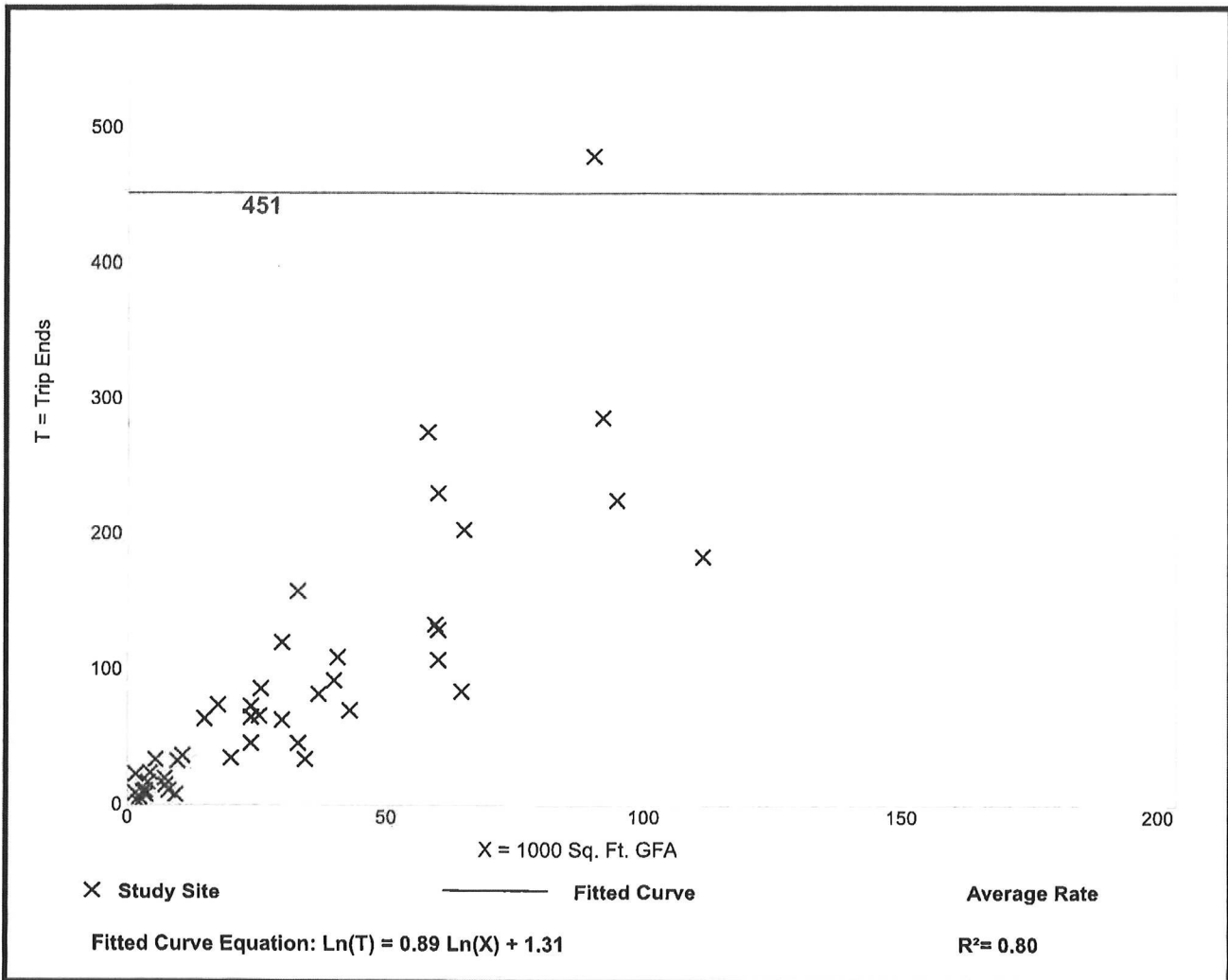
Medical-Dental Office Building (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 44
 Avg. 1000 Sq. Ft. GFA: 32
 Directional Distribution: 78% entering, 22% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.78	0.85 - 14.30	1.28

Data Plot and Equation



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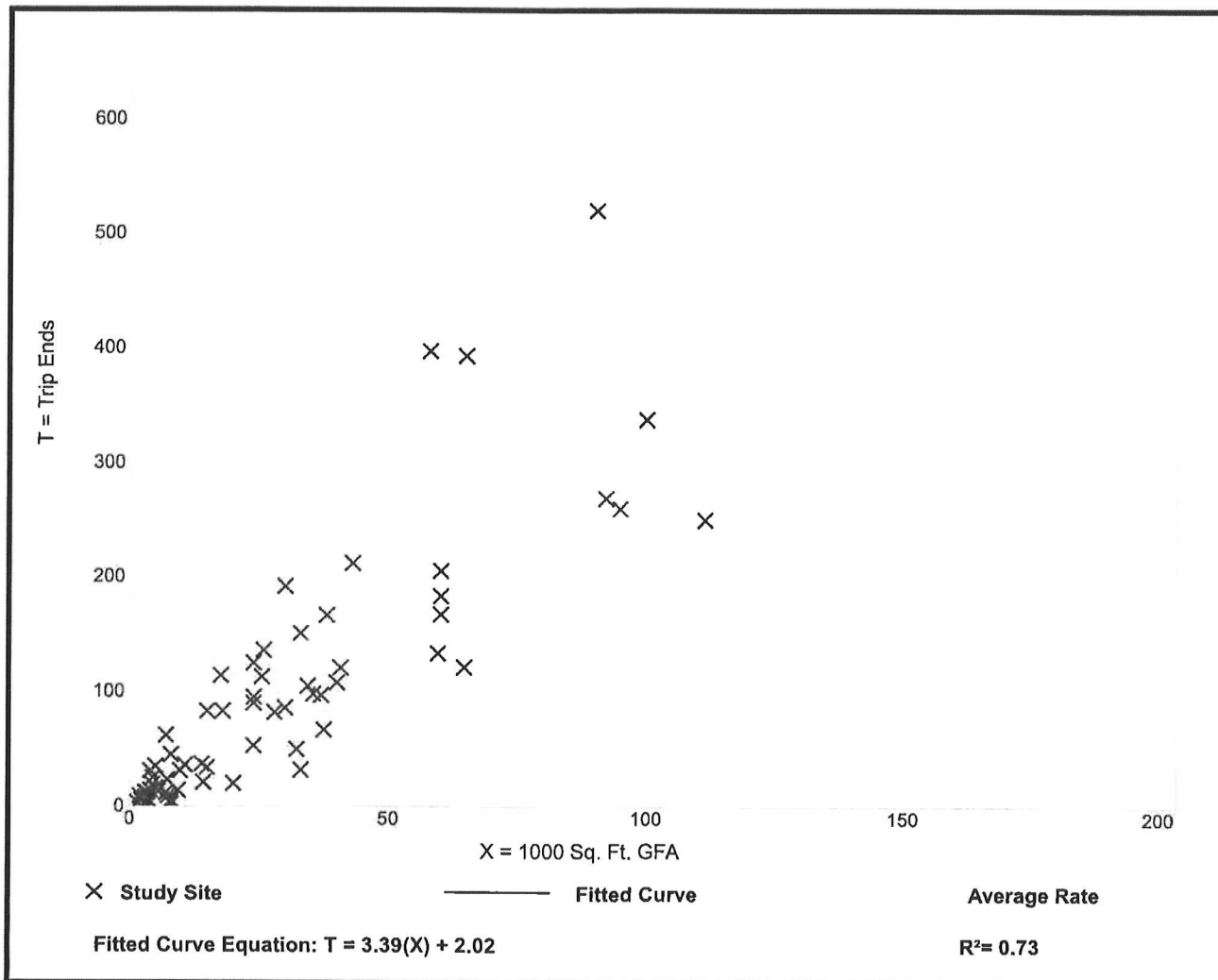
Medical-Dental Office Building (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 65
 Avg. 1000 Sq. Ft. GFA: 28
 Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.46	0.25 - 8.86	1.58

Data Plot and Equation



Shopping Center (820)

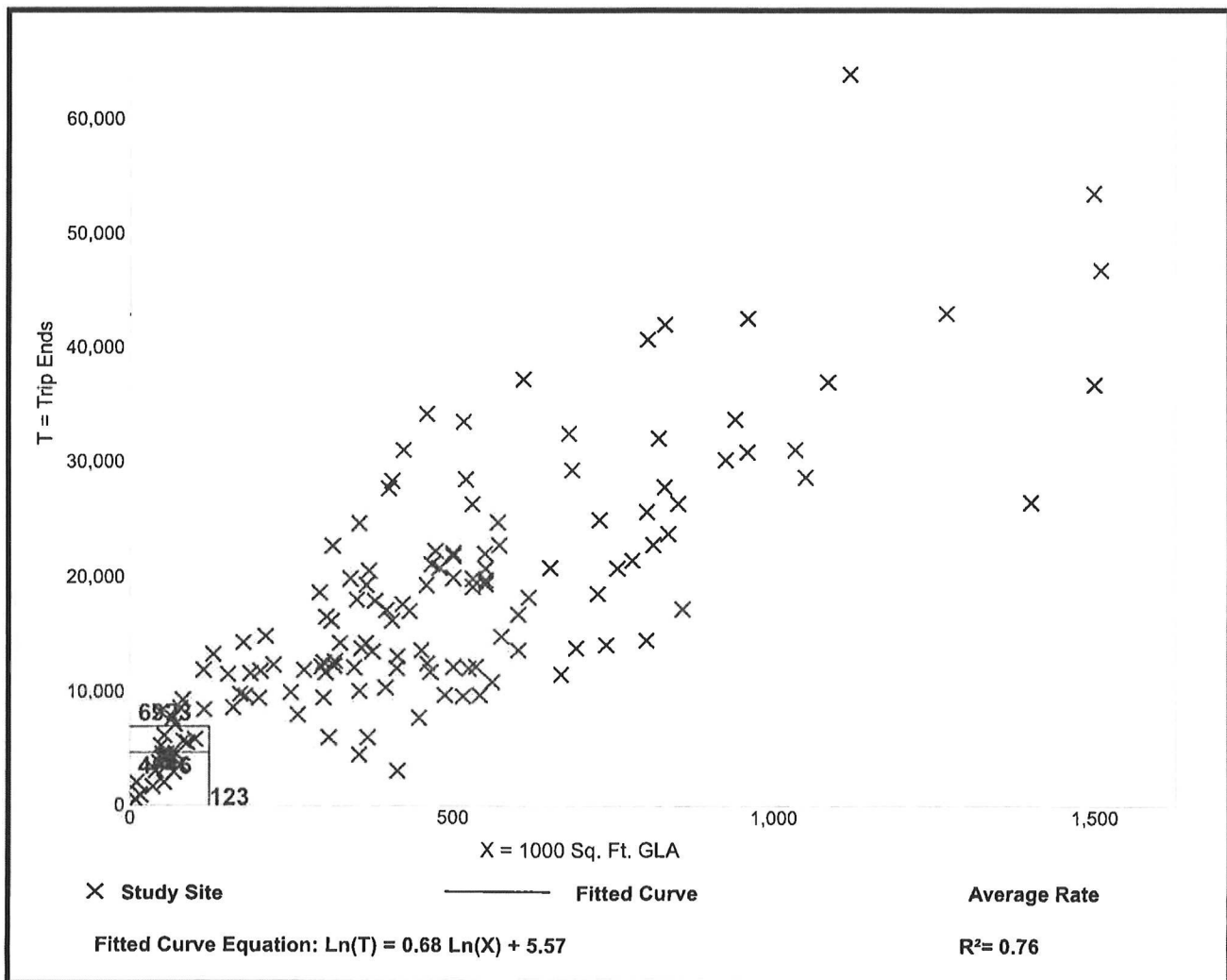
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 147
Avg. 1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



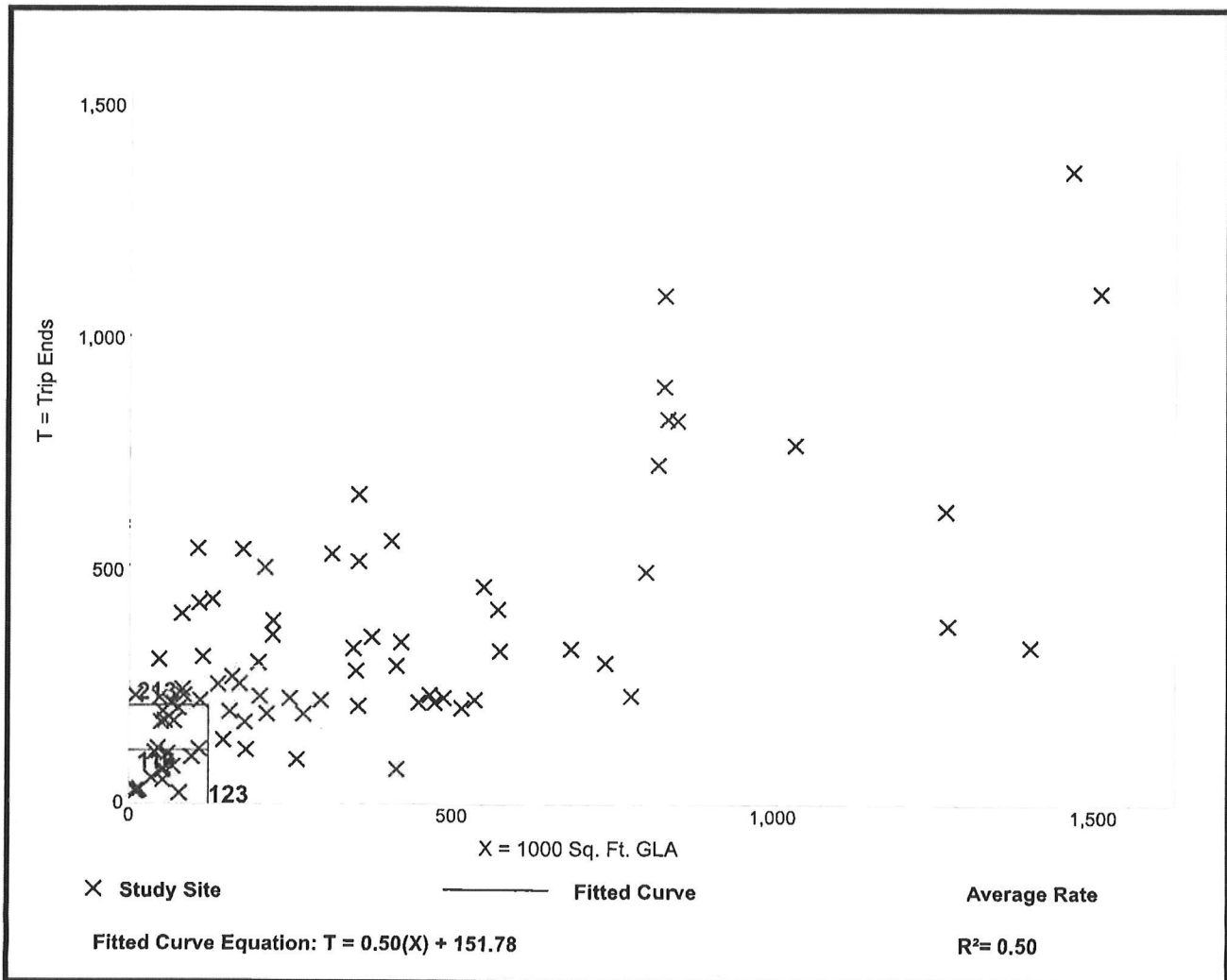
Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 84
 Avg. 1000 Sq. Ft. GLA: 351
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



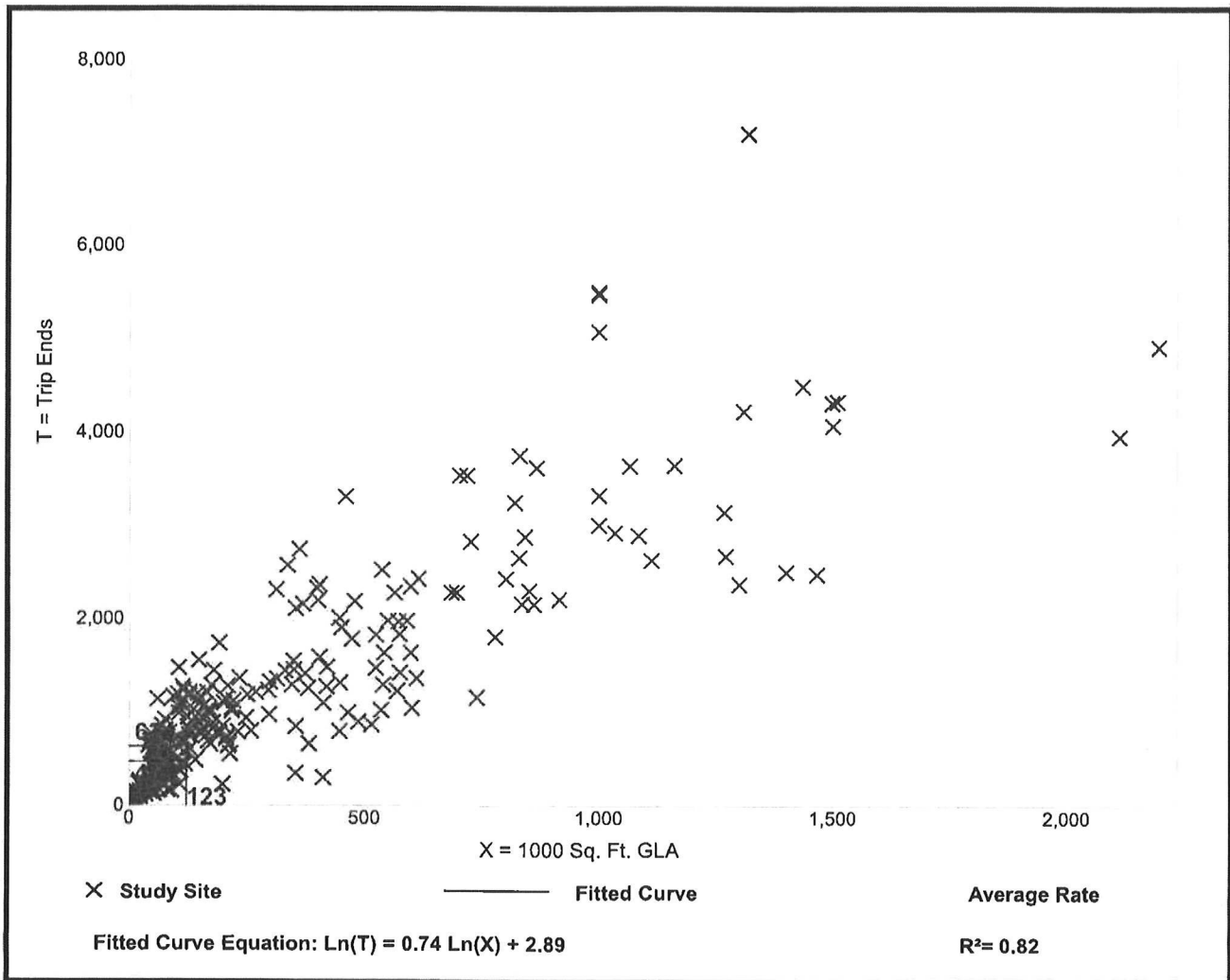
Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 261
 Avg. 1000 Sq. Ft. GLA: 327
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

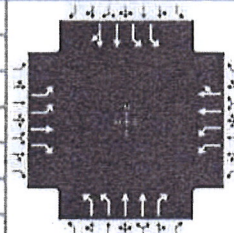
Data Plot and Equation



HCS7 Signalized Intersection Results Summary

General Information

Agency	Solaegui Engineers			Duration, h	0.25
Analyst	MSH	Analysis Date	Aug 15, 2018	Area Type	Other
Jurisdiction	NDOT	Time Period	AM Peak Hour	PHF	0.92
Urban Street		Analysis Year	Existing	Analysis Period	1 > 7:00
Intersection	Pyramid & La Posada		File Name	PyEc18ax.xus	
Project Description					



Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	115	218	822	432	452	87	485	343	88	46	883	156

Signal Information

Cycle, s	90.0	Reference Phase	2	Signal Diagram								
Offset, s	0	Reference Point	End	Signal Diagram								
Uncoordinated	Yes	Simult. Gap E/W	On	Signal Diagram								
Force Mode	Fixed	Simult. Gap N/S	On	Signal Diagram								
Green	6.0	7.0	32.0	8.0	2.0	15.0	Signal Diagram					
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	Signal Diagram					
Red	1.0	0.0	1.0	1.0	0.0	1.0	Signal Diagram					

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
Phase Duration, s	13.0	20.0	15.0	22.0	18.0	44.0	11.0	37.0
Change Period, (Y+R _c), s	5.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.1	3.3	3.1	3.3	3.1	3.1	3.1	3.1
Queue Clearance Time (g _s), s	5.1	17.0	13.8	15.3	14.9	8.0	3.2	26.8
Green Extension Time (g _e), s	0.1	0.0	0.2	1.0	0.5	0.0	0.0	2.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.63

Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	125	237	893	470	286	273	527	373	68	50	559	532
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1870		1730	1870	1771	1730	1781	1547	1730	1870	1777
Queue Service Time (g _s), s	3.1	10.9		11.8	13.2	13.3	12.9	6.0	2.4	1.2	24.7	24.8
Cycle Queue Clearance Time (g _c), s	3.1	10.9		11.8	13.2	13.3	12.9	6.0	2.4	1.2	24.7	24.8
Green Ratio (g/C)	0.09	0.17		0.17	0.19	0.19	0.20	0.43	0.43	0.07	0.36	0.36
Capacity (c), veh/h	307	312		577	353	334	692	1543	670	231	665	632
Volume-to-Capacity Ratio (X)	0.407	0.760		0.814	0.809	0.816	0.762	0.242	0.102	0.217	0.841	0.842
Back of Queue (Q), ft/ln (95 th percentile)	58.9	241.7		236.4	287.4	276.9	243.6	105.6	36.4	23.7	450	427.1
Back of Queue (Q), veh/ln (95 th percentile)	2.3	9.5		9.3	11.3	11.1	9.6	4.2	1.4	0.9	17.7	17.1
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	38.8	35.8		36.2	34.9	35.0	34.0	16.1	15.1	39.8	26.7	26.7
Incremental Delay (d ₂), s/veh	0.3	9.4		8.2	12.2	13.6	4.5	0.0	0.0	0.2	9.0	9.5
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	39.1	45.2	0.0	44.4	47.1	48.6	38.5	16.2	15.1	39.9	35.7	36.2
Level of Service (LOS)	D	D	A	D	D	D	D	B	B	D	D	D
Approach Delay, s/veh / LOS	12.4		B	46.3		D	28.2		C	36.1		D
Intersection Delay, s/veh / LOS	30.0						C					

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.50	B	2.45	B	2.43	B
Bicycle LOS Score / LOS	2.56	C	1.34	A	1.29	A	1.43	A

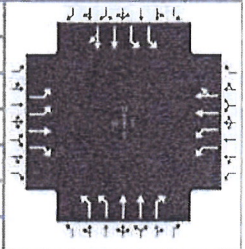
HCS7 Signalized Intersection Results Summary

General Information

Agency	Solaegui Engineers		
Analyst	MSH	Analysis Date	Aug 15, 2018
Jurisdiction	NDOT	Time Period	PM Peak Hour
Urban Street		Analysis Year	Existing
Intersection	Pyramid & La Posada	File Name	PyEc18px.xus
Project Description			

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.92
Analysis Period	1 > 7:00



Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	90	174	301	226	263	91	802	920	527	124	542	95

Signal Information

Cycle, s	90.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	8.0	17.0	22.0	7.0	3.0	13.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	1.0	0.0	1.0	1.0	0.0	1.0			

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
Phase Duration, s	12.0	18.0	15.0	21.0	30.0	44.0	13.0	27.0
Change Period, (Y+R _c), s	5.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	3.1	3.1	3.1	3.1
Queue Clearance Time (g _s), s	4.4	15.0	7.7	10.6	22.2	23.9	5.3	17.4
Green Extension Time (g _e), s	0.0	0.0	0.3	1.2	1.7	5.2	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	1.00	1.00	0.01	0.45	0.14	0.21	1.00	1.00

Movement Group Results

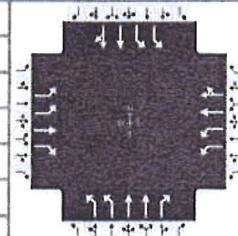
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	98	189	327	246	187	176	872	1000	464	135	343	327
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1870		1730	1870	1699	1730	1781	1547	1730	1870	1773
Queue Service Time (g _s), s	2.4	8.7		5.7	8.2	8.6	20.2	19.9	21.9	3.3	15.3	15.4
Cycle Queue Clearance Time (g _c), s	2.4	8.7		5.7	8.2	8.6	20.2	19.9	21.9	3.3	15.3	15.4
Green Ratio (g/C)	0.08	0.14		0.17	0.18	0.18	0.33	0.43	0.43	0.09	0.24	0.24
Capacity (c), veh/h	269	270		577	333	302	1153	1543	670	307	457	433
Volume-to-Capacity Ratio (X)	0.364	0.700		0.426	0.562	0.583	0.756	0.648	0.692	0.438	0.751	0.755
Back of Queue (Q), ft/ln (95 th percentile)	46.4	197.4		107.7	171.1	161.4	331.2	315.8	314.5	63.7	301.8	287.8
Back of Queue (Q), veh/ln (95 th percentile)	1.8	7.8		4.2	6.7	6.5	13.0	12.4	12.4	2.5	11.9	11.5
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	39.4	36.6		33.6	33.8	33.9	26.7	20.1	20.6	38.9	31.5	31.5
Incremental Delay (d ₂), s/veh	0.3	6.6		0.2	1.3	1.9	2.6	0.8	2.6	0.4	6.1	6.6
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	39.7	43.3	0.0	33.8	35.1	35.9	29.3	20.8	23.2	39.2	37.6	38.1
Level of Service (LOS)	D	D	A	C	D	D	C	C	C	D	D	D
Approach Delay, s/veh / LOS	19.7		B	34.8		C	24.5		C	38.1		D
Intersection Delay, s/veh / LOS	27.8						C					

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.48	B	2.45	B	2.44	B
Bicycle LOS Score / LOS	1.50	B	0.99	A	2.41	B	1.15	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Solaegui Engineers			Duration, h	0.25		
Analyst	MSH	Analysis Date	Aug 15, 2018	Area Type	Other		
Jurisdiction	NDOT	Time Period	AM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	Existing + Project	Analysis Period	1 > 7:00		
Intersection	Pyramid & La Posada		File Name	PyEc18aw.xus			
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	119	222	879	432	452	87	504	343	88	46	883	157

Signal Information																							
Cycle, s	90.0	Reference Phase	2																				
Offset, s	0	Reference Point	End																				
Uncoordinated	Yes	Simult. Gap E/W	On																				
Force Mode	Fixed	Simult. Gap N/S	On																				
				Green	6.0	7.0	32.0	8.0	2.0	15.0													
				Yellow	4.0	0.0	4.0	4.0	0.0	4.0													
				Red	1.0	0.0	1.0	1.0	0.0	1.0													

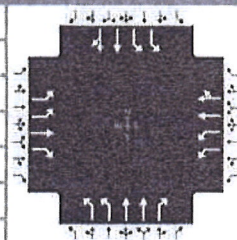
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
Phase Duration, s	13.0	20.0	15.0	22.0	18.0	44.0	11.0	37.0
Change Period, (Y+R _c), s	5.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.1	3.3	3.1	3.3	3.1	3.1	3.1	3.1
Queue Clearance Time (g _s), s	5.2	17.0	13.8	15.5	15.5	8.0	3.2	27.0
Green Extension Time (g _e), s	0.1	0.0	0.2	0.9	0.4	0.0	0.0	2.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	129	241	955	470	289	275	548	373	74	50	563	535
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1870		1730	1870	1764	1730	1781	1547	1730	1870	1773
Queue Service Time (g _s), s	3.2	11.1		11.8	13.3	13.5	13.5	6.0	2.6	1.2	25.0	25.0
Cycle Queue Clearance Time (g _c), s	3.2	11.1		11.8	13.3	13.5	13.5	6.0	2.6	1.2	25.0	25.0
Green Ratio (g/C)	0.09	0.17		0.17	0.19	0.19	0.20	0.43	0.43	0.07	0.36	0.36
Capacity (c), veh/h	307	312		577	353	333	692	1543	670	231	665	631
Volume-to-Capacity Ratio (X)	0.421	0.774		0.814	0.818	0.826	0.792	0.242	0.110	0.217	0.847	0.848
Back of Queue (Q), ft/ln (95 th percentile)	61	248.4		236.4	292.8	282	256	105.6	39.4	23.7	455.9	432.2
Back of Queue (Q), veh/ln (95 th percentile)	2.4	9.8		9.3	11.5	11.3	10.1	4.2	1.6	0.9	17.9	17.3
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	38.8	35.9		36.2	35.0	35.1	34.2	16.1	15.2	39.8	26.7	26.8
Incremental Delay (d ₂), s/veh	0.3	10.5		8.2	13.1	14.7	5.8	0.0	0.0	0.2	9.5	10.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	39.1	46.4	0.0	44.4	48.1	49.8	40.0	16.2	15.2	39.9	36.2	36.7
Level of Service (LOS)	D	D	A	D	D	D	D	B	B	D	D	D
Approach Delay, s/veh / LOS	12.3		B	46.9		D	29.2		C	36.6		D
Intersection Delay, s/veh / LOS	30.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.49	B	2.45	B	2.43	B
Bicycle LOS Score / LOS	2.68	C	1.34	A	1.31	A	1.43	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Solaegui Engineers			Duration, h	0.25		
Analyst	MSH	Analysis Date	Aug 15, 2018	Area Type	Other		
Jurisdiction	NDOT	Time Period	PM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	Existing + Project	Analysis Period	1 > 7:00		
Intersection	Pyramid & La Posada		File Name	PyEc18pw.xus			
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	92	177	339	223	267	91	864	920	527	124	542	99

Signal Information														
Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	8.0	17.0	22.0	7.0	3.0	13.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0				
				Red	1.0	0.0	1.0	1.0	0.0	1.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
Phase Duration, s	12.0	18.0	15.0	21.0	30.0	44.0	13.0	27.0
Change Period, (Y+R _c), s	5.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	3.1	3.1	3.1	3.1
Queue Clearance Time (g _s), s	4.5	15.0	7.7	10.7	24.4	23.9	5.3	17.5
Green Extension Time (g _e), s	0.0	0.0	0.3	1.2	1.5	5.2	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	1.00	1.00	0.01	0.49	0.37	0.21	1.00	1.00

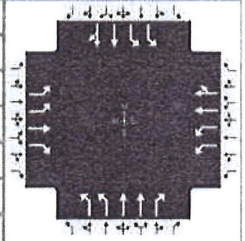
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	100	192	368	242	189	178	939	1000	464	135	346	329
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1870		1730	1870	1701	1730	1781	1547	1730	1870	1769
Queue Service Time (g _s), s	2.5	8.8		5.7	8.3	8.7	22.4	19.9	21.9	3.3	15.4	15.5
Cycle Queue Clearance Time (g _c), s	2.5	8.8		5.7	8.3	8.7	22.4	19.9	21.9	3.3	15.4	15.5
Green Ratio (g/C)	0.08	0.14		0.17	0.18	0.18	0.33	0.43	0.43	0.09	0.24	0.24
Capacity (c), veh/h	269	270		577	333	302	1153	1543	670	307	457	432
Volume-to-Capacity Ratio (X)	0.372	0.712		0.420	0.569	0.589	0.814	0.648	0.692	0.438	0.757	0.761
Back of Queue (Q), ft/ln (95 th percentile)	47.5	201.7		106.3	173.8	164	366.9	315.8	314.5	63.7	305.3	290.5
Back of Queue (Q), veh/ln (95 th percentile)	1.9	7.9		4.2	6.8	6.6	14.4	12.4	12.4	2.5	12.0	11.6
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	39.4	36.7		33.6	33.8	34.0	27.5	20.1	20.6	38.9	31.5	31.6
Incremental Delay (d ₂), s/veh	0.3	7.3		0.2	1.5	2.1	4.3	0.8	2.6	0.4	6.4	7.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	39.7	44.1	0.0	33.8	35.3	36.1	31.7	20.8	23.2	39.2	37.9	38.5
Level of Service (LOS)	D	D	A	C	D	D	C	C	C	D	D	D
Approach Delay, s/veh / LOS	18.8		B	34.9		C	25.6		C	38.4		D
Intersection Delay, s/veh / LOS	28.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.48	B	2.45	B	2.44	B
Bicycle LOS Score / LOS	1.58	B	0.99	A	2.47	B	1.16	A

HCS7 Signalized Intersection Results Summary

General Information

Agency	Solaegui Engineers			Duration, h	0.25
Analyst	MSH	Analysis Date	Aug 15, 2018	Area Type	Other
Jurisdiction	NDOT	Time Period	AM Peak Hour	PHF	0.92
Urban Street		Analysis Year	2028 Base	Analysis Period	1 > 7:00
Intersection	Pyramid & La Posada	File Name	PyEc28ax.xus		
Project Description					



Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	128	243	917	482	503	97	541	383	98	51	985	174

Signal Information

Cycle, s	90.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	7.0	32.0	8.0	2.0	15.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	1.0	0.0	1.0	1.0	0.0	1.0			

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
Phase Duration, s	13.0	20.0	15.0	22.0	18.0	44.0	11.0	37.0
Change Period, (Y+R _c), s	5.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.1	3.3	3.1	3.3	3.1	3.1	3.1	3.1
Queue Clearance Time (g _s), s	5.4	17.0	15.4	17.2	16.7	8.8	3.4	31.3
Green Extension Time (g _e), s	0.1	0.0	0.0	0.0	0.3	0.0	0.0	0.4
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Movement Group Results

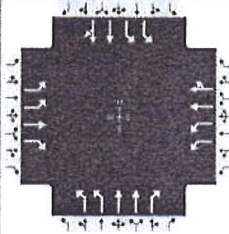
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	139	264	997	524	320	305	588	416	79	55	626	596
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1870		1730	1870	1767	1730	1781	1547	1730	1870	1775
Queue Service Time (g _s), s	3.4	12.3		13.4	15.1	15.2	14.7	6.8	2.8	1.4	29.2	29.3
Cycle Queue Clearance Time (g _c), s	3.4	12.3		13.4	15.1	15.2	14.7	6.8	2.8	1.4	29.2	29.3
Green Ratio (g/C)	0.09	0.17		0.17	0.19	0.19	0.20	0.43	0.43	0.07	0.36	0.36
Capacity (c), veh/h	307	312		577	353	334	692	1543	670	231	665	631
Volume-to-Capacity Ratio (X)	0.452	0.847		0.909	0.907	0.913	0.850	0.270	0.118	0.240	0.941	0.944
Back of Queue (Q), ft/ln (95 th percentile)	65.9	289.2		284.8	357.7	344.5	284	119.6	42.5	26.3	578.1	553.1
Back of Queue (Q), veh/ln (95 th percentile)	2.6	11.4		11.2	14.1	13.8	11.2	4.7	1.7	1.0	22.8	22.1
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	38.9	36.4		36.8	35.7	35.8	34.7	16.4	15.2	39.8	28.1	28.1
Incremental Delay (d ₂), s/veh	0.4	18.2		18.0	25.5	27.8	9.4	0.0	0.0	0.2	21.4	22.7
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	39.3	54.6	0.0	54.8	61.2	63.6	44.1	16.4	15.3	40.0	49.4	50.9
Level of Service (LOS)	D	D	A	D	E	E	D	B	B	D	D	D
Approach Delay, s/veh / LOS	14.2		B	58.9		E	31.3		C	49.7		D
Intersection Delay, s/veh / LOS	37.7						D					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.62		C	2.50		B	2.45		B	2.43		B
Bicycle LOS Score / LOS	2.80		C	1.44		A	1.38		A	1.54		B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Solaegui Engineers			Duration, h	0.25		
Analyst	MSH	Analysis Date	Aug 15, 2018	Area Type	Other		
Jurisdiction	NDOT	Time Period	PM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	2028 Base	Analysis Period	1 > 7:00		
Intersection	Pyramid & La Posada		File Name	PyEc28px.xus			
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	100	194	336	252	293	102	895	1026	588	138	605	106

Signal Information													
Cycle, s	90.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	8.0	17.0	22.0	7.0	3.0	13.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	1.0	0.0	1.0	1.0	0.0	1.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
Phase Duration, s	12.0	18.0	15.0	21.0	30.0	44.0	13.0	27.0
Change Period, (Y+R _c), s	5.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	3.1	3.1	3.1	3.1
Queue Clearance Time (g _s), s	4.7	15.0	8.4	11.7	25.5	28.6	5.7	19.7
Green Extension Time (g _e), s	0.0	0.0	0.4	1.1	1.4	5.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	1.00	1.00	0.03	0.72	0.59	0.47	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	109	211	365	274	211	197	973	1115	530	150	385	366
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1870		1730	1870	1694	1730	1781	1547	1730	1870	1771
Queue Service Time (g _s), s	2.7	9.8		6.4	9.4	9.7	23.5	23.3	26.6	3.7	17.6	17.7
Cycle Queue Clearance Time (g _c), s	2.7	9.8		6.4	9.4	9.7	23.5	23.3	26.6	3.7	17.6	17.7
Green Ratio (g/C)	0.08	0.14		0.17	0.18	0.18	0.33	0.43	0.43	0.09	0.24	0.24
Capacity (c), veh/h	269	270		577	333	301	1153	1543	670	307	457	433
Volume-to-Capacity Ratio (X)	0.404	0.781		0.475	0.633	0.654	0.844	0.723	0.791	0.488	0.843	0.845
Back of Queue (Q), ft/ln (95 th percentile)	51.8	230.1		121.2	199.6	189.8	387.4	362.7	386.1	71.4	362.5	345.4
Back of Queue (Q), veh/ln (95 th percentile)	2.0	9.1		4.8	7.9	7.6	15.3	14.3	15.2	2.8	14.3	13.8
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	39.5	37.1		33.9	34.3	34.4	27.8	21.0	22.0	39.0	32.4	32.4
Incremental Delay (d ₂), s/veh	0.4	12.5		0.2	3.0	4.0	5.6	1.5	5.9	0.4	12.7	13.6
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	39.9	49.7	0.0	34.2	37.3	38.4	33.4	22.5	27.9	39.5	45.1	46.0
Level of Service (LOS)	D	D	A	C	D	D	C	C	C	D	D	D
Approach Delay, s/veh / LOS	21.6		C	36.4		D	27.6		C	44.5		D
Intersection Delay, s/veh / LOS	31.1						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.73 / C	2.48 / B	2.45 / B	2.44 / B
Bicycle LOS Score / LOS	1.62 / B	1.05 / A	2.65 / C	1.23 / A

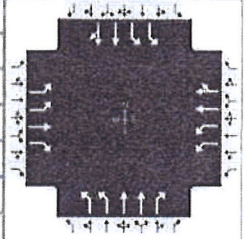
HCS7 Signalized Intersection Results Summary

General Information

Agency	Solaegui Engineers		
Analyst	MSH	Analysis Date	Aug 15, 2018
Jurisdiction	NDOT	Time Period	AM Peak Hour
Urban Street		Analysis Year	2028 With
Intersection	Pyramid & La Posada	File Name	PyEc28aw.xus
Project Description			

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.92
Analysis Period	1 > 7:00



Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	132	247	974	482	504	97	560	383	98	51	985	175

Signal Information

Cycle, s	90.0	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	6.0	7.0	32.0	8.0	2.0	15.0			
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	0.0	1.0			

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
Phase Duration, s	13.0	20.0	15.0	22.0	18.0	44.0	11.0	37.0
Change Period, (Y+R _c), s	5.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.1	3.3	3.1	3.3	3.1	3.1	3.1	3.1
Queue Clearance Time (g _s), s	5.5	17.0	15.4	17.2	17.4	8.8	3.4	31.4
Green Extension Time (g _e), s	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.4
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Movement Group Results

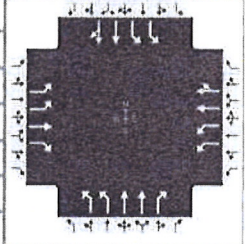
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	143	268	1059	524	321	305	609	416	79	55	626	596
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1870		1730	1870	1767	1730	1781	1547	1730	1870	1774
Queue Service Time (g _s), s	3.5	12.6		13.4	15.1	15.2	15.4	6.8	2.8	1.4	29.2	29.4
Cycle Queue Clearance Time (g _c), s	3.5	12.6		13.4	15.1	15.2	15.4	6.8	2.8	1.4	29.2	29.4
Green Ratio (g/C)	0.09	0.17		0.17	0.19	0.19	0.20	0.43	0.43	0.07	0.36	0.36
Capacity (c), veh/h	307	312		577	353	334	692	1543	670	231	665	631
Volume-to-Capacity Ratio (X)	0.467	0.861		0.909	0.908	0.915	0.880	0.270	0.118	0.240	0.942	0.945
Back of Queue (Q), ft/ln (95 th percentile)	68	298.3		284.8	359	346.1	301.1	119.6	42.5	26.3	579.5	554.4
Back of Queue (Q), veh/ln (95 th percentile)	2.7	11.7		11.2	14.1	13.8	11.9	4.7	1.7	1.0	22.8	22.2
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	39.0	36.5		36.8	35.7	35.8	34.9	16.4	15.2	39.8	28.1	28.1
Incremental Delay (d ₂), s/veh	0.4	20.2		18.0	25.8	28.1	12.1	0.0	0.0	0.2	21.5	22.9
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	39.4	56.7	0.0	54.8	61.5	63.9	47.1	16.4	15.3	40.0	49.6	51.1
Level of Service (LOS)	D	E	A	D	E	E	D	B	B	D	D	D
Approach Delay, s/veh / LOS	14.2		B	59.1		E	33.2		C	49.9		D
Intersection Delay, s/veh / LOS	37.8						D					

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.50	B	2.45	B	2.43	B
Bicycle LOS Score / LOS	2.91	C	1.44	A	1.40	A	1.54	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Solaegui Engineers			Duration, h	0.25		
Analyst	MSH	Analysis Date	Aug 15, 2018	Area Type	Other		
Jurisdiction	NDOT	Time Period	PM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	2028 With	Analysis Period	1 > 7:00		
Intersection	Pyramid & La Posada		File Name	PyEc28pw.xus			
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	102	197	374	252	297	102	959	1026	588	138	605	110

Signal Information													
Cycle, s	90.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	8.0	17.0	22.0	7.0	3.0	13.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0			
				Red	1.0	0.0	1.0	1.0	0.0	1.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
Phase Duration, s	12.0	18.0	15.0	21.0	30.0	44.0	13.0	27.0
Change Period, (Y+R _c), s	5.0	5.0	0.0	5.0	0.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	3.1	3.1	3.1	3.1
Queue Clearance Time (g _s), s	4.7	15.0	8.4	11.8	27.9	28.6	5.7	19.9
Green Extension Time (g _e), s	0.0	0.0	0.4	1.2	0.8	5.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	1.00	1.00	0.03	0.76	1.00	0.47	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	111	214	407	274	213	199	1042	1115	530	150	388	367
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1870		1730	1870	1696	1730	1781	1547	1730	1870	1767
Queue Service Time (g _s), s	2.7	10.0		6.4	9.5	9.8	25.9	23.3	26.6	3.7	17.8	17.9
Cycle Queue Clearance Time (g _c), s	2.7	10.0		6.4	9.5	9.8	25.9	23.3	26.6	3.7	17.8	17.9
Green Ratio (g/C)	0.08	0.14		0.17	0.18	0.18	0.33	0.43	0.43	0.09	0.24	0.24
Capacity (c), veh/h	269	270		577	333	301	1153	1543	670	307	457	432
Volume-to-Capacity Ratio (X)	0.412	0.793		0.475	0.640	0.661	0.904	0.723	0.791	0.488	0.849	0.851
Back of Queue (Q), ft/ln (95 th percentile)	52.8	235.9		121.2	202	192.1	439.2	362.7	386.1	71.4	367	349.2
Back of Queue (Q), veh/ln (95 th percentile)	2.1	9.3		4.8	8.0	7.7	17.3	14.3	15.2	2.8	14.5	14.0
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	39.5	37.2		33.9	34.3	34.5	28.6	21.0	22.0	39.0	32.4	32.4
Incremental Delay (d ₂), s/veh	0.4	13.7		0.2	3.2	4.2	9.9	1.5	5.9	0.4	13.3	14.2
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	39.9	50.9	0.0	34.2	37.5	38.7	38.5	22.5	27.9	39.5	45.7	46.7
Level of Service (LOS)	D	D	A	C	D	D	D	C	C	D	D	D
Approach Delay, s/veh / LOS	21.0		C	36.5		D	29.8		C	45.1		D
Intersection Delay, s/veh / LOS	32.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.48	B	2.45	B	2.44	B
Bicycle LOS Score / LOS	1.69	B	1.05	A	2.71	C	1.23	A

HCS7 Roundabouts Report

General Information				Site Information			
Analyst	MSH			Intersection	Eagle Canyon/Neighborhood		
Agency or Co.	Solaegui Engineers			E/W Street Name	Eagle Canyon Road		
Date Performed	8/15/2018			N/S Street Name	Neighborhood Way/Ember Dr		
Analysis Year	2018			Analysis Time Period (hrs)	0.25		
Time Analyzed	AM Existing			Peak Hour Factor	0.87		
Project Description				Jurisdiction	Washoe County		

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
Lane Assignment	LTR				LT		R		LTR				LT		R	
Volume (V), veh/h	0	2	896	1	0	42	797	41	0	25	4	78	0	37	1	10
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{pc}), pc/h	0	2	1050	1	0	49	934	48	0	29	5	91	0	43	1	12
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	10				10				10				10			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763		4.5436	4.5436			4.9763		4.5436	4.5436	
Follow-Up Headway (s)		2.6087		2.5352	2.5352			2.6087		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		1053.00		983.00	48.00			125.00		44.00	12.00	
Entry Volume veh/h		1032.35		963.73	47.06			122.55		43.14	11.76	
Circulating Flow (v _c), pc/h	93			36			1095			1012		
Exiting Flow (v _e), pc/h	1184			975			55			51		
Capacity (c _{pc}), pc/h		1255.11		1374.24	1374.24			451.67		565.38	565.38	
Capacity (c), veh/h		1228.81		1332.32	1332.32			442.81		554.29	554.29	
v/c Ratio (x)		0.84		0.72	0.04			0.28		0.08	0.02	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		20.2		13.0	3.0			12.6		7.4	6.7	
Lane LOS		C		B	A			B		A	A	
95% Queue, veh		10.9		6.8	0.1			1.1		0.3	0.1	
Approach Delay, s/veh	20.2			12.6			12.6			7.3		
Approach LOS	C			B			B			A		
Intersection Delay, s/veh LOS	16.0						C					

HCS7 Roundabouts Report

General Information

Analyst	MSH
Agency or Co.	Solaegui Engineers
Date Performed	8/15/2018
Analysis Year	2018
Time Analyzed	PM Existing
Project Description	

Site Information

Intersection	Eagle Canyon/Neighborhood
E/W Street Name	Eagle Canyon Road
N/S Street Name	Neighborhood Way/Ember Dr
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.90
Jurisdiction	Washoe County

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
Lane Assignment			LTR		LT		R				LTR		LT		R	
Volume (V), veh/h	0	1	333	3	0	83	604	35	0	4	1	55	0	52	4	5
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{pc}), pc/h	0	1	377	3	0	94	685	40	0	5	1	62	0	59	5	6
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	10				10				10				10			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763		4.5436	4.5436			4.9763		4.5436	4.5436	
Follow-Up Headway (s)		2.6087		2.5352	2.5352			2.6087		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		381.00		779.00	40.00			68.00		64.00	6.00	
Entry Volume veh/h		373.53		763.73	39.22			66.67		62.75	5.88	
Circulating Flow (v _c), pc/h	158			7			437			784		
Exiting Flow (v _{ex}), pc/h	498			696			42			102		
Capacity (C _{pc}), pc/h		1174.60		1410.99	1410.99			883.69		695.74	695.74	
Capacity (c), veh/h		1149.99		1367.62	1367.62			865.17		680.48	680.48	
v/c Ratio (x)		0.32		0.56	0.03			0.08		0.09	0.01	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.3		8.7	2.9			4.9		6.3	5.4	
Lane LOS		A		A	A			A		A	A	
95% Queue, veh		1.4		3.6	0.1			0.2		0.3	0.0	
Approach Delay, s/veh	6.3			8.4			4.9			6.2		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	7.5						A					

HCS7 Roundabouts Report

General Information

Site Information

Analyst	MSH	Intersection	Eagle Canyon/Neighborhood
Agency or Co.	Solaegui Engineers	E/W Street Name	Eagle Canyon Road
Date Performed	8/15/2018	N/S Street Name	Neighborhood Way/Ember Dr
Analysis Year	2018	Analysis Time Period (hrs)	0.25
Time Analyzed	AM Existing + Project	Peak Hour Factor	0.87
Project Description		Jurisdiction	Washoe County

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
Lane Assignment			LTR		LT		R				LTR		LT		R	
Volume (V), veh/h	0	7	896	1	0	42	797	62	0	25	4	78	0	102	1	17
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{pc}), pc/h	0	8	1050	1	0	49	934	73	0	29	5	91	0	120	1	20
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	10				10				10				10			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763		4.5436	4.5436			4.9763		4.5436	4.5436	
Follow-Up Headway (s)		2.6087		2.5352	2.5352			2.6087		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		1059.00		983.00	73.00			125.00		121.00	20.00	
Entry Volume veh/h		1038.24		963.73	71.57			122.55		118.63	19.61	
Circulating Flow (v _c), pc/h	170			42			1178			1012		
Exiting Flow (v _e), pc/h	1261			983			86			51		
Capacity (C _{pc}), pc/h		1160.31		1366.76	1366.76			415.01		565.38	565.38	
Capacity (c), veh/h		1136.00		1325.14	1325.14			406.87		554.29	554.29	
v/c Ratio (x)		0.91		0.73	0.05			0.30		0.21	0.04	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		29.3		13.2	3.1			14.1		9.3	6.9	
Lane LOS		D		B	A			B		A	A	
95% Queue, veh		14.5		6.9	0.2			1.2		0.8	0.1	
Approach Delay, s/veh	29.3			12.5			14.1			9.0		
Approach LOS	D			B			B			A		
Intersection Delay, s/veh LOS	19.9						C					

HCS7 Roundabouts Report

General Information				Site Information			
Analyst	MSH			Intersection	Eagle Canyon/Neighborhood		
Agency or Co.	Solaegui Engineers			E/W Street Name	Eagle Canyon Road		
Date Performed	8/15/2018			N/S Street Name	Neighborhood Way/Ember Dr		
Analysis Year	2018			Analysis Time Period (hrs)	0.25		
Time Analyzed	PM Existing + Project			Peak Hour Factor	0.90		
Project Description				Jurisdiction	Washoe County		

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
Lane Assignment	LTR				LT		R		LTR				LT		R	
Volume (V), veh/h	0	9	333	3	0	83	604	107	0	4	1	55	0	95	4	10
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{pc}), pc/h	0	10	377	3	0	94	685	121	0	5	1	62	0	108	5	11
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	10				10				10				10			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763		4.5436	4.5436			4.9763		4.5436	4.5436	
Follow-Up Headway (s)		2.6087		2.5352	2.5352			2.6087		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		390.00		779.00	121.00			68.00		113.00	11.00	
Entry Volume veh/h		382.35		763.73	118.63			66.67		110.78	10.78	
Circulating Flow (v _c), pc/h	207			16			495			784		
Exiting Flow (v _e), pc/h	547			701			132			102		
Capacity (C _{pc}), pc/h		1117.33		1399.48	1399.48			832.93		695.74	695.74	
Capacity (c), veh/h		1093.92		1356.56	1356.56			815.47		680.48	680.48	
v/c Ratio (x)		0.35		0.56	0.09			0.08		0.16	0.02	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.8		8.8	3.3			5.2		7.1	5.5	
Lane LOS		A		A	A			A		A	A	
95% Queue, veh		1.6		3.7	0.3			0.3		0.6	0.0	
Approach Delay, s/veh	6.8			8.1			5.2			7.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	7.5						A					

HCS7 Roundabouts Report

General Information

Analyst	MSH
Agency or Co.	Solaegui Engineers
Date Performed	8/15/2018
Analysis Year	2028
Time Analyzed	AM Base
Project Description	

Site Information

Intersection	Eagle Canyon/Neighborhood
E/W Street Name	Eagle Canyon Road
N/S Street Name	Neighborhood Way/Ember Dr
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.87
Jurisdiction	Washoe County

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Number of Lanes (N)	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	
Lane Assignment			LTR		LT		R				LTR		LT		R		
Volume (V), veh/h	0	2	1000	1	0	47	889	46	0	28	4	87	0	41	1	11	
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Flow Rate (v _{pc}), pc/h	0	2	1172	1	0	55	1042	54	0	33	5	102	0	48	1	13	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				1				1				
Pedestrians Crossing, p/h	10				10				10				10				

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763		4.5436	4.5436			4.9763		4.5436	4.5436	
Follow-Up Headway (s)		2.6087		2.5352	2.5352			2.6087		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		1175.00		1097.00	54.00			140.00		49.00	13.00	
Entry Volume veh/h		1151.96		1075.49	52.94			137.25		48.04	12.75	
Circulating Flow (v _c), pc/h	104			40			1222			1130		
Exiting Flow (v _e), pc/h	1322			1088			61			57		
Capacity (c _{pc}), pc/h		1241.11		1369.25	1369.25			396.79		507.81	507.81	
Capacity (c), veh/h		1215.10		1327.53	1327.53			389.01		497.86	497.86	
v/c Ratio (x)		0.95		0.81	0.04			0.35		0.10	0.03	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		33.4		17.1	3.0			16.0		8.5	7.5	
Lane LOS		D		C	A			C		A	A	
95% Queue, veh		17.2		9.8	0.1			1.6		0.3	0.1	
Approach Delay, s/veh	33.4			16.4			16.0			8.3		
Approach LOS	D			C			C			A		
Intersection Delay, s/veh LOS	24.1						C					

HCS7 Roundabouts Report

General Information

Analyst	MSH
Agency or Co.	Solaegui Engineers
Date Performed	8/15/2018
Analysis Year	2028
Time Analyzed	PM Base
Project Description	

Site Information

Intersection	Eagle Canyon/Neighborhood
E/W Street Name	Eagle Canyon Road
N/S Street Name	Neighborhood Way/Ember Dr
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.90
Jurisdiction	Washoe County

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
Lane Assignment	LTR				LT		R		LTR				LT		R	
Volume (V), veh/h	0	1	371	3	0	93	674	39	0	4	1	61	0	58	4	6
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{pc}), pc/h	0	1	420	3	0	105	764	44	0	5	1	69	0	66	5	7
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	10				10				10				10			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763		4.5436	4.5436			4.9763		4.5436	4.5436	
Follow-Up Headway (s)		2.6087		2.5352	2.5352			2.6087		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		424.00		869.00	44.00			75.00		71.00	7.00	
Entry Volume veh/h		415.69		851.96	43.14			73.53		69.61	6.86	
Circulating Flow (v _c), pc/h	176			7			487			874		
Exiting Flow (v _{ex}), pc/h	555			776			46			113		
Capacity (C _{pc}), pc/h		1153.23		1410.99	1410.99			839.75		641.03	641.03	
Capacity (c), veh/h		1129.07		1367.62	1367.62			822.16		627.92	627.92	
v/c Ratio (x)		0.37		0.62	0.03			0.09		0.11	0.01	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.9		10.0	2.9			5.3		7.0	5.9	
Lane LOS		A		A	A			A		A	A	
95% Queue, veh		1.7		4.6	0.1			0.3		0.4	0.0	
Approach Delay, s/veh	6.9			9.6			5.3			6.9		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	8.5						A					

HCS7 Roundabouts Report

General Information

Analyst	MSH
Agency or Co.	Solaegui Engineers
Date Performed	8/15/2018
Analysis Year	2028
Time Analyzed	AM Base + Project
Project Description	

Site Information

Intersection	Eagle Canyon/Neighborhood
E/W Street Name	Eagle Canyon Road
N/S Street Name	Neighborhood Way/Ember Dr
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.87
Jurisdiction	Washoe County

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
Lane Assignment	LTR				LT		R		LTR				LT		R	
Volume (V), veh/h	0	4	1000	1	0	47	889	67	0	28	4	87	0	106	1	18
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (V _{pc}), pc/h	0	5	1172	1	0	55	1042	79	0	33	5	102	0	124	1	21
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	10				10				10				10			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763		4.5436	4.5436			4.9763		4.5436	4.5436	
Follow-Up Headway (s)		2.6087		2.5352	2.5352			2.6087		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		1178.00		1097.00	79.00			140.00		125.00	21.00	
Entry Volume veh/h		1154.90		1075.49	77.45			137.25		122.55	20.59	
Circulating Flow (v _c), pc/h	180			43			1301			1130		
Exiting Flow (v _{e*}), pc/h	1398			1096			89			57		
Capacity (C _{PCE}), pc/h		1148.53		1365.51	1365.51			366.07		507.81	507.81	
Capacity (c), veh/h		1124.47		1323.94	1323.94			358.90		497.86	497.86	
v/c Ratio (x)		1.03		0.81	0.06			0.38		0.25	0.04	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		53.2		17.3	3.2			18.0		10.8	7.7	
Lane LOS		F		C	A			C		B	A	
95% Queue, veh		22.8		9.9	0.2			1.7		1.0	0.1	
Approach Delay, s/veh	53.2			16.3			18.0			10.4		
Approach LOS	F			C			C			B		
Intersection Delay, s/veh LOS	32.5						D					

HCS7 Roundabouts Report

General Information				Site Information			
Analyst	MSH			Intersection	Eagle Canyon/Neighborhood		
Agency or Co.	Solaegui Engineers			E/W Street Name	Eagle Canyon Road		
Date Performed	8/15/2018			N/S Street Name	Neighborhood Way/Ember Dr		
Analysis Year	2028			Analysis Time Period (hrs)	0.25		
Time Analyzed	PM Base + Project			Peak Hour Factor	0.90		
Project Description				Jurisdiction	Washoe County		

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
Lane Assignment	LTR				LT		R		LTR				LT		R	
Volume (V), veh/h	0	9	371	3	0	93	674	111	0	4	1	61	0	101	4	11
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{pce}), pc/h	0	10	420	3	0	105	764	126	0	5	1	69	0	114	5	12
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	10				10				10				10			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763		4.5436	4.5436			4.9763		4.5436	4.5436	
Follow-Up Headway (s)		2.6087		2.5352	2.5352			2.6087		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		433.00		869.00	126.00			75.00		119.00	12.00	
Entry Volume veh/h		424.51		851.96	123.53			73.53		116.67	11.76	
Circulating Flow (v _c), pc/h	224			16			544			874		
Exiting Flow (v _{ex}), pc/h	603			781			137			113		
Capacity (c _{pce}), pc/h		1098.13		1399.48	1399.48			792.32		641.03	641.03	
Capacity (c), veh/h		1075.12		1356.56	1356.56			775.72		627.92	627.92	
v/c Ratio (x)		0.39		0.63	0.09			0.09		0.19	0.02	

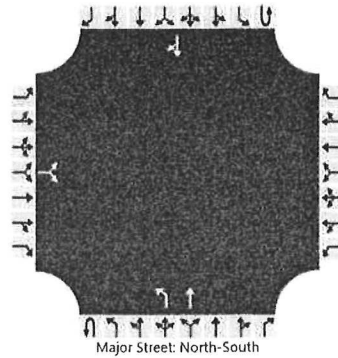
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		7.5		10.2	3.4			5.6		8.0	5.9	
Lane LOS		A		B	A			A		A	A	
95% Queue, veh		1.9		4.7	0.3			0.3		0.7	0.1	
Approach Delay, s/veh	7.5			9.3			5.6			7.8		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	8.5						A					

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Neighborhood/South Access
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	8/15/2018	East/West Street	South Access
Analysis Year	2018	North/South Street	Neighborhood Way
Time Analyzed	AM Existing	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0	
Configuration			LR							L	T						TR
Volume (veh/h)		0		3						11	36					45	0
Percent Heavy Vehicles (%)		2		2						2							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2									4.1				
Critical Headway (sec)		6.42		6.22									4.12				
Base Follow-Up Headway (sec)		3.5		3.3									2.2				
Follow-Up Headway (sec)		3.52		3.32									2.22				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			3										12				
Capacity, c (veh/h)			1018										1557				
v/c Ratio			0.00										0.01				
95% Queue Length, Q ₉₅ (veh)			0.0										0.0				
Control Delay (s/veh)			8.5										7.3				
Level of Service (LOS)			A										A				
Approach Delay (s/veh)		8.5								1.7							
Approach LOS		A															

HCS7 Two-Way Stop-Control Report

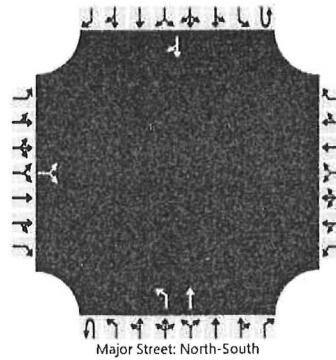
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	8/15/2018
Analysis Year	2018
Time Analyzed	PM Existing
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Neighborhood/South Access
Jurisdiction	Washoe County
East/West Street	South Access
North/South Street	Neighborhood Way
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	0		0	0	0		0	1	1	0		0	0	1	0
Configuration			LR							L	T						TR	
Volume (veh/h)		0		15						10	27					46	0	
Percent Heavy Vehicles (%)		2		2						2								
Proportion Time Blocked																		
Percent Grade (%)	0																	
Right Turn Channelized																		
Median Type Storage	Undivided																	

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2							4.1						
Critical Headway (sec)		6.42		6.22							4.12						
Base Follow-Up Headway (sec)		3.5		3.3							2.2						
Follow-Up Headway (sec)		3.52		3.32							2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			17								11						
Capacity, c (veh/h)			1017								1555						
v/c Ratio			0.02								0.01						
95% Queue Length, Q ₉₅ (veh)			0.0								0.0						
Control Delay (s/veh)			8.6								7.3						
Level of Service (LOS)			A								A						
Approach Delay (s/veh)	8.6								2.0								
Approach LOS	A																

HCS7 Two-Way Stop-Control Report

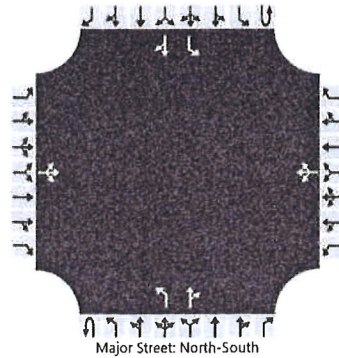
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	8/15/2018
Analysis Year	2018
Time Analyzed	AM Existing + Project
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Neighborhood/South Access
Jurisdiction	Washoe County
East/West Street	South Access
North/South Street	Neighborhood Way
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		0	0	3		18	0	0		11	53	6		0	99	0
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

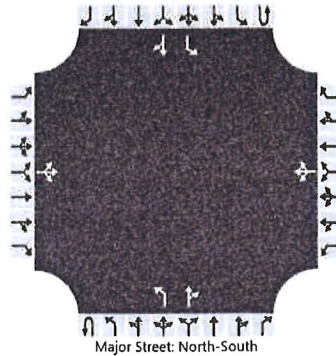
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			3				20				12				0	
Capacity, c (veh/h)			943				753				1480				1536	
v/c Ratio			0.00				0.03				0.01				0.00	
95% Queue Length, Q ₉₅ (veh)			0.0				0.1				0.0				0.0	
Control Delay (s/veh)			8.8				9.9				7.5				7.3	
Level of Service (LOS)			A				A				A				A	
Approach Delay (s/veh)	8.8				9.9				1.2				0.0			
Approach LOS	A				A											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Neighborhood/South Access
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	8/15/2018	East/West Street	South Access
Analysis Year	2018	North/South Street	Neighborhood Way
Time Analyzed	PM Existing + Project	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0	
Configuration			LTR				LTR			L		TR		L		TR	
Volume (veh/h)		0	0	15		12	0	0		10	87	20		0	82	0	
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1			
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12			
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2			
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22			

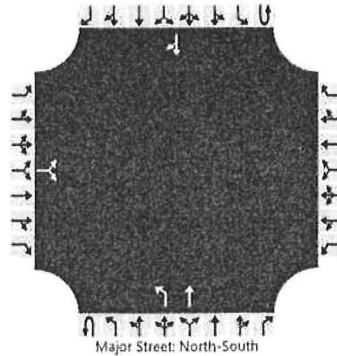
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			17				13				11				0		
Capacity, c (veh/h)			966				709				1504				1469		
v/c Ratio			0.02				0.02				0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.1				0.0				0.0		
Control Delay (s/veh)			8.8				10.2				7.4				7.5		
Level of Service (LOS)			A				B				A				A		
Approach Delay (s/veh)		8.8				10.2				0.6				0.0			
Approach LOS		A				B											

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MSH	Intersection	Neighborhood/South Access				
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County				
Date Performed	8/15/2018	East/West Street	South Access				
Analysis Year	2028	North/South Street	Neighborhood Way				
Time Analyzed	AM Base	Peak Hour Factor	0.90				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description							

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0	
Configuration			LR							L	T					TR	
Volume (veh/h)		0		3						11	41				50	0	
Percent Heavy Vehicles (%)		2		2						2							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		6.42		6.22						4.12							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.52		3.32						2.22							

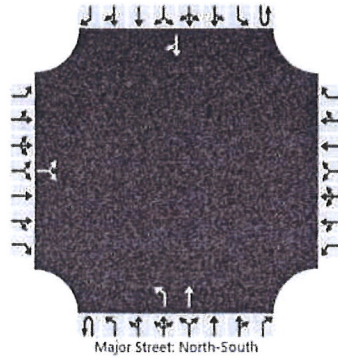
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			3							12							
Capacity, c (veh/h)			1011							1549							
v/c Ratio			0.00							0.01							
95% Queue Length, Q ₉₅ (veh)			0.0							0.0							
Control Delay (s/veh)			8.6							7.3							
Level of Service (LOS)			A							A							
Approach Delay (s/veh)		8.6								1.6							
Approach LOS		A															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MSH			Intersection	Neighborhood/South Access		
Agency/Co.	Solaegui Engineers			Jurisdiction	Washoe County		
Date Performed	8/15/2018			East/West Street	South Access		
Analysis Year	2028			North/South Street	Neighborhood Way		
Time Analyzed	PM Base			Peak Hour Factor	0.90		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description							

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	0		0	0	0		0	1	1	0		0	0	1	0
Configuration			LR							L	T						TR	
Volume (veh/h)		0		15						10	31					53	0	
Percent Heavy Vehicles (%)		2		2						2								
Proportion Time Blocked																		
Percent Grade (%)	0																	
Right Turn Channelized																		
Median Type Storage	Undivided																	

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		6.42		6.22						4.12							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.52		3.32						2.22							

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			17							11							
Capacity, c (veh/h)			1007							1545							
v/c Ratio			0.02							0.01							
95% Queue Length, Q ₉₅ (veh)			0.1							0.0							
Control Delay (s/veh)			8.6							7.3							
Level of Service (LOS)			A							A							
Approach Delay (s/veh)	8.6								1.8								
Approach LOS	A																

HCS7 Two-Way Stop-Control Report

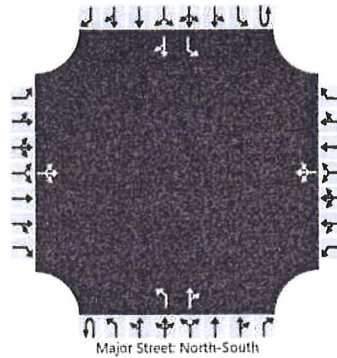
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	8/15/2018
Analysis Year	2028
Time Analyzed	AM Base + Project
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Neighborhood/South Access
Jurisdiction	Washoe County
East/West Street	South Access
North/South Street	Neighborhood Way
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	0		0	1	0		0	1	1	0		0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR		
Volume (veh/h)		0	0	3		18	0	0		11	58	6		0	104	0		
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2				
Proportion Time Blocked																		
Percent Grade (%)	0				0													
Right Turn Channelized																		
Median Type Storage	Undivided																	

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			3				20				12				0	
Capacity, c (veh/h)			937				740				1473				1529	
v/c Ratio			0.00				0.03				0.01				0.00	
95% Queue Length, Q ₉₅ (veh)			0.0				0.1				0.0				0.0	
Control Delay (s/veh)			8.9				10.0				7.5				7.4	
Level of Service (LOS)			A				A				A				A	
Approach Delay (s/veh)	8.9				10.0				1.1				0.0			
Approach LOS	A				A											

HCS7 Two-Way Stop-Control Report

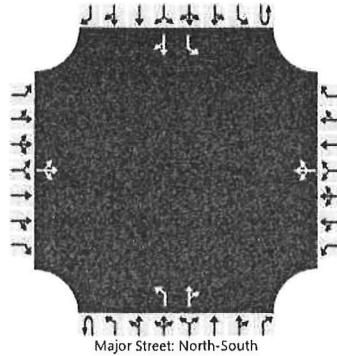
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	8/15/2018
Analysis Year	2028
Time Analyzed	PM Base + Project
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Neighborhood/South Access
Jurisdiction	Washoe County
East/West Street	South Access
North/South Street	Neighborhood Way
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0	
Configuration			LTR				LTR			L		TR		L		TR	
Volume (veh/h)		0	0	15		12	0	0		10	91	20		0	89	0	
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type Storage	Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			17				13				11				0		
Capacity, c (veh/h)			957				696				1494				1464		
v/c Ratio			0.02				0.02				0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.1				0.0				0.0		
Control Delay (s/veh)			8.8				10.3				7.4				7.5		
Level of Service (LOS)			A				B				A				A		
Approach Delay (s/veh)		8.8				10.3				0.6				0.0			
Approach LOS		A				B											

HCS7 Two-Way Stop-Control Report

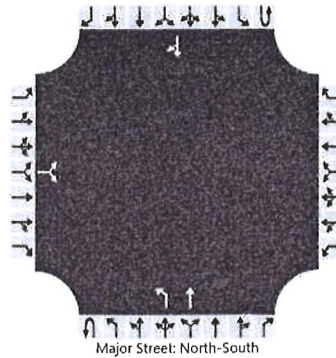
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	8/15/2018
Analysis Year	2018
Time Analyzed	AM Existing
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Neighborhood/Mid Access
Jurisdiction	Washoe County
East/West Street	Middle Access
North/South Street	Neighborhood Way
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12	7	8	9		1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0	0	0	0		0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		0		4						17	19				41	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			4							19						
Capacity, c (veh/h)			1024							1562						
v/c Ratio			0.00							0.01						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			8.5							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	8.5								3.5							
Approach LOS	A															

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

October 3, 2018

Roger Pelham, MPA, Senior Planner
Chris Bronczyk, Planner
Washoe County Community Services
Planning and Development Division
PO Box 11130
Reno, NV 89520-0027

RE: Upland Estates; 532-031-16, 532-032-03, 532-032-05
Master Plan Amendment; WMPA18-0007; Regulatory Zone Amendment; MRZA18-0007

Dear Mr. Pelham and Mr. Bronczyk:

The Washoe County Health District, Emergency Medical Services (EMS) Oversight Program, has reviewed the above referenced project. Based on the proposed development packet, there may be impacts regarding EMS responses to the area, particularly during peak hours. Additionally, the addition of 129 dwellings may increase the use of the healthcare system in the region.

Advanced Life Support (ALS) fire services are provided by Truckee Meadows Fire Protection District and ALS ambulance services are provided by REMSA through a Franchise agreement with the Washoe County Health District. For the parcel location, REMSA's Franchise response requirement for life-threatening calls is 8 minutes, 59 seconds for 90 percent of calls. Washoe County population and franchise map response zones are evaluated annually.

The closest hospital is Renown Regional Medical Center which is approximately 12 miles away from the parcel, should individuals require such services. There are also several other acute care hospitals and healthcare resources available in Washoe County.

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

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

Sincerely,



Christina Conti
EMS & PHP Program Manager
cconti@washoecounty.us
(775) 326-6042

Attachment B
WMPA18-0007 WRZA18-0007 Agency Comments

From: [O'Connor, Tim](#)
To: [Pelham, Roger](#); [Bronczyk, Christopher](#)
Subject: Master Plan Amendment Case Number WMPA18-0007 (Upland Estates) Regulatory Zone Amendment Case Number WRZA18-0007 (Upland Estates)
Date: Tuesday, September 25, 2018 7:56:00 AM

With regard to the Master Plan Amendment Case Number WMPA18-0007 (Upland Estates) Regulatory Zone Amendment Case Number WRZA18-0007 (Upland Estates), while the plan to change zoning seems reasonable with respect to adjacent zoning, this change will generate additional calls for service for local law enforcement when residential properties are built and occupied.

Although the Washoe County Sheriff's Office Patrol Division does not object to the project, it is fair to advise that with any new residential development project, there will be an increased burden placed on law enforcement to respond to calls for service at homes, for traffic accidents, investigations and other related issues and will even impact the Detention Facility as there will likely be members of this new development that will place a demand upon their resources as well. Unlike the Fire Department which has its own tax district to collect funds to staff their needs as growth occurs, law enforcement's staffing is not necessarily increased and rarely increased based upon a new development.

In this situation, the Washoe County Sheriff's Office will not be increased in staffing to address the additional workload this development will impose. Albeit somewhat small in its overall impact, there will be a reduced level of service that will result to our community should this development be completed.

Captain Tim O'Connor
Washoe County Sheriff's Office
Patrol Division
775-328-3354
PRIDE - Professionalism, Respect, Integrity, Dedication, Equality

Attachment B
WMPA18-0007 WRZA18-0007 Agency Comments

BRIAN SANDOVAL
Governor

STATE OF NEVADA



BRADLEY CROWELL
Director

JASON KING, P.E.
State Engineer

DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DIVISION OF WATER RESOURCES

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

October 1, 2018

To: Roger Pelham
Washoe County Planning and Building Division
1001 East 9th Street
Reno, NV 89520-0027

Re: Tentative Subdivision Review No. 20893-T Permits 68453 & 68454
Washoe County Application Review Number WMPA 18-007 & WRZA 18-0007

Name: *Upland Estates*

County: Washoe County – Pyramid Way and Eagle Canyon Drive

Location: A portion of Sections 34 & 35, Township 21 North, Range 20, East, MDB&M.

Plat: Tentative: One-hundred-twenty-nine (129) lots, common areas, and right-of-ways totaling approximately 43.04 acres and being Washoe County Assessor's Parcel Numbers 532-031-16, 532-032-03, and 532-032-05.

**Water Service
Commitment**

Allocation: Approximately 52 acre-feet annually has been estimated as being required for this project based on rule 7 demands. Applicant states that water has been banked in Truckee Meadows Water Authority permits 68453 (48.44 AFA) and 68454 (4.94 AFA) for use on this project.

**Owner-
Developer:** Spanish Springs Associates, LP
550 West Plumb Lane, Suite B
Reno, NV 89509

Engineer: Wood Rodgers, Inc.
1361 Corporate Boulevard
Reno, NV 89502

Attachment B
WMPA18-0007 WRZA18-0007 Agency Comments

Washoe County Planning
October 1, 2018
Page 2

Water Supply: Truckee Meadows Water Authority

General: An application was presented and approved by this office on October 1, 2018 as described on the *Upland Estates Master Plan Amendment and Rezone Application*.

Municipal water service is subject to Truckee Meadows Water Authority rules and regulations and approval by the Office of the State Engineer regarding water quantity and availability.

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

Action: Approved concerning water quantity as required by statute for *Upland Estates* subdivision based on water service by Truckee Meadows Water Authority.

Best regards,

Steve Shell

Steve Shell
Water Resource Specialist II



WASHOE COUNTY
COMMUNITY SERVICES
INTEGRITY COMMUNICATION SERVICE

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

September 21, 2018

TO: Roger Pelham, Senior Planner and Chris Bronczyk, Planner
Washoe County Community Services Department Planning and Building Division

FROM: Vahid Behmaram, Water Management Planner Coordinator, CSD

SUBJECT: Master Plan Amendment Case Number WMPA18-0007 (Upland Estates) AND
Regulatory Zone Amendment Case Number WRZA18-0007 (Upland Estates)

Project description:

- (1) To approve a Master Plan Amendment from the "Commercial" to the "Suburban Residential" master plan designations on three parcels of land, totaling approximately 43.04 acres; and
- (2) To approve a Regulatory Zone Amendment from the "Neighborhood Commercial" and "Open Space" regulatory zones to the "Medium Density Suburban" regulatory zone on three parcels of land, totaling approximately 43.04 acres.

Location: On both the east and west sides of Neighborhood Way, approximately 1500 feet north of the roundabout intersection with Eagle Canyon Drive, Assessor's Parcel Numbers: 532-031-16, 532-032-03 and 532-032-05, Parcel Sizes: ±11.214, ±11.08 and ±20.75 acres.

The Community Services Department (CSD) offers the following Water Rights conditions and/or comments regard these amendments:

- 1) There are no water rights comments for approvals.
- 2) Parcels are in TMWA service territory already.



Attachment B
WMPA18-0007 WRZA18-0007 Agency Comments

From: [Stark, Katherine](#)
To: [Wines-Jennings, Tammy L](#); [Schull, Shyanne](#); [Pelham, Roger](#); [Bronczyk, Christopher](#)
Cc: [Emerson, Kathy](#); [Stark, Katherine](#)
Subject: RE: September Agency Review Memo
Date: Friday, September 28, 2018 2:35:25 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Tammy, thanks for the response!

Roger and Chris, this agency review response is in reference to WMPA18-0007 & WRZA18-0007 (Upland Estates).

Thank you,



Katy Stark

Office Support Specialist, Planning and Building Division | Community Services
Department

krstark@washoecounty.us | Office: 775.328.3618 | Fax: 775.328.6133

PO Box 11130, Reno, NV 89520-0027

1001 East Ninth Street, Bldg. A, Reno, NV 89512



From: Wines-Jennings, Tammy L
Sent: Friday, September 28, 2018 9:47 AM
To: Stark, Katherine; Schull, Shyanne
Cc: Emerson, Kathy
Subject: RE: September Agency Review Memo

Form WCRAS perspective, we do not see any concerns

Thanks!



Tammy Wines-Jennings

Assistant Director | Washoe County Regional Animal Services

twines-jennings@washoecounty.us | Office: 775-353-8945 | Dispatch 775-322-3647

2825 Longley Lane, Suite A, Reno, Nv 89502



Attachment B
WMPA18-0007 WRZA18-0007 Agency Comments

From: [Holly, Dan](#)
To: [Bronczyk, Christopher](#); [Pelham, Roger](#)
Subject: WMPA18-0007 WRZA18-0007
Date: Friday, September 21, 2018 11:05:10 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Gentlemen: I have reviewed the above referenced cases on behalf of Building. I approve without conditions. Thank You,



Dan Holly
Plans Examiner Supervisor, Planning and Building Division | Community Services Department

dholly@washoecounty.us | Office: (775) 328-2027

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





WASHOE COUNTY
COMMUNITY SERVICES DEPARTMENT
Engineering and Capital Projects

1001 EAST 9TH STREET
PO BOX 11130
RENO, NEVADA 89520-0027
PHONE (775) 328-3600
FAX (775) 328.3699

Date: October 10, 2018

To: Roger Pelham, Senior Planner
Chris Bronczyk, Planner

From: Leo R. Vesely, P.E., Licensed Engineer

Re: Upland Estates
Master Plan Amendment WMPA18-0007; Regulatory Zone Amendment WRZA18-0007
APN: 532-031-16, 532-032-03, & 532-032-05

DRAINAGE (COUNTY CODE 110.416, 110.420, and 110.421)

Contact Information: Leo Vesely, P.E. (775) 328-2313}

Staff has reviewed the referenced master plan and regulatory zone amendments and we see no significant CSD –Engineering (public works) service impacts. However it should be noted that a drainage ditch crossing (in compliance with Washoe County standards) is required to access the portion of the project located on APN 532-032-03. The crossing should be considered as project planning and design proceeds and addressed in the tentative map.

TRAFFIC AND ROADWAY (COUNTY CODE 110.436)

Contact Information: Mitch Fink (775) 328-2050

There are no Traffic related comments

UTILITIES (County Code 422 & Sewer Ordinance)

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

Sewer capacity for the unincorporated area of Spanish Springs is based on the interlocal agreement between Washoe County and the City of Sparks. The availability of sewer for this project is subject to that agreement, and availability of sewer for this project cannot be determined prior to tentative map review.



INTEGRITY



EFFECTIVE
COMMUNICATION



QUALITY
PUBLIC SERVICE

WWW.WASHOECOUNTY.US

Attachment B
WMPA18-0007 WRZA18-0007 Agency Comments

From: [Lowden, Joanne](#)
To: [Pelham, Roger](#); [Bronczyk, Christopher](#)
Subject: FW: September Agency Review Memo
Date: Thursday, October 04, 2018 11:17:32 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Roger and Chris,

Parks has reviewed Master Plan Amendment Case Number WMPA18-0007(Upland Estates) and Regulatory Zone Amendment Case Number WRZA18-0007(Upland Estates) and has the following comments:

The parcels are located within Park District 2C and are adjacent to the regional trail system, Eagle Canyon Park, Shaw Middle School, and the North Springs Flood Detention Facility ditch system and access road. An existing trail easement in the northwest corner of APN 532-031-16 provides access from Neighborhood Way to the regional trail system, Eagle Canyon Park, and Shaw Middle School. Efforts should be made with future development plans to include pedestrian access from the North Springs Flood Detention Facility access road to Neighborhood Way to allow for connectivity between Pyramid Ranch Estates and Eagle Canyon Park. Some well-defined social trails currently cross APN 532-032-05 from the end of Regier Springs Dr. through to Neighborhood Way.

Thanks,

Joanne Lowden

Natural Resource Planner | Washoe County Community Services Department-Parks
p 775.328-2039 | f 775.829.8014

Physical Address: 1001 E. 9th Street, Reno NV 89512

P.O. Box 11130 | Reno, NV 89520

www.washoecountyparks.com

 Please consider the environment before printing this e-mail



Attachment B
WMPA18-0007 WRZA18-0007 Agency Comments



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

September 27, 2018

FR: Chrono/PL 183-18

Mr. Roger Pelham, Senior Planner
Mr. Chris Bronczyk, Planner
Community Services Department
Washoe County
PO Box 11130
Reno, NV 89520

**RE: WMPA18-0007 (Upland Estates) and WRZA18-0007 (Upland Estates)
WMPA18-0006 and WRZA18-0006 (Bob Marshall Ranch)**

Dear Mr. Pelham and Mr. Bronczyk,

We have reviewed the above applications and have no comments at this time.

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

Sincerely,

Rebecca Kapuler
Planner

RK/jm

Copies: Mojra Hauenstein, Washoe County Community Services
Trevor Lloyd, Washoe County Community Services
Kelly Mullin, Washoe County Community Services
OJ Oujevolk, Nevada Department of Transportation District II
Daniel Doenges, Regional Transportation Commission
Tina Wu, Regional Transportation Commission
Mark Maloney, Regional Transportation Commission
Julie Masterpool, Regional Transportation Commission
David Jickling, Regional Transportation Commission

/Washoe County no comment 09027018

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

Attachment B
WMPA18-0007 WRZA18-0007 Agency Comments

From: [Rodela, Brett A](#)
To: [Pelham, Roger](#)
Cc: [Boster, Mike](#)
Subject: WMPA18-0007/WRZA18-0007 (Upland Estates)
Date: Monday, October 08, 2018 3:51:45 PM

Hi, Mr. Pelham,

Regarding the zoning change for Upland Estates, the Washoe County School District will be prepared to provide student generation factors upon tentative map phase. Please inform of any further needed items.

Brett A. Rodela

GIS Analyst

Washoe County School District

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





January 7, 2019

Washoe County Community Services
Mr. Roger Pelham
1001 E. Ninth Street
Reno, NV 89512

RE: Upland Estates – Master Plan Amendment/Zone Change - Feasibility Analysis

Mr. Pelham:

The purpose of this letter is intended to act as a feasibility analysis with regard to the proposed zoning change from neighborhood commercial (NC) to Medium Density Suburban residential (MDS) for Upland Estates, specifically regarding municipal water, sanitary sewer and storm water. Specifically, the County must make finding SS.17.2 per the following:

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

Proposed utilities on any project are planned to connect to existing infrastructure constructed within Neighborhood Way which were sized for demands anticipated for NC zoning. The change to MDS zoning will not negatively impact the existing facilities, as demonstrated below:

SANITARY SEWER

The proposed Upland Estates project consists of 129 single family detached residential units on 3 separate parcels totaling 43.1 acres (APN's 531-031-16, 532-032-05 and a portion of 532-032-03). The Washoe County Community Services Department Gravity Sewer Collection Design Standards (Latest Edition, March 2016) provides sanitary sewer generation criteria for residential units in addition to other uses such as Commercial and Industrial. Section 2.1.02.1 states that single family residential units generate an average daily sewer flow rate of 270 gallons per day (GPD) per unit, and that NC zoning generates 2,536 GPD/acre when fixture unit counts are unavailable (see excerpt attached). Using this criteria, **Tables 1 and 2** below depict expected sanitary sewer generation for each APN:

TABLE 1 – Neighborhood Commercial Sanitary Sewer Generation

APN	Area (acres)	GPD/Acre	Total Estimated Sewer Generation (GPD)
531-031-16	11.2	2,536	28,403
532-032-05	20.8	2,536	52,749
Portion 532-032-03	11.1	2,536	28,150
Total	43.1	2,536	109,301

TABLE 2 – Single Family Detached Residential Sanitary Sewer Generation

APN	Units	GPD/Unit	Total Estimated Sewer Generation (GPD)
531-031-16	34	270	9,180
532-032-05	62	270	16,740
Portion 532-032-03	33	270	8,910
Total	129	270	34,830

Based on the comparisons depicted in **Tables 1 and 2** above, changing the land use from neighborhood commercial to single family residential on all 3 parcels will result in reduced sanitary sewer flow generation when using the sanitary sewer flow generation criteria set forth in the Washoe County Community Services Department Gravity Sewer Collection Design Standards (Latest Edition, March 2016) Section 2.1.02.1.

STORM WATER

The rational method, the method typically used to compute storm water peak runoff flow rates for infrastructure sizing, requires an area, intensity, and a runoff coefficient. The area and intensity are unaffected by the zoning, but the runoff coefficient (C) is determined by the land use. According to the Runoff Coefficient Table 701 in the Truckee Meadows Regional Drainage Manual (TMRDM), the primary reference for design standards in Washoe County, commercial properties have a higher C value than residential areas (see attached). Neighborhood Commercial properties have C values that average 0.65 and 0.80 for the 5-year and 100-year storms, respectively, while the C values for the residential property will range from 0.60 and 0.78 for the 5-year and 100-year storms, respectively, for the lot sizes proposed. The higher C value correlates to a higher peak storm runoff flow rate, therefore, the anticipated peak storm runoff flow rate will be lower with the proposed change in zoning.

MUNICIPAL WATER

Truckee Meadows Water Authority (TMWA) has reviewed the Upland Estates project and has agreed to supply water service for future development. See attached acknowledgement of water service for the project.

CONCLUSION

The change in zoning from NC to MDS for Upland Estates will produce less sewage and storm water and will be provided water service by TMWA. The change in zoning will not negatively impact existing infrastructure and facilities.

Please feel free to contact me at 823-5259 or tgammill@woodrodgers.com should you have any questions.

Sincerely,

Wood Rodgers, Inc.



Todd Gammill, P.E.
Associate

Attachments:

WCSD Gravity Sewer Collection Design Standards
TMRDM Table 701
TMWA – Upland Estates Acknowledgement of Water Service

**WASHOE COUNTY COMMUNITY SERVICES
DEPARTMENT
GRAVITY SEWER COLLECTION DESIGN
STANDARDS**

This section of the manual contains the Washoe County Community Services Department (CSD) standards for:

- Designing Gravity Sewer Collection Facilities (“Sewer Design Standards”)

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DRAWING	DESIGN	DATE	REV	WASHOE COUNTY COMMUNITY SERVICES DEPARTMENT	
		March 2016	3	ENGINEERING DESIGN STANDARDS SECTION 2 – GRAVITY SEWER COLLECTION DESIGN STANDARDS	2 - 1

2.1.02 SEWER DESIGN CRITERIA

The following design criteria shall govern the design of sewage collection systems to be dedicated to the County. The intent of these criteria is to provide safe, adequate, and dependable sewer service without excessive maintenance costs.

2.1.02.1 Flow Determination -The average flow from residential units shall be based on a average daily residential rate of 270 gallons. Fixture units may be used to determine the flow from commercial and industrial areas or by historical water consumption records. If fixture unit counts are not available, average daily flows for commercial property shall be:

1.) Parks and Open Space: 664 gallons/day/acre

2.) Commercial:

General Commercial (GC): 780 gallons/day/acre (9.9 employees/acre)

Neighborhood Commercial (NC): 2,536 gallons/day/acre (32.2 employees/acre)

Tourist Commercial (TC): 3,245 gallons/day/acre (41.2 employees/acre)

3.) Industrial: 457 gallons/day/acre

4.) Or as approved by CSD

(Washoe County Community Development Standards)

2.1.02.2 Pipe Size -The minimum size of collection lines shall be 8-inches in diameter. Service laterals which serve single residences shall be a minimum of 4-inches in diameter. All other lines shall be sized using accepted hydraulic analysis techniques. Such sizing analysis shall be performed using peak hour flows.

2.1.02.3 Pipe Slope -The minimum pipe slope is the slope at which the flow velocity is at least 2.5 feet per second when flowing half full or as approved by CSD. In general, slopes which permit sewage velocities in excess of 10 feet per second will not be without CSD approval.

2.1.02.4 Depth of Flow - The depth of flow in the sanitary sewer pipes shall not exceed 0.8D where D is the nominal diameter of the pipe.

DRAWING	DESIGN	DATE	REV	WASHOE COUNTY COMMUNITY SERVICES DEPARTMENT	
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TRUCKEE MEADOWS REGIONAL DRAINAGE MANUAL

RATIONAL FORMULA METHOD RUNOFF COEFFICIENTS			
Land Use or Surface Characteristics	Aver. % Impervious Area	Runoff Coefficients	
		5-Year (C _s)	100-Year (C ₁₀₀)
Business/Commercial:			
Downtown Areas	85	.82	.85
Neighborhood Areas	70	.65	.80
Residential: (Average Lot Size)			
¼ Acre or Less (Multi-Unit)	65	.60	.78
¼ Acre	38	.50	.65
½ Acre	30	.45	.60
¾ Acre	25	.40	.55
1 Acre	20	.35	.50
Industrial:			
	72	.68	.82
Open Space: (Lawns, Parks, Golf Courses)			
	5	.05	.30
Undeveloped Areas:			
Range	0	.20	.50
Forest	0	.05	.30
Streets/Roads:			
Paved	100	.88	.93
Gravel	20	.25	.50
Drives/Walks:			
	95	.87	.90
Roof:			
	90	.85	.87
Notes:			
1. Composite runoff coefficients shown for Residential, Industrial, and Business/Commercial Areas assume irrigated grass landscaping for all pervious areas. For development with landscaping other than irrigated grass, the designer must develop project specific composite runoff coefficients from the surface characteristics presented in this table.			
VERSION: April 30, 2009		REFERENCE:	
W/R/C ENGINEERING, INC.		USDCM, DROCOG, 1989 (with modifications)	
		TABLE 701	



September 29, 2018

Todd Gammill, P.E.
Wood Rodgers
1361 Corporate Blvd.
Reno, NV 89502

**RE: Upland Estates Tentative Map
Acknowledgement of Water Service**
(Tentative Map Review – 129 Lots)

Mr. Gammill:

I have reviewed the plans for the above referenced development ("Project") and have determined the Project is within the Truckee Meadows Water Authority's retail water service area. This letter constitutes an Acknowledgment of Water Service pursuant to NAC 445A.6666, and the Truckee Meadows Water Authority hereby acknowledges that Truckee Meadows Water Authority is agreeable to supplying water service to the Project subject to applicant satisfying certain conditions precedent, including, without limitation, the dedication of water resources, approval of the water supply plan by the local health authority, the execution of a Water Service Agreement, payment of fees, and the construction and dedication of infrastructure in accordance with our rules and tariffs. This Acknowledgement does not constitute a legal obligation by Truckee Meadows Water Authority to supply water service to the Project, and is made subject to all applicable Truckee Meadows Water Authority Rules.

Review of conceptual site plans or tentative maps by Truckee Meadows Water Authority does not constitute an application for service, nor implies a commitment by Truckee Meadows Water Authority for planning, design or construction of the water facilities necessary for service. The extent of required off-site and on-site water infrastructure improvements will be determined by Truckee Meadows Water Authority upon receiving a specific development proposal or complete application for service and upon review and approval of a water facilities plan by the local health authority. Because the NAC 445A Water System regulations are subject to interpretation, Truckee Meadows Water Authority cannot guarantee that a subsequent water facility plan will be approved by the health authority or that a timely review and approval of the Project will be made. The Applicant should carefully consider the financial risk associated with committing resources to their project prior to receiving all required approvals. After submittal of a complete Application for Service, the required facilities, the cost of these facilities, which could be significant, and associated fees will be estimated and will be included as part of the Water Service Agreement necessary for the Project. All fees must be paid to Truckee Meadows Water Authority prior to water being delivered to the Project.

Attachment C

WMPA18-0007 WRZA18-0007 Applicant Response to City of Sparks Comments & Feasibility Analysis

Upland Estates Tentative Map
September 29, 2018
Page 2 of 2

Please call me at (775) 834-8026 at your convenience if you have any questions.

Regards,



Holly M. Flores, P.E.
Principal Engineer

cc: Chris Peterson, P.E., Washoe County Health District
18-6447



January 7, 2019

Washoe County Community Services
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Corporate Office: 3301 C Street, Bldg. 100-B • Sacramento, CA 95816 • 916.341.7760 • Fax: 916.341.7767
Reno Office: 1361 Corporate Boulevard, Reno, NV 89502 • 775.823.4068 • Fax: 775.823.4066
www.woodrogers.com

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Attachment C

WMPA18-0007 WRZA18-0007 Applicant Response to City of Sparks Comments & Feasibility Analysis

Upland Estates Tentative Map
September 29, 2018
Page 2 of 2

Please call me at (775) 834-8026 at your convenience if you have any questions.

Regards,



Holly M. Flores, P.E.
Principal Engineer

cc: Chris Peterson, P.E., Washoe County Health District
18-6447



Spanish Springs Citizen Advisory Board

Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where changes to these minutes are approved by the CAB.

Minutes of the regular meeting of the Spanish Springs Citizen Advisory Board held November 7, 2018. 6:00 p.m. at the Spanish Springs Library at (7100A Pyramid Lake Highway).

1. *CALL TO ORDER/ DETERMINATION OF QUORUM – The meeting was called to order at 6:00 PM.

MEMBERS PRESENT: Matt Lee, Donald Christensen, Stan Smith (alternate filling in for Abram Woodward), Joseph Healy, Ken Theiss

MEMBERS ABSENT: James Scivally, Abram Woodward (excused).

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

3. *PUBLIC COMMENT –

Geoff Staffelbach spoke about speeding on Goldeneye Parkway; he said he spoke with law enforcement who was monitoring speeds with a trailer. He spoke with the neighbors; all three neighbors would be ok with a 4-way stop with crosswalks. There are children in the area. He spoke about the pot store; they said they would have security, and their signage was supposed to be inconspicuous, but it's not.

Sandra Theiss said she received her notice for this meeting this afternoon.

Kevin M. said his biggest issue is the traffic. He said we have an onslaught of homes proposed, and they are not doing anything with the roads. It bottlenecks out of the valley. He asked what is being done with the roads and traffic.

4. APPROVAL OF AGENDA FOR THE REGULAR MEETING OF NOVEMBER 7, 2018:

Joe Healy moved to approve the agenda for the meeting of NOVEMBER 7, 2018. Ken Theiss seconded the motion to approve the agenda of NOVEMBER 7, 2018. Motion passed unanimously

5. APPROVAL OF THE MINUTES FOR THE MEETING OF SEPTEMBER 5, 2018: Joe Healy moved to approve the minutes of SEPTEMBER 5, 2018. Donald Christensen seconded the motion to approve the minutes of SEPTEMBER 5, 2018. Motion passed unanimously.

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

6.A Master Plan Amendment Case Number WMPA18-0007 (Upland Estates) - Request for community feedback, discussion and possible action to forward community and Citizen Advisory Board comments to Washoe County staff on a request for a Master Plan Amendment from the "Commercial" to the "Suburban Residential" master plan designations on three parcels of land, totaling approximately 43.04 acres. (for Possible Action)

AND

Regulatory Zone Amendment Case Number WRZA18-0007 (Upland Estates) – Request for community feedback, discussion and possible action to forward community and Citizen Advisory Board comments to Washoe County staff on a request for a Regulatory Zone Amendment from the "Neighborhood Commercial"

Attachment D
WMPA18-0007 WRZA18-0007 Spanish Springs CAB Minutes

and "Open Space" regulatory zones to the "Medium Density Suburban" regulatory zone on three parcels of land, totaling approximately 43.04 acres. (for Possible Action)

- Applicant/Property Owner: Spanish Springs Associates
- Location: On both the east and west sides of Neighborhood Way, approximately 1500 feet north of the roundabout intersection with Eagle Canyon Drive.
- Assessor's Parcel Number: 532-031-16, 532-032-03 and 532-032-05
- Staff: Roger Pelham, Senior Planner; 775-328-3622; rpelham@washoecounty.us; Chris Bronczyk, Planner; 775.328.3612; cbronczyk@washoecounty.us
- Reviewing Body: Tentatively scheduled for Planning Commission, February 5, 2019

Eric Hasty, Wood Rogers, representing HAWCO, provided an overview of the project:

- HAWCO has been developing Spanish Springs for a long time
- It was master planned as commercial with current master plan in 2005; commercial and medical was needed at the time in the area. There is less need for commercial today, but there is a need for housing.
- The site is 43 acres, 3 parcels – 2 parcels are along Neighborhood Way.
- Undeveloped land
- Surrounding area is comprised of a neighborhood to the east, and new construction to the north, commercial to the south. And Eagle Canyon park.
- Current zoning is commercial; proposing to change the three parcel to suburban residential which is consistent with the surrounding neighborhood.
- The proposal is to change the zoning designation to Medium Density Suburban - 120 units maximum allowed on the three parcels.
- MDS lots are 10,000 sq ft. minimum.
- Zoning dictates the uses – neighborhood commercial uses are gas stations, strip malls, high traffic generator, and high water users. However, residential uses much less. There will be 129 maximum units with an average daily traffic count of 1,200 trips. Neighborhood Commercial would warrant 14,000 trips per day.
- Ken Theiss asked if the main entry way is Neighborhood Way. Eric Hasty said yes, along with the other new developments. The traffic engineer has taken into account the other units.
- Stan Smith asked about open space and flooding mitigation. Eric Hasty said the units won't be within the drainage way and open space. Eric Hasty said the project site isn't within the 100 year flood plain. He said more discussion will be part of the tentative map process.
- Matt Lee asked about access to the east property. Eric Hasty said you will not have access to the east property.
- Stacy Huggins with Wood Rogers representative showed potential access point. The goal is to have no development on the 3rd parcel on the east side. There will be no vehicle access. The density will be transferred to two of the parcels. It will be 3 units per acre, but probably not 15,000 sq ft. homes.
- Stacy Huggins said they hosted a neighborhood meeting two weeks ago; they sent a notice to neighbors within 700 feet and only 2 property owners showed up adjacent to these properties. Their concerns were access to the triangle piece of land (the 3rd parcel on the east side). There won't be access. We will have to come back with the tentative map.
- Ken Theiss asked why they aren't using the triangle piece of land. Stacy Huggins said the developer wishes to leave it as open space.
- Donald Christensen asked if the neighbors were opposed to access to their neighborhood. Stacy said yes, they didn't want access through their neighborhood.
- Eric Hasty said there is no access planned, but it can be accessible to the south in the commercial area.
- Geoff Staffelbach said he passes the properties every day. He said the second roundabout is backed up every day when the school gets out. With this project, there will be 1,200 more cars each day. He

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WMPA18-0007 WRZA18-0007 Spanish Springs CAB Minutes

asked what you will do for traffic because it's congested now. It's the only way in and out. He said he didn't receive a notice for the neighborhood meeting.

- Stan Smith said the problems are the people going to the school and you are adding more traffic.
- Paul Solaegui said he lives in the valley, and his kids graduated from Spanish Spring high school. He said he is knowledgeable of the area. He said with the schools start times – they show up in a compressed times. The roundabouts are well designed. There has been extensive data collection including the amount of traffic generated. He said we can project growth for 10 years, and it still meets the County's level of service. It rates exceptionally. Based on County criteria, the subdivision will meet the County goals. He knows the number of units and detailed counts including forecasts with RTC. We have excellent traffic data. The level of service goals get lower and lower. A large road such as Pyramid Highway is 'E' goal. As growth has occurred, the agencies didn't want to fund to maintain the service levels to be reduced. Policies makers are allowing congestion. He said we are living up to our obligations. Subdivision generates less than commercial. Study shows the 129 lots can be served.
- Geoff said Vaughn would attest to this, getting out of Shaw Middle School is awful. He said there aren't Sheriffs out there to monitor.
- Karen Carabio asked if there is something in the plan that would prevent dirt bikes coming down the flood channel or access road for the channel. The kids are using the flood channel it to get down to the shopping center. County and HAWCO need to creating a solution to prevent dirt bikes from accessing it. She would like to see the limit of dirt bikes on the open space parcel. There needs to be enforcement. Karen Carabio wants to know what's next with communication. She said she wants her questions answered about the dirt bike access. Stacy Huggins asked for clarification regarding her request for a wall to block access to dirt bikes. She said she will have to look into it, but cannot commit to it now. She said she can discuss it more during the tentative map process if this goes forward.
- Geoff Staffelboch said roads were shut down due to flooding prior to homes being built. Rooftops and asphalt will cause more flooding.
- Jessie Haw with HAWCO recommended the public to speak with your local representative such as Vaughn Hartung. He said every feature or barrier always gets taken down by the kids. Jessie said he is happy to be part of the discussion. Invite the local dirt bike club and lets discuss it.
- Public member said motor vehicles are racing down the drainage road.

MOTION: Ken Theiss moved to recommend denial approval due to density. Joe Healy seconded the recommendation for deny. Motion passed 4 to 1. Matt Lee opposed recommendation for denial.

7. ***WASHOE COUNTY COMMISSIONER UPDATE-** Washoe County Commissioner Vaughn Hartung was unable to attend. He can be reached at (775)328-2007 or via email at vhartung@washoecounty.us

8. ***CHAIRMAN/BOARD MEMBER ITEMS-** This item is limited to announcements by CAB members. (This item is for information only and no action will be taken by the CAB).

Ken Theiss said he wants to add an item to the agenda regarding the yellow flashing lights at Calle De La Plata new signal. He said they need to move the line.

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

Meeting adjourned at 6:45 p.m.

Number of CAB members present: 5
Number of Public Present: 15
Presence of Elected Officials: 0
Number of staff present: 1



MEETING SUMMARY

To: Washoe County

From: Eric Hasty, Planner – Wood Rodgers, Inc.

Date: October 26, 2018

Re: Developer-Hosted Neighborhood Meeting for Upland Estates Master Plan and Regulatory Zoning Map Amendment (WMPA18-007 & WRZA18-007)

Overview

- Notices mailed to surrounding households within 750' of project boundary; approximately 160 in total. Washoe County Staff also received notice.
- A Neighborhood Meeting was held on October 25, 2018 at 6:30 p.m. at Spanish Springs Elementary School to discuss the proposed amendments.
- 3 residents attended (see attached sign in sheet), representing 2 households. Roger Pelham, the responsible County Planner, and Paul Solaegui, the responsible traffic engineer from Solaegui Engineers, LTD were also in attendance.
- Bob Sader and Jesse Haw, the applicants representing Hawco Development Company were in attendance. On behalf of the applicant, Stacie Huggins with Wood Rodgers Inc. gave a brief presentation outlining the requested amendments. The meeting started at 6:40 p.m. and ended at 7:05 p.m.

Comments

Comments and concerns were captured throughout the meeting and a general summary of the comments are as follows:

- 1) How did you get the traffic numbers of commercial vs. household trips?

Solaegui Response: They were generated from the 10th edition of the Trip Generation Manual written by the Institute of Transportation Engineers.

- 2) A citizen commented that the traffic generated from commercial development would take longer than the traffic generated for houses. So, for a time, there would be more traffic with residential than commercial.

Developer Response: It's a fair point. There could be more traffic initially with residential but at full build out, it is substantially lower than commercial.

- 3) A citizen asked about an increase in traffic during school hours on the already crowded Eagle Canyon Drive.

Solaegui Response: Traffic was observed from approximately 7:00 am to 8:30 am to capture and record an accurate representation of the cars along Eagle Canyon Drive. This extended time frame



allowed us to fully understand the current situation and how the proposed amendment would impact the area.

- 4) Pedestrian safety at the roundabouts was a concern and the citizen wanted to know if anything was going to be done to address this.

Solaegui Response: Based on data collected during the traffic study combined with anticipated traffic in the area, the roundabouts have adequate capacity to absorb traffic from this project. Also, when used properly, roundabouts are generally safer than traditional intersections.

- 5) The development to the north of the project is currently under construction and will add more traffic to the area. This proposal will only add to the problem.

Solaegui Response: The development to the north, along with the other potential developments that could occur within the next 10 years were considered in the traffic report.

- 6) It was a citizens understanding that the properties in question could only have limited development because they are in the flood plain.

Hawco Response: The properties in question were historically in the flood plain but were removed when the County built flood controls around the area, including the regional drainage facility that bifurcates the project area. The properties are no longer within the floodplain.

- 7) Other general concerns not related to this proposal that focused on future development of the property included: elevating the pads of the buildings/building height, firebreaks, common area maintenance, and placement of lots.

Response: These items were briefly addressed but it was stressed that this current request is focused on the master plan and zoning amendments and does not include any plans to develop the property at this time.

Name	Phone #	Address	Email
PAT PURVES	715 626-0736	195 Pharaoh CT	
John + Cameron Gowrie	354 0593	10405 Palm Desert Dr.	BOWHUNTRIST@ATT.NET



Neighborhood Meeting Public Notice
Participate in the Future of Your Neighborhood

A request has been made for a Master Plan Amendment and Regulatory Zoning Amendment by Spanish Springs Associates Limited Partnership, an affiliated company of Hawco Development Company on three parcels totaling 43.04 acres located approximately 1500 feet north of the intersection of Neighborhood Way and Eagle Canyon Drive in the Spanish Springs Area Plan.

The parcels were originally master planned in 2005 to provide future commercial and medical services. However, with other large commercial centers constructed south of the project area in the City of Sparks, the need for commercial/medical services within this area has decreased. At the same time, the region has been experiencing a housing shortage as the population continues to increase. To adjust for this change, and to help meet the needs of the region, a request to amend the master plan and zoning to support residential development has been submitted.

Specifically, the Master Plan Amendment (MPA) seeks to change the subject parcels from "Commercial" and "Open Space" to "Suburban Residential". In conjunction with the MPA, a Regulatory Zoning Amendment (RZA) to change the subject parcels from "Neighborhood Commercial" and "Open Space" to Medium Density Suburban (MDS) has also been requested. In accordance with the Washoe County Development Standards, the density allowed in the MDS zone is 3 units per acre, which is consistent with the Spanish Springs Area Plan Suburban Character Management Area standards. The proposed changes will allow residential development that is consistent and compatible with the developed residential areas surrounding the parcels, all of which have MDS zoning.

This notice is being sent to owners of residential properties surrounding the project, in order to make you aware of the applications and provide you with an opportunity to meet with the applicant. If you are interested in learning more about the proposed amendments and future development plans for these parcels, please join us for a brief presentation and question and answer period on October 25, 2018 from 6:30 p.m. to 7:30 p.m. at the Spanish Springs Elementary School, 100 Marilyn Mae Dr, Sparks, NV 89441.

For more information prior to the meeting, please feel free to contact me at (775) 823-5258 or shuggins@woodrogers.com.

Sincerely,
Wood Rodgers, Inc.

Stacie Huggins
Associate – Planning

Corporate Office: 3301 C Street, Bldg. 100-B • Sacramento, CA 95816 • 916.341.7760 • Fax: 916.341.7767
Reno Office: 1361 Corporate Boulevard., Reno, NV 89502 • 775.823.4068 • Fax: 775.823.4066

www.woodrogers.com

COMMON QUESTIONS AND ANSWERS*

*(*This document drafted by Hawco to address commonly asked questions)*

1. Who is Hawco?

Answer: Hawco Development Company is the locally-owned General Partner of Spanish Springs Associates Limited Partnership, the applicant landowner for the proposed master plan and zoning amendments, and the tentative subdivision map application. Hawco is the master developer for over 3,000 acres of residential, commercial and business park land in Northern Spanish Springs Valley, including the Spanish Springs Business Center. Hawco's partners have owned the land subject to these applications since the early 1900s. Hawco has been developing its property in Spanish Springs since the early 1980s.

2. Is Hawco the same company that dedicated land for local schools?

Answer: Yes, not just schools, but other public facilities as well have been donated by Hawco: Spanish Springs High School; Shaw Middle School; Taylor Elementary School; Gator Swamp Park; Eagle Canyon Park; and the Spanish Springs Flood Detention Facility. A new school site and a park site were recently identified for donation within nearby Harris Ranch on the east side of Pyramid Highway. Hawco believes in giving back to the community.

3. Why are you changing the land use from Commercial to Residential?

Answer: The parcels were originally planned to provide commercial and medical services. However, with other large commercial centers constructed south of the project area in the City of Sparks, the need for commercial/medical services within this area has decreased. At the same time, the region is experiencing a housing shortage and the population continues to increase. To adjust for this change and help meet the needs of the region, a change to allow residential development on these parcels is appropriate.

4. Isn't Residential considered to be a more intense designation than Commercial?

Answer: No. Commercial uses typically generate more traffic and utility services (water and sewer) when compared to single family residential. For example, based on the MDS zoning and allowable density (3 du/ac), sanitary sewer flow generation rates are significantly lower when developed as residential (34,830 gallons per day) versus commercial (109,301 gallons per day). Based on a traffic study completed for the application, residential development will generate up to 1,218 average daily trips. If the site were developed as currently planned with commercial/medical uses, it is anticipated they would generate 13,510 average daily trips.

5. Doesn't the Spanish Springs Area Plan limit the number of residential units?

Answer: Yes, over a decade ago the Spanish Springs Area Plan limited the growth of future residential subdivisions to 1500 units over the master-planned residential units at that time. Discussions with the Washoe County Department of Community Development confirm that there remains a capacity for 1,144 additional units within the Area Plan boundary. If the parcels are approved for MDS zoning, at 3 dwelling units per acre, the site would be limited to 129 lots, which will still leave 1,015 units within the Area Plan for future development.

6. What is the process for county consideration of this master plan amendment and regulatory zoning amendment?

Answer: After the neighborhood meeting, these master plan amendment and regulatory zoning amendment applications will be heard before the Spanish Springs Citizens Advisory Board ("CAB"). The CAB meeting is currently scheduled for 6 p.m. on Wednesday, November 7th, at the Washoe County Library located at the Lazy 5 Regional Park in Spanish Springs. After the CAB meeting, a public hearing before the Washoe County Planning Commission will be scheduled. County agencies, other government agencies and utility providers review the applications and provide comments. County staff recommends either approval or denial. The Planning Commission hearing has not yet been scheduled, but is likely to be in early 2019. However, delays are common and the hearing date and time should be confirmed with staff in the Department of Community Services. The Planning Commission makes a recommendation to the Board of County Commissioners who will have the final county determination. If the county approves the master plan amendment, it is subsequently reviewed for conformance by the Truckee Meadows Regional Planning Agency.

7. If master plan and regulatory zoning amendments are approved, what's next for site?

Answer: If the master plan and zoning amendments are approved, the next step is a tentative map. The tentative map will include all three parcels and based on MDS zoning, the allowed density of 3 dwelling units per acre limits the development to 129 lots. The tentative map application would be scheduled for a public hearing before the CAB, then the Washoe County Planning Commission, after County agencies review and provide comments. County Staff will draft a Staff Report that will include conditions and recommends either approval or denial. These hearings cannot be scheduled until the master plan and zoning amendments have been approved and adopted.

8. If the tentative map is approved, will all of the lots be built at once?

Answer: No. Typically Hawco subdivisions in the past have been phased, with 50 or less lots in each phase. After development begins, it will be approximately two years or more before all homes are constructed and occupied.

9. When can we expect to see homes built on this site?

Answer: The local economy and the housing market will determine when construction of houses will commence, and the pace of development. It may be as early as late 2019, but more likely will be eighteen months or longer before the first house is built. Obtaining the necessary master plan amendment, zoning amendment and tentative map approvals will put Hawco in a position to act when the housing market is right.

10. What uses will be allowed on these properties if the master plan and zone change amendments are approved?

Answer: Only single family residential and associated uses will be allowed. Table C-1 of the Spanish Springs Area Plan specifically lists single family, detached as an allowed use under the MDS zoning designation. Covenants, Conditions and Restrictions (CC&Rs) recorded against all lots will prohibit or

restrict various activities and be enforced by a homeowner's association. Common area will be maintained by the HOA.

11. As a policy matter, should this property be developed and, if so, what is the most appropriate land use?

Answer: Under the existing Spanish Springs Area Plan, this property is within the Suburban Character Management Area, which is the portion of the unincorporated county in Spanish Springs designated by the county for future suburban growth. Entitlements to develop commercial and/or medical uses on this land have been in place since 2005. However, given that most of the adjacent property on the north and east sides include planned or existing residential subdivisions with the same land use density, residential housing in this location is more compatible than commercial uses.

12. Don't we have enough housing already in the county for future growth?

Answer: No, the housing shortage in Washoe County is a well-publicized fact. State, local and UNR studies have predicted that rapid job growth will continue to occur in Northern Nevada in the next few years. The available inventory of housing in Washoe County to accommodate this growth is not adequate. Planning for new housing must take place now to be ready for the future job growth.

13. Understanding the strain on our water resources created by growth in our desert community, is there sufficient water to sustain the housing proposed by this application?

Answer: Yes, TMWA operates a community water system in Spanish Springs which utilizes imported Truckee River water for all new homes and businesses. The system has capacity for the growth represented by this proposal. Hawco has dedicated water rights for future development and TMWA holds adequate water resources for development as well.

14. Is there adequate public infrastructure to support development of these parcels?

Answer: Yes, public infrastructure (power, gas, water, sewer) currently exists within Neighborhood Way. Specifically, when the existing infrastructure was constructed by Hawco within Neighborhood Way, it was designed to handle capacity associated with more intense uses, including those associated with the Neighborhood Commercial zoning designation. Since this request to amend the master plan and zoning is considered a deintensification from the existing Neighborhood Commercial to Medium Density Suburban, the existing infrastructure within Neighborhood Way is more than sufficient to handle residential development based on the maximum allowable density of 3 dwelling units per acre. If any utility extensions are necessary, they will be identified through the future tentative map process and built at the developer's expense.

15. What impact will the proposed change from commercial to residential have on the existing schools in the area?

Answer: Discussions with Washoe County School District (WCSD) have indicated that if the land use is amended to allow residential with a maximum of 129 lots, a total of 47 new students would be added to the school system. Capital improvement projects are already in place to address overcrowding issues in the area. The WCSD Infrastructure Plan currently has a new Elementary School that will serve the Kiley Ranch area, southeast of these parcels, and provide relief from the overcrowding issues at Alyce Taylor

Elementary School. This project is anticipated to be completed by 2020. The WCSD Infrastructure Plan also has upgrades to Shaw Middle School on the schedule with construction to be completed by 2019, and future plans for projects to address issues at Spanish Springs High School.

With the scheduled WCSD projects, these numbers are not anticipated to compromise WCSD's ability to implement the neighborhood school philosophy.

16. The morning and evening commutes out and in to the Spanish Springs Valley are very congested. What will be the effect on traffic from development pursuant to this proposal?

Answer: A traffic analysis was conducted to evaluate the difference in peak hour trips between commercial versus residential uses. The study found that the residential uses result in a significant reduction in traffic. If the properties were developed under the current Neighborhood Commercial designation, approximately 466,000 sq. ft. of leasable office, medical and shopping center uses could be constructed within the project area. Based on the *ITE Trip Generation Manual, 10th Edition (2018)*, this combination of uses would likely generate 1,372 peak hour trips. In comparison, if the site is developed as residential (at a maximum density of 3 du/ac), the total project (at build-out) would generate 128 peak hour trips, far less peak hour trips than if the site were developed in accordance with the current commercial master plan and zoning designations.

17. Pyramid Highway needs to be widened and its intersections need to be improved to lessen congestion and improve safety. What will development of this property contribute to those needs?

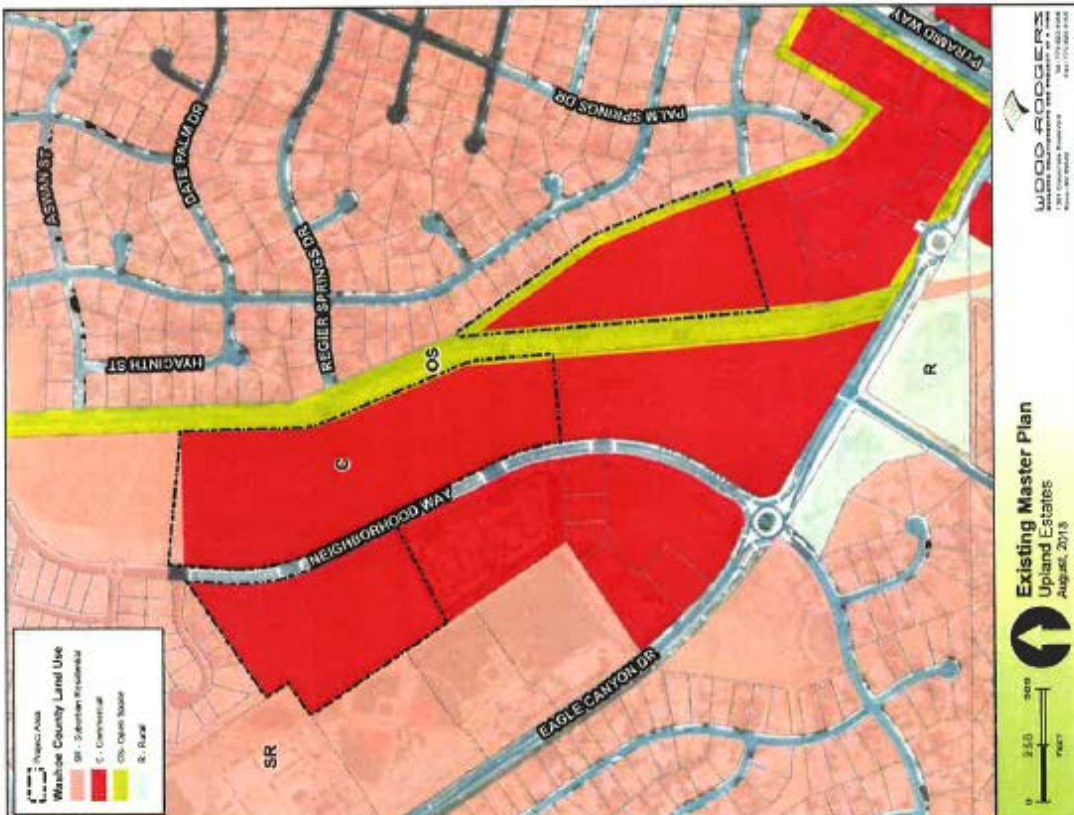
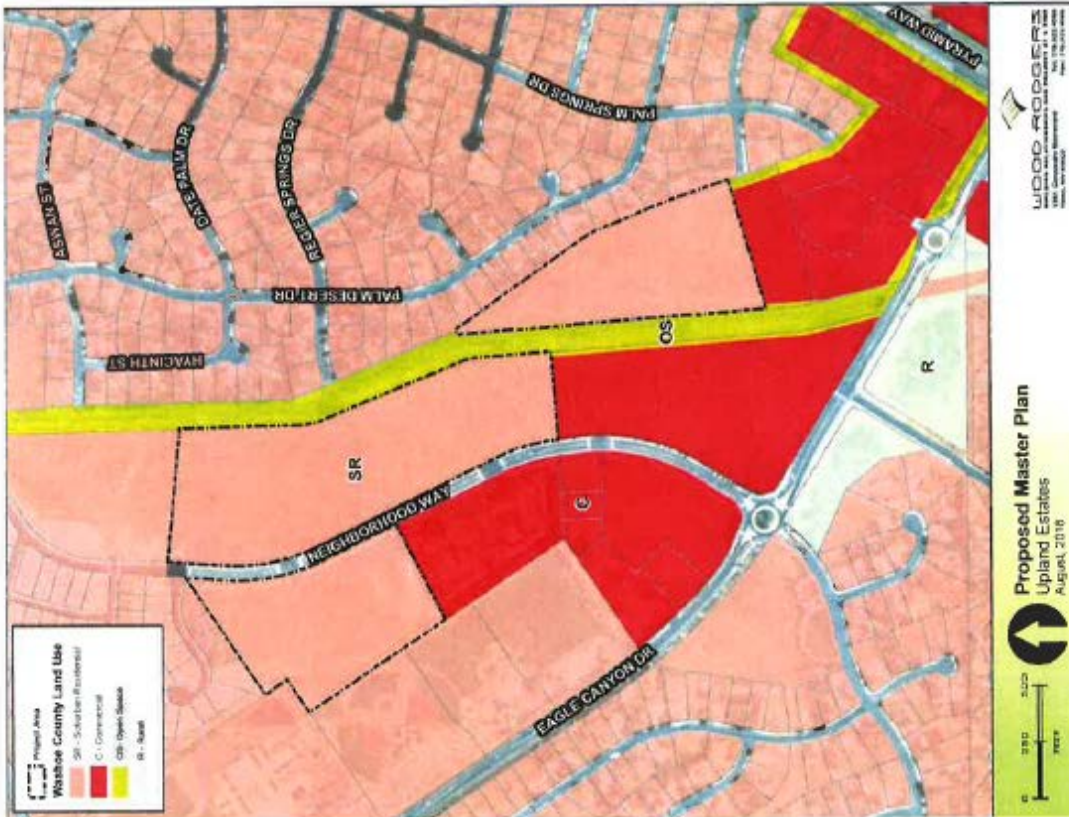
Answer: If the master plan and zoning amendments are approved and a tentative map is also approved based on the MDS zoning (3 du/ac), regional road impact fees, as required by Regional Transportation Commission (RTC), will be required to be paid by the developer when houses are built. Specifically, if the properties are developed at the maximum allowable density (3 du/ac = 129 lots), approximately \$505,932 in RTC impact fees, based on the current fee schedule, will be paid by the developer to fund road improvements in the area.

18. Are there wetlands, geohazards, or other environment constraints that impact future development of these properties?

Answer: No, there are no wetlands nor known fault hazards on the property. It is not in the 100- year floodplain. The property is sparsely vegetated with sagebrush and grasses, and there are no known populations of endangered or threatened species.



Attachment E
WMPA18-0007 WRZA18-0007 Neighborhood Meeting of 10/25/2018 Applicant's Summary



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Attachment E

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MICHAEL J AIELLO
720 ASWAN ST
SPARKS NV 89441

SEAN W & RENE D ALEXANDER
395 HYACINTH ST
SPARKS NV 89441

JOSEPH F III & DOMONI L ALEXANDER
813 THACKER PASS DR
SPARKS NV 89441

K & T ATKINS FAMILY TRUST
10405 PALM SPRINGS DR
SPARKS NV 89441

KERI L BAER 2011 FAMILY TRUST
10385 PALM SPRINGS DR
SPARKS NV 89441

DOUGLAS C & TERESA L BALLINGHAM
10445 PALM DESERT DR
SPARKS NV 89441

MARK D & SHERRAH R BARTHOLOMEW
152 CECILIA CT
SPARKS NV 89441

JAMES BARTMESS
9732 PYRAMID WAY # 410
SPARKS NV 89441-6258

CASEY & JULIANA BASSETT
154 CECILIA CT
SPARKS NV 89441

KENNETH R & TACY BAUMANN
205 REGIER SPRINGS DR
SPARKS NV 89441

DAVID & ANNA BIALCZAK
730 TREASURE CITY DR
SPARKS NV 89441

EDWARD C BIRCH TRUST
31212 SUNSET VALLEY LN
BURNS OR 97720

RICHARD BISHOP
801 THACKER PASS DR
SPARKS NV 89441

ADAM B & JENNIFER P BLOUNT
200 PHAROH CT
SPARKS NV 89441

ERIC & COLLEEN BOCKS
736 TREASURE CITY DR
SPARKS NV 89441

KIMBERLYN L & KELLY A BOWMAN
10385 PALM DESERT DR
SPARKS NV 89441

CHRISTINE R BOYLES
10495 PALM DESERT DR
SPARKS NV 89441

RICHARD A BRANT
120 W SKY RANCH CT
SPARKS NV 89441

ANDREAS & CHRISTINE BRUNNER
718 TREASURE CITY DR
SPARKS NV 89441

LAURA M BURNITT-LAKE ET AL
335 HYACINTH ST
SPARKS NV 89441

WARREN & KATHY BURNS FAMILY TRUST
10420 PALM SPRINGS DR
SPARKS NV 89441

SHERRIE L CAMERON
75 PALM DESERT CT
SPARKS NV 89441

ARTHUR J & KAREN H CARABIO
235 REGIER SPRINGS DR
SPARKS NV 89441

TIMOTHY J CARDI
2315 RODOLFO CT
SPARKS NV 89436

MICHAEL R & SHEREE R CASSINGHAM
10400 PALM SPRINGS DR
SPARKS NV 89441

ANTHONY CATIZZONE ET AL
724 TREASURE CITY DR
SPARKS NV 89441

CHAPMAN LIVING TRUST
30 PALM DESERT CT
SPARKS NV 89441

LYNWOOD D & MICHON L CHESNUT
260 DATE PALM DR
SPARKS NV 89441

CLASPILL FAMILY TRUST
330 NICOLE DR
SPARKS NV 89436

TERRIL L & DENISE A COOK
35 FIRESTONE CT
SPARKS NV 89441

Attachment E

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ROBERT COPPLE
190 PHAROAH CT
SPARKS NV 89441

ALANA I & GARY A JR CORDANO
816 THACKER PASS DR
SPARKS NV 89441

MARGUERITE S CROKUS ET AL
10425 PALM SPRINGS DR
SPARKS NV 89441

CAMERON S & JENNIFER CROWELL
10405 PALM DESERT DR
SPARKS NV 89441

ROY E CUMMINGS ET AL
240 NICOLE DR
SPARKS NV 89436

TIMOTHY & HILARY DANIELS
170 EMANUEL CT
SPARKS NV 89441

KENNETH M DATE
310 NICOLE DR
SPARKS NV 89436

WILLIAM M & COLLEEN J DEAN
10415 PALM DESERT DR
SPARKS NV 89441

DONNA G DEROODE-MCCARTIN ET AL
10475 PALM DESERT DR
SPARKS NV 89441

DIVINCENZO TRUST
290 NICOLE DR
SPARKS NV 89436

DMC-RUN PROPERTIES LLC
31 E L ST
SPARKS NV 89431

JAMES L DRAKE
40 PALM DESERT CT
SPARKS NV 89441

TERESA DUQUE
PO BOX 51061
SPARKS NV 89436

EAGLE CANYON SOUTH LLC
10631 PROFESSIONAL CIR STE B
RENO NV 89521

CHARLES EARNHART ET AL
50 PALM DESERT CT
SPARKS NV 89441

JOEL E & KATHLEEN M EDWARDS
10350 PALM SPRINGS DR
SPARKS NV 89441

ELDER LIVING TRUST
706 TREASURE CITY DR
SPARKS NV 89441

FDC EAGLE LANDING INV CO II
2801 WOODSIDE ST
DALLAS TX 75204

FDC EAGLE LANDING INV CO II
PO BOX 2198
DEPT 8088
MEMPHIS TN 38101

FDC EAGLE LANDING INV CO II
3425 VIA LIDO STE 250
NEWPORT BEACH CA 92663

FDC EAGLE LANDING INVS CO II LLC
2801 WOODSIDE ST
C/O FRITZ DUDA COMPANY
DALLAS TX 75204

WILLIAM R FLOWERS ET AL
12125 OCEAN VIEW DR
SPARKS NV 89441

BILLY M & CINDY L FOLMER
208 PHAROAH CT
SPARKS NV 89441

JOHN P FRANCIS
2285 CONTRAIL ST
SPARKS NV 89441

FRASSI LIVING TRUST
10355 PALM DESERT DR
SPARKS NV 89441

JOHN FREEMAN
78 CHERRY SPRINGS CT
SPARKS NV 89436

RACHEL L & BRADLEY R FRITZ
100 W SKY RANCH CT
SPARKS NV 89441

SARAH FROMM ET AL
810 THACKER PASS DR
SPARKS NV 89441

DAVID L & TAMARA S FRUHWIRTH
712 TREASURE CITY DR
SPARKS NV 89441

PAULA M & RICHARD D FRYBARGER
260 NICOLE DR
SPARKS NV 89436

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JUSTEN S & SUEANNAH S FULLERTON
385 HYACINTH ST
SPARKS NV 89441

TROY L & LISA M FULLMER
220 REGIER SPRINGS DR
SPARKS NV 89441

PAUL R JR & SANDRA K GABBERT
204 PHAROH CT
SPARKS NV 89441

LOUISE J GARCIA
819 THACKER PASS DR
SPARKS NV 89441

ROBERT J & SHERRI GARDNER
735 ASWAN ST
SPARKS NV 89441

MICHAEL L GARDNER
10455 PALM SPRINGS DR
SPARKS NV 89441

ERIC W GARDNER ET AL
110 W SKY RANCH CT
SPARKS NV 89441

LINDA GASSIOT TRUST
3710 CLOVER WAY
RENO NV 89509

RICHARD D GEORGE
PO BOX 17911
RENO NV 89511

JOHN L GIUSTI
10585 PALM DESERT DR
SPARKS NV 89441

JOHNATHAN W GLANTZ
105 W SKY RANCH CT
SPARKS NV 89441

MICHAEL K & MARGARET C GOBEN
215 PHAROH CT
SPARKS NV 89441

DOUG & JANET GRAY
255 DATE PALM DR
SPARKS NV 89441

SCOTTY L JR & SARA GUTHRIE
10370 PALM DESERT DR
SPARKS NV 89441

CYNTHIA D GUTIERREZ ET AL
10340 PALM SPRINGS DR
SPARKS NV 89441

EDWARD E HALL
10605 PALM DESERT DR
SPARKS NV 89441

DENNIS D HANCOCK ET AL
90 FIRESTONE DR
SPARKS NV 89441

TRUDY L HANSEN
12490 CREEK CREST DR
RENO NV 89511

BRENT & NATALIE HATAKEYAMA
20 FIRESTONE CT
SPARKS NV 89441

HOMETOWN HEALTH PLAN INC ET AL
1155 MILL ST #1-2
C/O RENOWN HEALTH PROPERTY MNGMT
RENO NV 89502-1576

DAVID D & KYM S HOOK
10575 PALM DESERT DR
SPARKS NV 89441

HOUCK FAMILY 2018 TRUST
110 BRUGLER CT
FOLSOM CA 95630

RANDY L & SUSAN R HOUSTON
60 PALM DESERT CT
SPARKS NV 89441

JOSE M & LORRAINE S JACINTO
828 THACKER PASS DR
SPARKS NV 89441

JILLOT FAMILY PROPERTIES LP
440 ANITRA DR
RENO NV 89511

DIANNA M JOHNSON
10480 PALM DESERT DR
SPARKS NV 89441

PAUL K & STACY JOHNSON
769 SILVER CITY RD
SPARKS NV 89441

JODIE L JOHNSTON ET AL
804 THACKER PASS DR
SPARKS NV 89441

DAVID D KADER TRUST
270 DATE PALM DR
SPARKS NV 89441

MICHAEL D KAST
10425 PALM DESERT DR
SPARKS NV 89441

Attachment E

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JIMMY & JUDY KENDALL
350 NICOLE DR
SPARKS NV 89436

RHONDA L KING
933 EMU CT
SPARKS NV 89441

SHANE M KISMAN FAMILY TRUST
10395 PALM DESERT DR
SPARKS NV 89441

GARY A & DAWNI J KLEIN
310 HYACINTH ST
SPARKS NV 89441

MICHAEL W KOLLODGE
10320 PALM SPRINGS DR
SPARKS NV 89441

KRE TIGER CASCADES-SIERRA LLC
19119 N CREEK PKWY
BOTHELL WA 98011

SEENA B LA POINTE ET AL
375 HYACINTH ST
SPARKS NV 89441

JUDITH G LAKE
PO BOX 7144
RENO NV 89510

DOROTHY J LAMBERT TRUST
115 W SKY RANCH CT
SPARKS NV 89441

JOHN W & PAULETTE S LARSEN
10380 PALM SPRINGS DR
SPARKS NV 89441

CHRISTOPHER & SHELLEY LEHNE
45 FIRESTONE CT
SPARKS NV 89441

LEIPOLD FAMILY TRUST
95 W SKY RANCH CT
SPARKS NV 89441

D & F LERG FAMILY TRUST
10555 PALM DESERT DR
SPARKS NV 89441

HANK LIN
PO BOX 1080
WEIMAR CA 95736-1080

NATHAN K & JENNIFER A LOWERY
10565 PALM DESERT DR
SPARKS NV 89441

IVY K LUKAS
PO BOX 2206
GRASS VALLEY CA 95945

CHERYL A LUTER ET AL
300 DATE PALM DR
SPARKS NV 89441

NATHAN & CATHY MAHAFFEY
80 SHEENA CT
SPARKS NV 89436

RAYMOND D & LINDA K MARSTON
10410 PALM DESERT DR
SPARKS NV 89441

LARRY T & JOSEPHENE J MARTIN
130 TEQUILLA CT
SPARKS NV 89441

RAY & SHARON MARTIN 2013 LIVING TRUST
250 NICOLE DR
SPARKS NV 89436

FRANK J MARTINEZ
10465 PALM DESERT DR
SPARKS NV 89441

MARTINEZ-PINEDO FAMILY TRUST
270 NICOLE DR
SPARKS NV 89436

JEREMIAH L & MINDI A MASON
10510 PALM DESERT DR
SPARKS NV 89441

STEPHANIE L MCAVOY
60 PALM SPRINGS CT
SPARKS NV 89441

JEREMY MCBIRNEY ET AL
807 THACKER PASS DR
SPARKS NV 89441

MCDONALD'S REAL ESTATE COMPANY
PO BOX 182571
COLUMBUS OH 43218-2571

PHILIP J & MARIE C MENDOZA
55 PALM DESERT CT
SPARKS NV 89441

ROBERT C & MELANIE K MEYER
10420 PALM DESERT DR
SPARKS NV 89441

RAMIE F SR MILLSAP TRUST
1830 VINTERS PL
C/O RAMIE F MILLSAP JR
RENO NV 89519

Attachment E

WMPA18-0007 WRZA18-0007 Neighborhood Meeting of 10/25/2018 Applicant's Summary

LANCE B & SYNDI M MORRIS
705 ASWAN ST
SPARKS NV 89441

JOHN D & LYDIA M MORRIS ET AL
55 FIRESTONE CT
SPARKS NV 89441

MORRIS FAMILY TRUST
290 DATE PALM DR
SPARKS NV 89441

JAY E & DEBORAH A MOWBRAY
10490 SPHINX CT
SPARKS NV 89441

MAURICE S & CELIA A MOYLE
10435 PALM DESERT DR
SPARKS NV 89441

THOMAS MULHALL ET AL
390 HYACINTH ST
SPARKS NV 89441

THEODORA NASSAU
204 REGIER SPRINGS DR
SPARKS NV 89441

SOLEIL NEMETH ET AL
10525 PALM DESERT DR
SPARKS NV 89441

NEW AGE ENDEAVORS LLC
13332 CREST VALLEY DR
C/O EDWIN SILVERMAN
RENO NV 89511

NORTH SPRINGS ESTATES ASSN
4888 SPARKS BLVD STE 102
C/O EQUUS MGMT GROUP
SPARKS NV 89436

WILLIAM S OBERG
125 FIRESTONE DR
SPARKS NV 89441

DEWEY S & RENEE D O'BRIEN
205 PHAROH CT
SPARKS NV 89441

STEVEN P & KATHLEEN P O'BRIEN
1955 GREENFIELD DR
RENO NV 89509

PAULSEN FAMILY TRUST
380 HYACINTH ST
SPARKS NV 89441

JEROME & SUSAN PECHNIK
PO BOX 210
GERLACH NV 89412

IRVIN E PENNINGTON ET AL
70 PALM SPRINGS CT
SPARKS NV 89441

DAVID R & TINA M PERKINS
370 NICOLE DR
SPARKS NV 89436

DAVID L JR & LYNDISAY A PETERS
742 TREASURE CITY DR
SPARKS NV 89441

DORIS A PRESSER ET AL
10525 SPHINX CT
SPARKS NV 89441

PURVES FAMILY TRUST
195 PHAROH CT
SPARKS NV 89441

BRANDON M RADER
355 HYACINTH ST
SPARKS NV 89441

CATHERINE L RAE L 2011 TRUST
10400 PALM DESERT DR
SPARKS NV 89441

MARK J & TWYLA J RANSON
10450 PALM SPRINGS DR
SPARKS NV 89441

JAY B & KAYCE L RATHMANN
225 REGIER SPRINGS DR
SPARKS NV 89441

STEVEN G REDDIG
10530 PALM DESERT DR
SPARKS NV 89441

DENNIS A & SHEILA REETZ
10490 PALM DESERT DR
SPARKS NV 89441

REGIONAL TRANSPORTATION COMMISSION
WASHOE CO
1105 TERMINAL WAY STE 108
RENO NV 89502

BRIAN & STEPHANIE REINERS
320 HYACINTH ST
SPARKS NV 89441

SCOTT & DEVON RILEY
740 ASWAN ST
SPARKS NV 89441

THOMAS N & MELISSA J S ROBARDS
10500 SPHINX CT
SPARKS NV 89441

Attachment E

WMPA18-0007 WRZA18-0007 Neighborhood Meeting of 10/25/2018 Applicant's Summary

GARY L & D KAREL ROBINSON
10580 PALM DESERT DR
SPARKS NV 89441

ROBERT & LINDA ROLFE FAMILY TRUST
100 FIRESTONE DR
SPARKS NV 89441

PATRICK A ROSE
10515 SPHINX CT
SPARKS NV 89441

DANNY SANDOVAL ET AL
300 NICOLE DR
SPARKS NV 89436

MARIANNE & ROBERT M SCOTT
50 FIRESTONE CT
SPARKS NV 89441

SEVEN K PROPERTIES LLC
4855 JOULE ST STE B5
RENO NV 89502-4152

BRIAN G & LEA ANN SHAKAL
280 NICOLE DR
SPARKS NV 89436

SMILE SHOP INVESTMENTS LLC
3605 GRANT DR
RENO NV 89509

BRUCE D JR SMITH
340 NICOLE DR
SPARKS NV 89436

TODD D & VANESSA SMITH
50 BADGER CREEK CT
SPARKS NV 89436

KRAIG E SMITH 2012 TRUST
10435 PALM SPRINGS DR
SPARKS NV 89441

DENNIS L & REGINA SORENSON
10380 PALM DESERT DR
SPARKS NV 89441

CAITLYN M & SHAUN SPANGLER
161 CECILIA CT
SPARKS NV 89441

SPANISH SPRINGS ASSOCIATES LP
550 W PLUMB LN STE B
RENO NV 89509-3686

SPANISH SPRINGS COMMN INT ASSN
PO BOX 307
SPARKS NV 89432

SPANISH SPRINGS PROPERTIES LLC
3605 GRANT DR
C/O BRENT R CORBRIDGE DMD MSD
RENO NV 89509

CHRISTOPHER A & ELIZABETH A SPEZIA
10455 PALM DESERT DR
SPARKS NV 89441

DEACONN & DEBORAH SPURLOCK
190 EMANUEL CT
SPARKS NV 89441

MARGARITA STANFIELD
11010 BIRCH ST
RENO NV 89506

KAREN S STEBBINS
10395 PALM SPRINGS DR
SPARKS NV 89441

DAWNA STEWART-FAANES ET AL
834 THACKER PASS DR
SPARKS NV 89441

DONALD P & LISA E STOCKTON
10445 PALM SPRINGS DR
SPARKS NV 89441

STROMBERG FAMILY TRUST
1720 CRESTSIDE CT
SPARKS NV 89436

CRYSTAL SWEDOWSKI
710 ASWAN ST
SPARKS NV 89441

DAVID J TALLENT ET AL
345 HYACINTH ST
SPARKS NV 89441

VELDRICK TAOIPU ET AL
700 TREASURE CITY DR
SPARKS NV 89441

BREANNA TAVENER
25 FIRESTONE CT
SPARKS NV 89441

ERIN M TAYLOR
75 PALM SPRINGS CT
SPARKS NV 89441

LEE A & TAWNIA L THOMAS
10595 PALM DESERT DR
SPARKS NV 89441

DONALD E II & JULIE A THORNBERRY
10485 PALM DESERT DR
SPARKS NV 89441

Attachment E

WMPA18-0007 WRZA18-0007 Neighborhood Meeting of 10/25/2018 Applicant's Summary

KATHLEEN TOLBIRT
120 TEQUILLA CT
SPARKS NV 89441

JOSEPH D & HOLLY A TRAINER
10330 PALM SPRINGS DR
SPARKS NV 89441

CAROLINE & JOHN TRIPP
360 NICOLE DR
SPARKS NV 89436

CHERYL L TYRRELL ET AL
80 PALM SPRINGS CT
SPARKS NV 89441

UNITED STATES OF AMERICA TTEE
311 E WASHINGTON ST
C/O BIA WESTERN NEVADA AGENCY
CARSON CITY NV 89701

VAR LIVING TRUST ET AL
215 REGIER SPRINGS DR
SPARKS NV 89441

FERNANDO JR VAZQUEZ ET AL
59 BADGER CREEK CT
SPARKS NV 89436

RAY A & SHARON D VINEYARD
65 PALM DESERT CT
SPARKS NV 89441

RONALD C & ANNE Q VOSS
115 FIRESTONE DR
SPARKS NV 89441

WASHOE COUNTY
PO BOX 11130
ATTN PARKS
RENO NV 89520

WMPA18-0007 & WRZA18-0007 PELHAM
WASHOE COUNTY CSD - PLANNING
PO BOX 11130
RENO NV 89520

WASHOE COUNTY
PO BOX 11130
ATTN UTILITIES
RENO NV 89520

WASHOE COUNTY SCHOOL DISTRICT
BOARD
PO BOX 30425
ATTN BUSINESS/CFO
RENO NV 89520

MARK A WEBB
40 FIRESTONE CT
SPARKS NV 89441

SAMUEL & SUSAN WILSON
320 NICOLE DR
SPARKS NV 89436

STEVEN C & JANE E WOOD
725 ASWAN ST
SPARKS NV 89441

JEFFREY A & AMBER D YATES
55 BADGER CREEK CT
SPARKS NV 89436

DONALD CHRISTENSEN
11825 PARADISE VIEW DR
SPARKS NV 89441

JOSEPH HEALY
2347 ROCKIN ROBIN DR
SPARKS NV 89441

JAMES SCIVALLY
10895 DROMEDARY RD
SPARKS NV 89441

KEN THEISS
177 ECHANIZ CT
SPARKS NV 89441

ABRAM WOODWARD
11059 STATE RTE 445
SPARKS NV 89441



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

ADOPTING AMENDMENTS TO THE WASHOE COUNTY MASTER PLAN, SPANISH SPRINGS AREA PLAN, MASTER PLAN MAP (WMPA18-0007), AND RECOMMENDING ITS ADOPTION TO THE BOARD OF COUNTY COMMISSIONERS

Resolution Number 19-09

Whereas, Master Plan Amendment Case Number WMPA18-0007 came before the Washoe County Planning Commission for a duly noticed public hearing on February 5, 2019; and

Whereas, the Washoe County Planning Commission heard public comment and input from both staff and the public regarding the proposed master plan amendments; and

Whereas, the Washoe County Planning Commission gave reasoned consideration to the information it received regarding the proposed master plan amendments;

Whereas, the Washoe County Planning Commission has made the following findings necessary to support adoption of the proposed Master Plan Amendment Case Number WMPA18-0007, as set forth in NRS chapter 278 and Washoe County Code Chapter 110 (Development Code), Article 820:

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

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. 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.
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.
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.
6. Effect on a Military Installation. The proposed amendment will not affect the location, purpose and mission of the military installation.

Spanish Springs Area Plan Required Findings

7. The amendment will further implement and preserve the Vision and Character Statement [of the Spanish Springs Area Plan].
8. The amendment conforms to all applicable policies of the Spanish Springs Area Plan and the Washoe County Master Plan.
9. The amendment will not conflict with the public's health, safety or welfare.
10. A feasibility study has been conducted, commissioned and paid for by the applicant, relative to municipal water, sewer and storm water that clearly identifies the improvements likely to be required to support the intensification, and those improvements have been determined to be in substantial compliance with all applicable existing facilities and resource plans for Spanish Springs by the Department of Water Resources. The Department of Water Resources will establish and maintain the standards and methodologies for these feasibility studies.
11. A traffic analysis has been conducted that clearly identifies the impact to the adopted level of service within the [unincorporated] Spanish Springs Hydrographic Basin and the improvements likely to be required to maintain/achieve the adopted level of service. This finding may be waived by the Department of Public Works for projects that are determined to have minimal impacts. The Department of Public Works may request any information it deems necessary to make this determination.
12. For commercial and industrial land use intensifications, the overall percentage of commercial and industrial regulatory zone acreage will not exceed 9.86 percent of the Suburban Character Management Area.
13. For residential land use intensifications, the potential increase in residential units will not exceed Washoe County's policy growth level for the Spanish Springs Area Plan, as established in Policy SS.1.2.
14. If the proposed intensification will result in a drop below the established policy level of service for transportation (as established by the Regional Transportation Commission and Washoe County) within the Spanish Springs Hydrographic Basin, the necessary improvements required to maintain the established level of service are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification. For impacts to regional roads, this finding may be waived by the Washoe County Planning Commission upon written request from the Regional Transportation Commission.
15. If roadways impacted by the proposed intensification are currently operating below adopted levels of service, the intensification will not require infrastructure improvements beyond those articulated in Washoe County and Regional transportation plans AND the necessary improvements are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification.

16. Washoe County will work to ensure that the long range plans of facilities providers for transportation, water resources, schools and parks reflect the policy growth level established in Policy SS.1.2.
17. If the proposed intensification results in existing facilities exceeding design capacity and compromises the Washoe County School District's ability to implement the neighborhood school philosophy for elementary facilities, then there must be a current capital improvement plan or rezoning plan in place that would enable the District to absorb the additional enrollment. This finding may be waived by the Washoe County Planning Commission upon request of the Washoe County Board of Trustees.
18. Any existing development in the Spanish Springs planning area, the Sun Valley planning area, the Warm Springs planning area, or the City of Sparks, which is subject to the conditions of a special use permit will not experience undue hardship in the ability to continue to comply with the conditions of the special use permit or otherwise to continue operation of its permitted activities.

NOW, THEREFORE, BE IT RESOLVED that the Washoe County Planning Commission does hereby recommend adoption of Master Plan Amendment Case Number WMPA18-0007 and the amended Spanish Springs Area Plan Master Plan Map as included as Exhibit A to this Resolution to the Washoe County Board of Commissioners.

A certified copy of this resolution shall be submitted to the Board of County Commissioners and any appropriate reviewing agencies in accordance with NRS 278.220.

ADOPTED on February 5, 2019

WASHOE COUNTY PLANNING COMMISSION

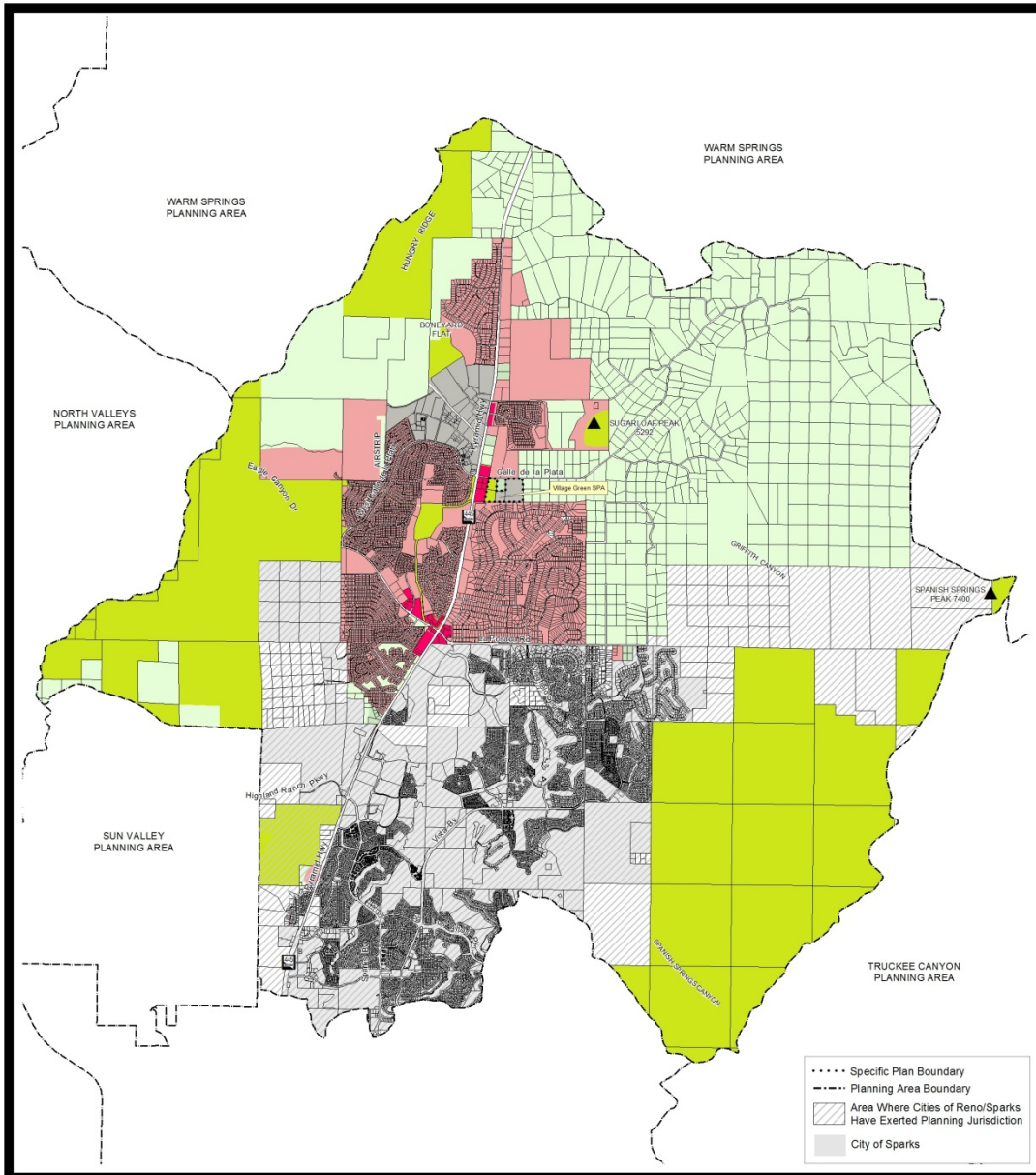
ATTEST:

Trevor Lloyd, Secretary

Sarah Chvilicek, Chair

Attachment: Exhibit A – Spanish Springs Area Plan Master Plan Map

Exhibit A, WMPA18-0007



SPANISH SPRINGS MASTER PLAN MAP

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

SOURCE: Planning and Building Division

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

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

DATE: _____ DIRECTOR: _____

Community Services Department

**WASHOE COUNTY
NEVADA**

1001 E Ninth St
Reno, Nevada 89512 (775) 328-3600



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

RECOMMENDING ADOPTION OF REGULATORY ZONE AMENDMENT CASE NUMBER WRZA18-0007 AND THE AMENDED SPANISH SPRINGS AREA PLAN REGULATORY ZONE MAP

Resolution Number 19-10

Whereas, Regulatory Zone Amendment Case Number WRZA18-0007 came before the Washoe County Planning Commission for a duly noticed public hearing on February 5, 2019; and,

Whereas, the Washoe County Planning Commission heard public comment and input from staff 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 recommended for adoption pending adoption of proposed Master Plan Amendment Case Number WMPA18-0007 by the Washoe County Board of Commissioners and a finding of conformance with the Truckee Meadows Regional Plan; and,

Whereas, the Washoe County Planning Commission has made the findings, pursuant to NRS Chapter 278 and WCC110.821.15 (d), necessary to support adoption of this proposed Regulatory Zone Amendment 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.
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 responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed amendment.
5. Master Plan Policies and Action Programs. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.
6. Desired Pattern of Growth. The proposed amendment 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.
7. Effect on a Military Installation. The proposed amendment will not affect the location, purpose and mission of a military installation.

NOW, THEREFORE, BE IT RESOLVED that the Washoe County Planning Commission does hereby recommend adoption of Regulatory Zone Amendment Case Number WRZA18-0007 and the amended Spanish Springs Area Plan Regulatory Zone Map as included as Exhibit A to this Resolution to the Washoe County Board of Commissioners.

ADOPTED on February 5, 2019

WASHOE COUNTY PLANNING COMMISSION

Sarah Chvilick, Chair

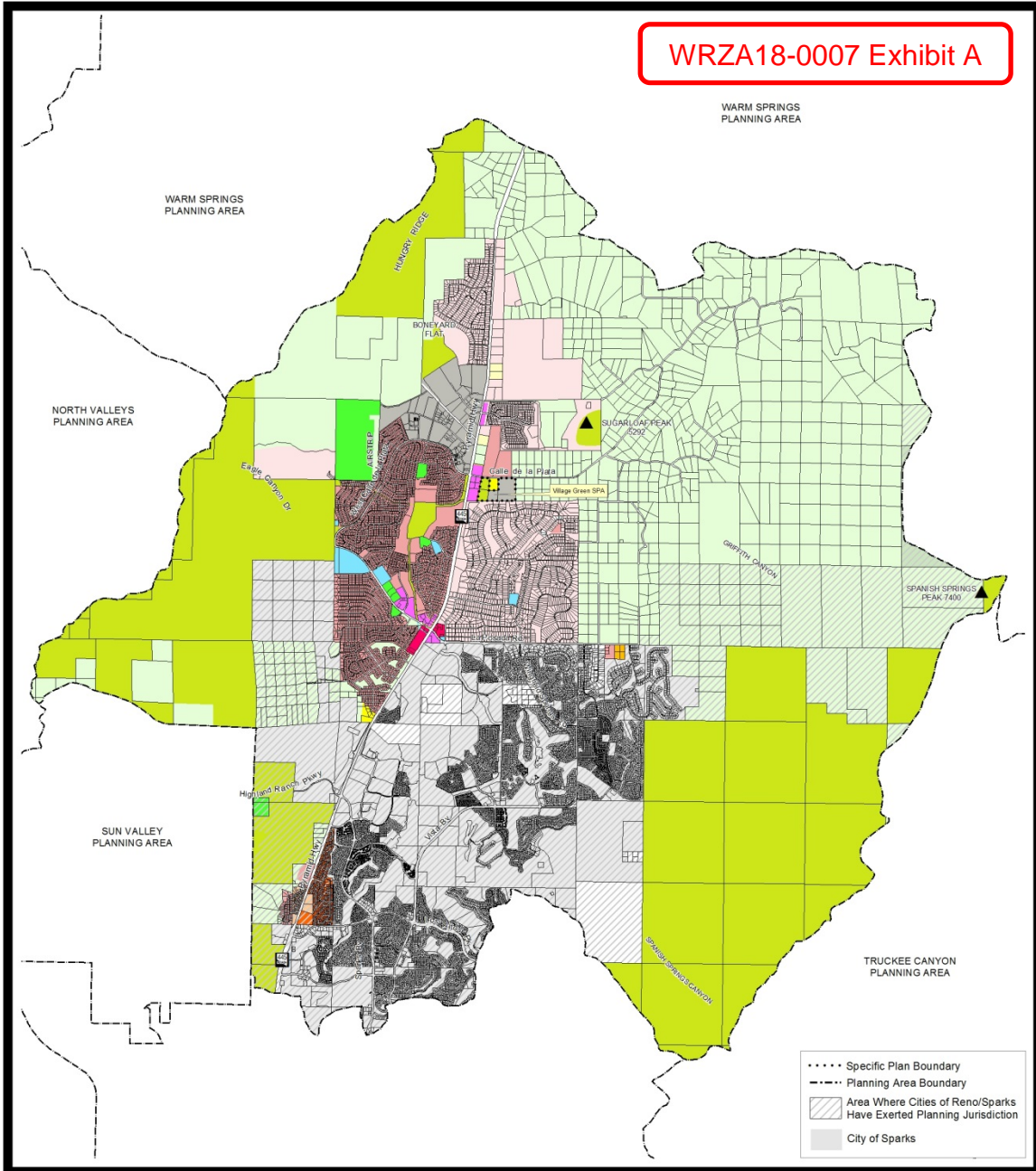
ATTEST:

Trevor Lloyd, Secretary

Attachment: Exhibit A – Spanish Springs Regulatory Zone Map

WRZA18-0007 Exhibit A

WARM SPRINGS
PLANNING AREA



SPANISH SPRINGS 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

Source: Planning and Building Division

PC Date: February 5, 2019
BCC Adoption 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 BUILDING 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 BUILDING DIVISION.

**Community Services
Department**

**WASHOE COUNTY
NEVADA**

1001 E Ninth St
Reno, Nevada 89512

(775) 328-3600