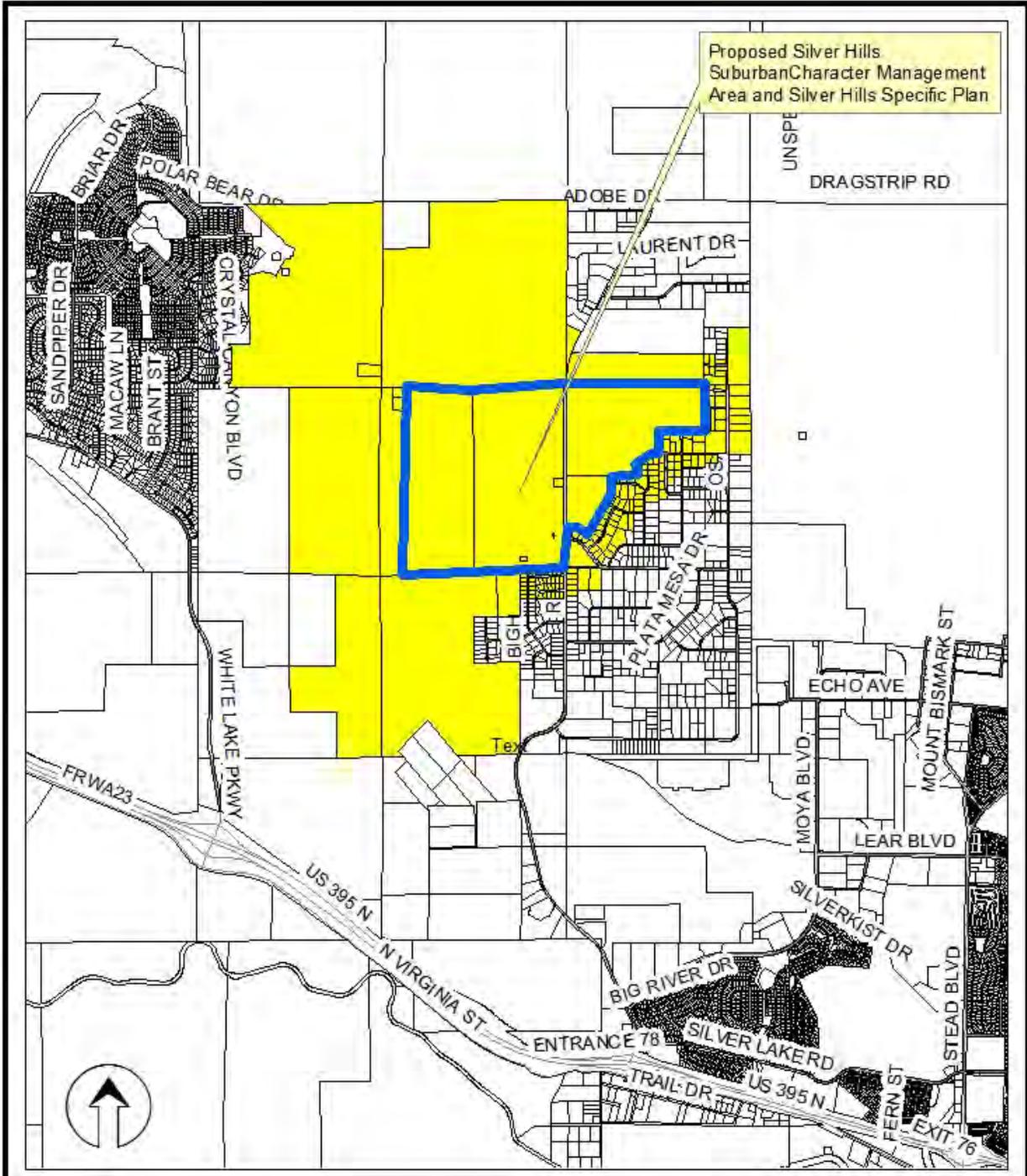


# Exhibit A

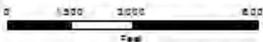
## WMPA17-0010 and WRZA17-0005



Mailing and Vicinity Map

**Project: Master Plan Amendment Case Number WMPA17-0010 and Regulatory Zone Amendment Case Number WRZA17-0005 (Silver Hills) [173 parcels selected at 750 feet].**

Source: Planning and Building Division



Date: 02/19/2019

Community Services  
Department

**WASHOE COUNTY**  
NEVADA

Post Office Box 11120  
Reno, Nevada 89520 (775) 325-3800

# Exhibit B



May 15, 2019

Roger Pelham, MPA  
Washoe County Building and Planning Division  
1001 East Ninth Street  
Reno, Nevada 89512

**Re: Silver Hills Master Plan Amendment and Specific Plan**

Dear Roger,

Enclosed are four copies of all updated plans, reports, and studies related to the Silver Hills Master Plan Amendment, Regulatory Zoning Map Amendment, and Specific Plan requests. This includes an updated planning report addressing applicable findings and policies from the Washoe County Master Plan, Specific Plan Development Standards Handbook, Traffic Impact Analysis, and Fiscal Impact Analysis. Included in the appendix of the planning report are the associated checklist items such as the Washoe County application forms, proof of property tax payment, etc. Also included in the appendix are the draft covenants, conditions, and restrictions (CC&R's), preliminary title reports, and a Stormwater Feasibility Analysis completed for the project by Wood Rodgers.

As requested, previously submitted items that have not been updated or amended such as the preliminary geotechnical investigation, digital CAD files, etc. have also been included. The purpose of this is to ensure that you have 100% complete copies of ALL materials submitted in regard to the Silver Hills project. The attached flash drive includes all submitted materials, including this letter, in a digital format.

It is our understanding that the project will be scheduled for presentation to the North Valleys Citizens Advisory Board in June and will then be forwarded to the Washoe County Planning Commission in July. It would be appreciated if you could notify us once those dates are confirmed. In the meantime, please do not hesitate to contact me at [mrailey@rubicondesigngroup.com](mailto:mrailey@rubicondesigngroup.com) or (775) 250-3455 with any questions, concerns, or if you should require any additional information.

We look forward to working with you as the project moves forward and appreciate your ongoing assistance. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mike Railey", is written over a light blue rectangular background.

Mike Railey  
Partner

1610 Montclair Avenue, Suite B • Reno, Nevada 89509  
(775) 425-4800 • [www.rubicondesigngroup.com](http://www.rubicondesigngroup.com)

# SILVER HILLS

MASTER PLAN AMENDMENT

AND

SPECIFIC PLAN (REGULATORY ZONE AMENDMENT)



Prepared by:



Updated: May 2019

**SILVER HILLS**  
**MASTER PLAN AMENDMENT AND SPECIFIC PLAN**

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**Table of Contents**

Introduction ..... 1  
Project Location ..... 2  
Existing Conditions ..... 3  
Project Description ..... 7  
Master Plan Amendment ..... 9  
    Silver Hills Suburban Character Management Area ..... 10  
    Master Plan Amendment Findings ..... 12  
Regulatory Zone Amendment – Specific Plan ..... 17  
    Specific Plan Findings ..... 19  
Supplemental Policy Analysis and Considerations ..... 28

**List of Figures:**

Figure 1 – Vicinity Map ..... 2  
Figure 2 – Existing Conditions ..... 3  
Figure 3 – Existing Conditions ..... 3  
Figure 4 – Master Plan Land Use ..... 5  
Figure 5 – Zoning ..... 6  
Figure 6 – Silver Hills Land Use Plan ..... 7

**Appendices:**

Washoe County Development Application  
Owner Affidavit  
Master Plan Amendment Application  
Regulatory Zone Amendment Application  
Property Tax Verification  
Preliminary Title Report  
Draft Covenants, Conditions, and Restrictions (CC&R's)  
Storm Water Feasibility Analysis

**SILVER HILLS**  
**MASTER PLAN AMENDMENT AND SPECIFIC PLAN**

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**Attachments:**

Silver Hills Specific Plan Development Standards Handbook  
Traffic Impact Analysis  
Preliminary Geotechnical Investigation  
Fiscal Impact Analysis  
Digital Land Use Files

**SILVER HILLS**  
**MASTER PLAN AMENDMENT AND SPECIFIC PLAN**

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**INTRODUCTION**

This application includes the following requests:

A **Master Plan Amendment** to allow for the following modifications to the North Valleys Area Plan:

- Remove four parcels of land totaling approximately 780.32 acres (the “subject property or properties”) from the Silver Knolls Suburban Character Management Area (“SKSCMA”)
- Create the “Silver Hills Suburban Character Management Area” (“SHSCMA”) and add the subject properties into the SHSCMA
- Amend the North Valley Character Management Area maps to reflect the removal of the subject properties from the SKSCMA and into the SHSCMA
- Create a Character Statement for the SHSCMA with specified references to issues and concerns that were identified at the three community visioning workshops held pursuant to NV.20.2.
- Create a new Land Use Policy: NV. 1.8 to allow the following regulatory zones in the Silver Hills Suburban Character Management Area:
  - Public/Semi-public Facilities (PSI)
  - Low Density Suburban (LDS 1 — One unit per acre)
  - Low Density Suburban-Two (LDS 2 — Two units per acre)
  - Medium Density Suburban-Three (MDS 3 — Three units per acre)
  - Parks and Recreation (PR)
  - Open Space (OS)
  - Neighborhood Commercial (NC)
  - Specific Plan (SP)
- Create a new "Goal Seven" within the North Valleys Area Plan for the proposed Silver Hills Suburban Character Management Area, to establish a land use pattern, site development guidelines, and architectural guidelines that will implement and preserve the Silver Hills community character as described in the North Valleys Vision and Character Statement, as they are proposed to be amended.
  - Renumber the remainder of the North Valleys Area Plan to allow the insertion of the new Goal Seven.
  - Create Policy NV.7.1. to require that 50% of the residential parcels within Silver Hills East are one acre in size.
  - Create Policy NV.7.2 to require the minimum size of residential parcels located within Silver Hills East is one-half acre and the maximum density of residential parcels located within Silver Hills West is one-third acre.
  - Create Policy NV.7.3 to require subdivisions established within the Silver Hills Character Management Area include a 50 foot open space buffer plus a 200 foot density match between the subdivision and any adjacent residential dwellings existing on the date of final adoption of the Silver Hills Character Management Area.
  - Retain Policies NV.4.6 – NV.4.10 from the SKSCMA, as applicable.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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- Incorporate the "Silver Hills Specific Plan Development Standards" as an Appendix to the North Valleys Area Plan with the intent of approving a specific plan allowing the development of 1,872 dwelling units on the subject properties for a total density of 2.5 units per acre (where 1 unit per acre is currently allowed per the SKSCMA).

A Regulatory Zone Amendment from Low Density Suburban (LDS) to Specific Plan (SP) on 780.32± acres.

### PROJECT LOCATION

Silver Hills consists of 780.32± acres located within the North Valleys Areas Plan, contiguous to the City of Reno on the west. Specifically, Silver Hills (APN #'s 087-390-10, 087-390-13, 086-232-31, and 086-203-05) is located on the east and west sides of Red Rock Road, north of Silver Knolls. The project site is separated from the Cold Springs Valley by a large ridgeline that runs along the western boundary of the project. Figure 1 (below) depicts the project location.

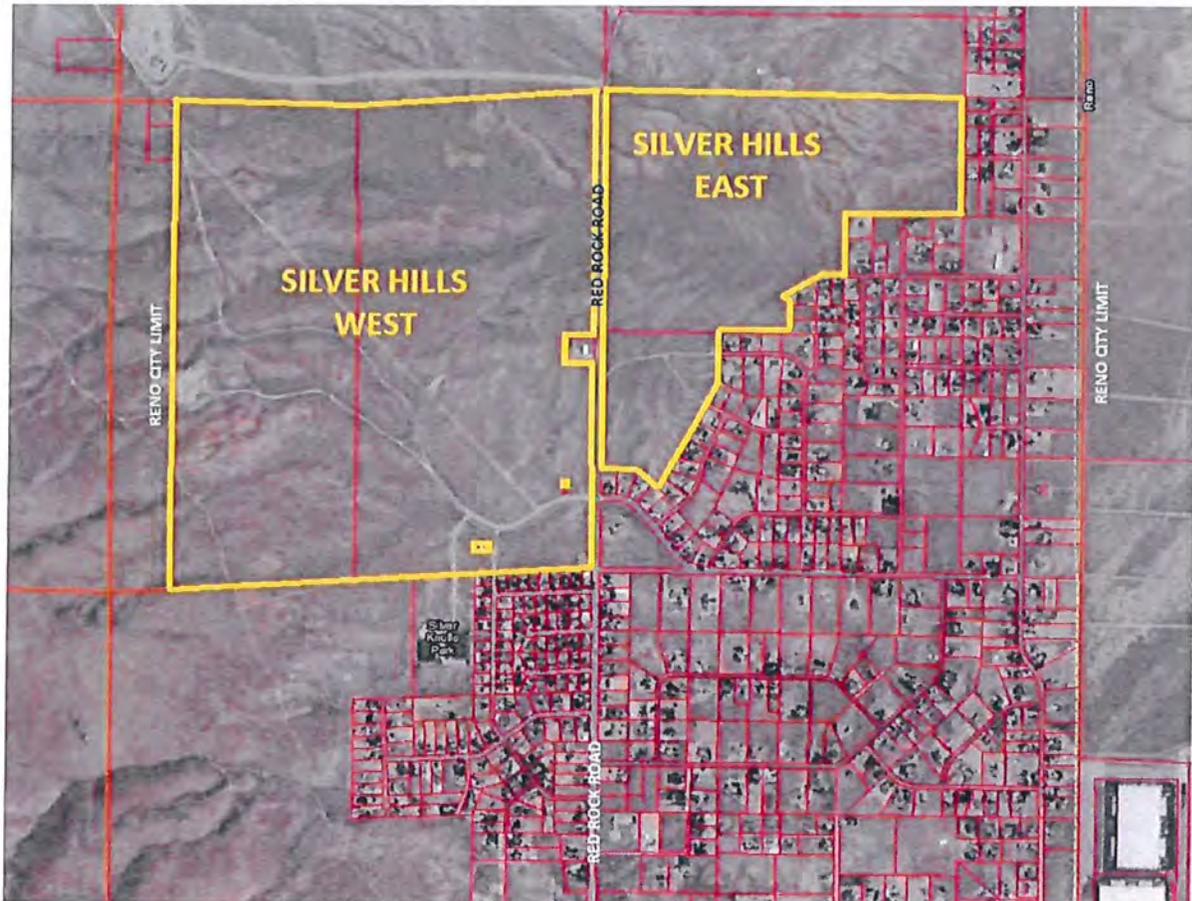


Figure 1 – Vicinity Map

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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### EXISTING CONDITIONS

The Silver Hills site is current vacant and generally slopes from west to east. The majority of the site contains slopes between 0 percent and 15 percent, with pockets of 30+ percent slopes located along drainages that traverse the property. The existing Silver Knolls neighborhood is located to the south and southeast of the project, with vacant land to the east, vacant land within the City of Reno is located to the west, and a large Bureau of Land Management parcel is located to the north of the project. Figures 2 (below and on the following page) includes various site photos depicting existing onsite conditions.



Figure 2 – Existing Conditions

SILVER HILLS  
MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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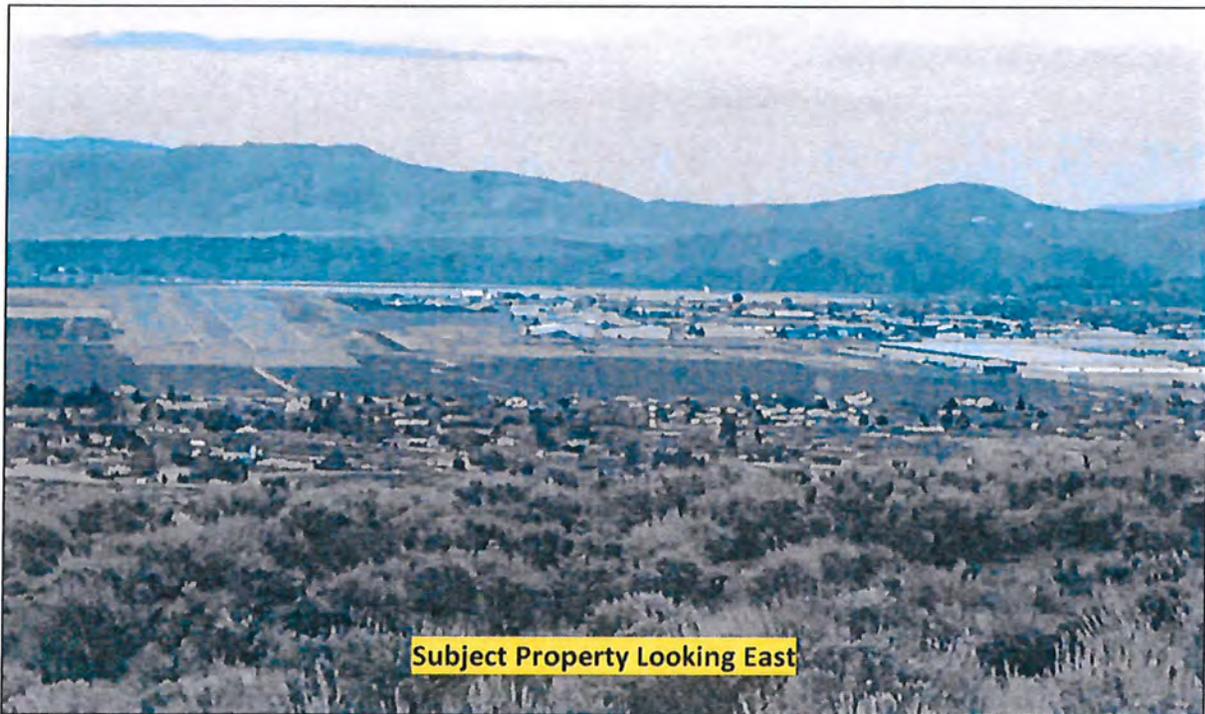
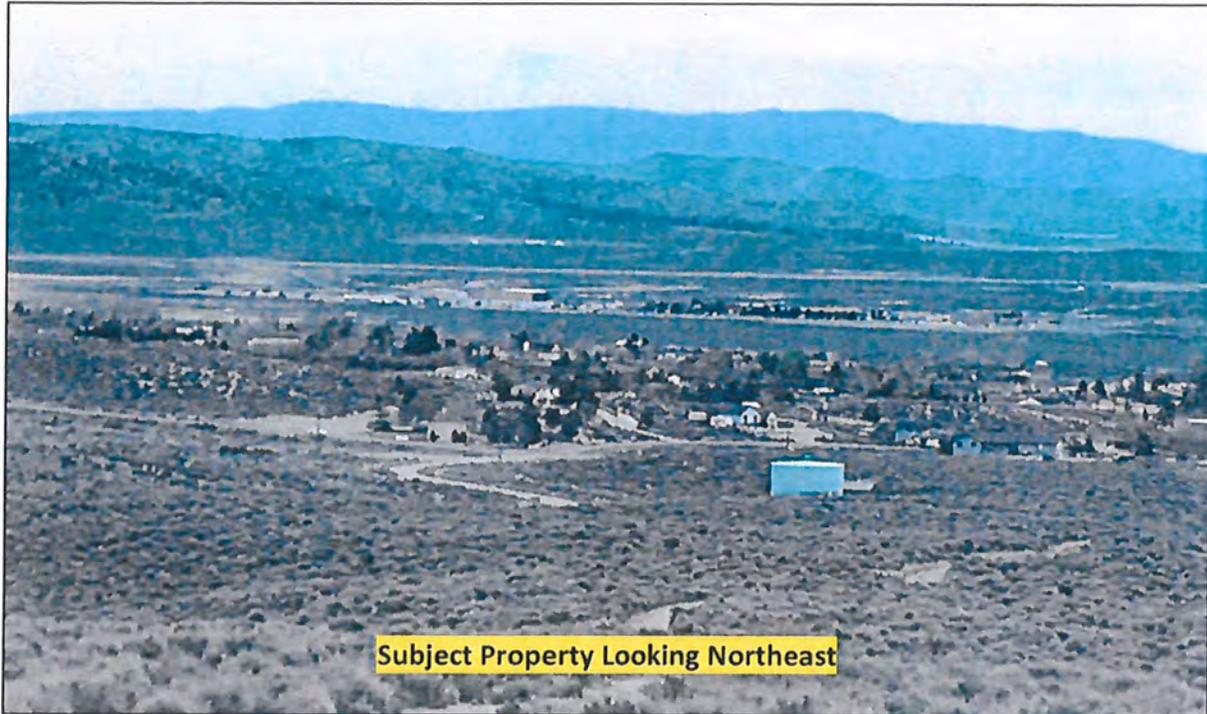


Figure 3 – Existing Conditions

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

The Silver Hills site has a Master Plan designation of Suburban Residential (SR) within the North Valleys Area Plan. It is also located within the Silver Knolls Character Suburban Character Management area. The project is surrounded by Suburban Residential land uses to the east and south, and by Open Space to the north. The parcel within the City of Reno jurisdiction to the west is classified as Open Space and the parcel to the south within the City of Reno jurisdiction is classified as Specific Plan. Figure 4 (below) depicts the adopted Master Plan land use within the North Valleys Area Plan for the project site and surrounding area.

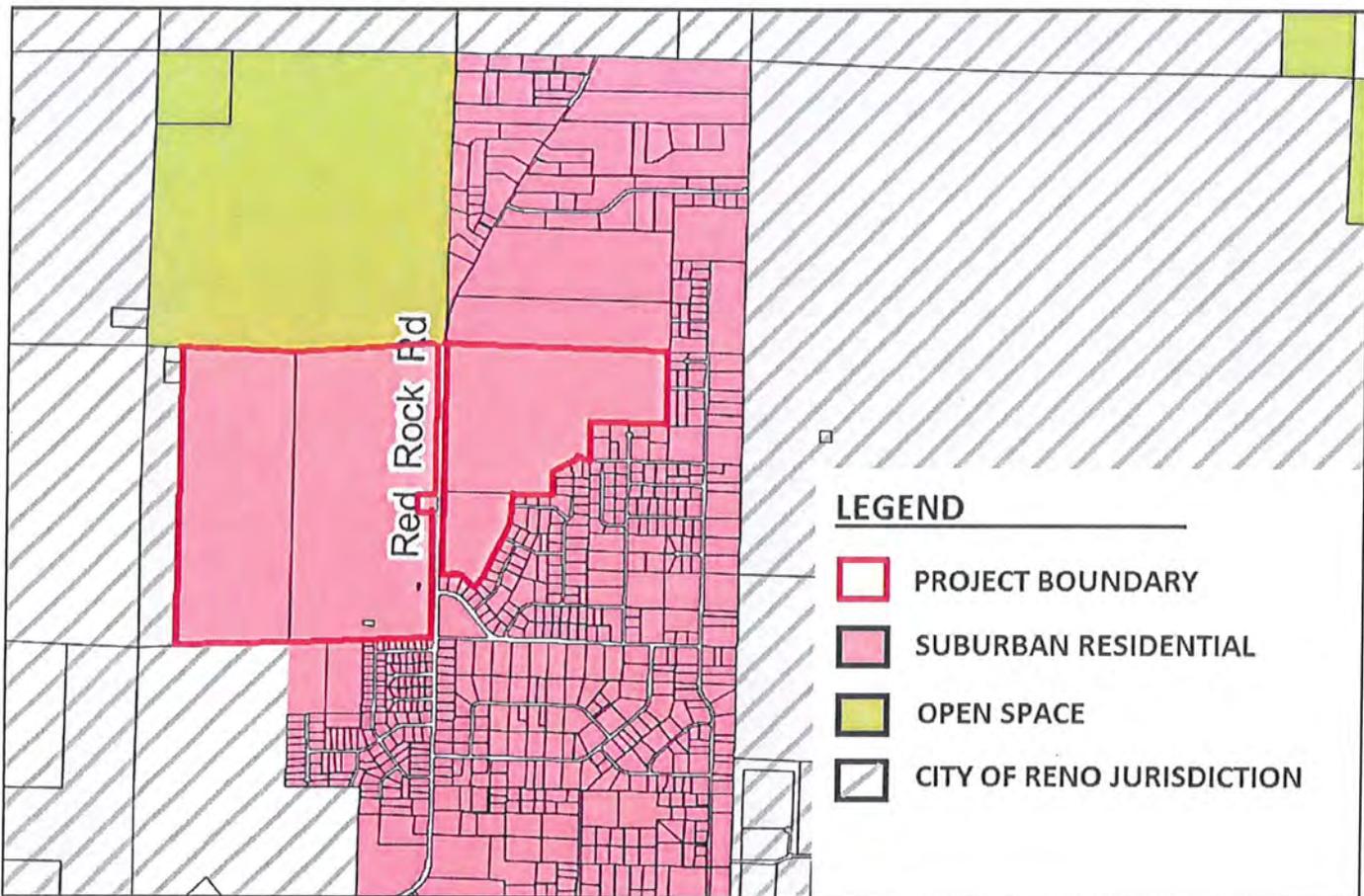
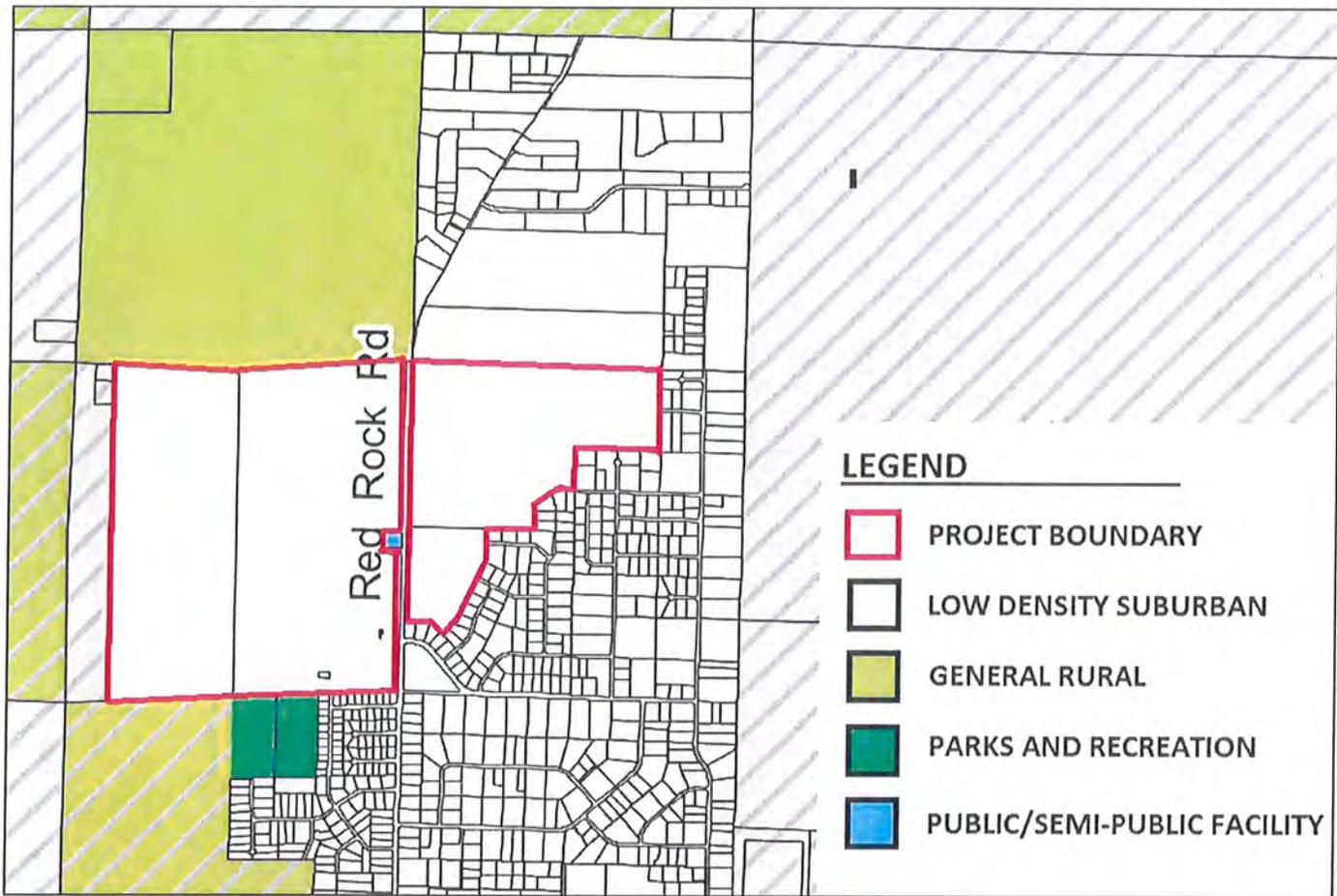


Figure 4 – Master Plan Land Use

# SILVER HILLS

## MASTER PLAN AMENDMENT AND SPECIFIC PLAN

The existing regulatory zone for the Silver Hills project is Low Density Suburban (LDS). Properties to the north have regulatory zones of General Rural. Properties to the east have regulatory zones of Low Density Suburban. Properties to the south have regulatory zones of Low Density Suburban, General Rural and Parks and Recreation. Properties to the west are within the City of Reno jurisdiction and are zoned Unincorporated Transition 40. Figure 5 (below) depicts the existing zoning surrounding the Silver Hills plan area.



Note: Hatching indicates areas within the City of Reno.

Figure 5 - Zoning

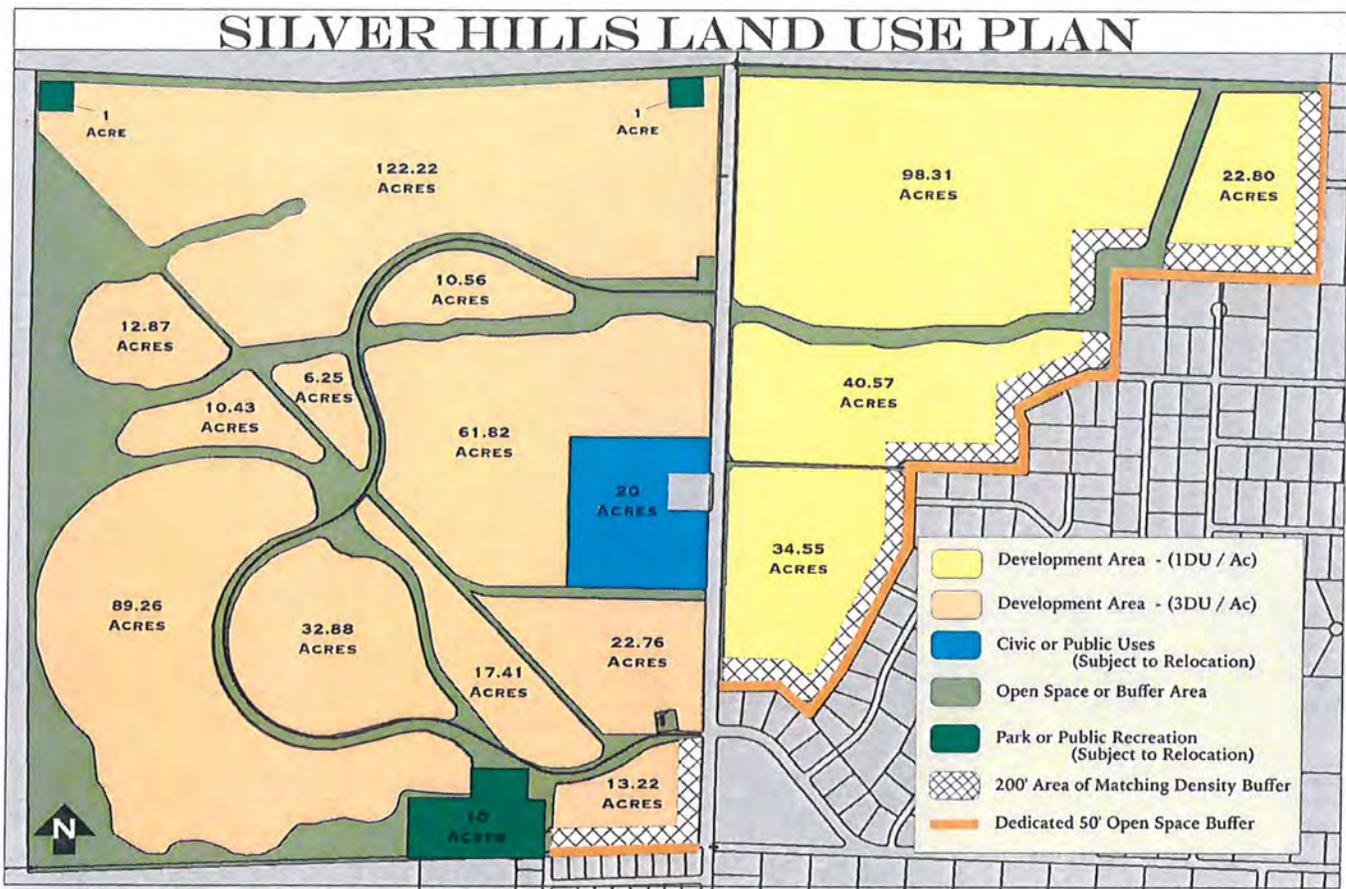
# SILVER HILLS

## MASTER PLAN AMENDMENT AND SPECIFIC PLAN

### PROJECT DESCRIPTION

The Silver Hills project proposes a Specific Plan that will allow for up to 1,872 single family detached and attached residential dwelling units on 780.32± acres. Densities within the plan area will range from 1 unit per acre to more suburban densities (consistent with Common Open Space Development standards), depending on their location within Silver Hills. However, consistent with the Suburban Residential Master Plan designation, overall gross density within the plan boundaries will not exceed 3 dwelling units per acre west of Red Rock Road and 1 dwelling unit per acre east of Red Rock Road. Thus, overall proposed density within Silver Hills is approximately 2.5 dwelling units per acre.

Residential development areas along with parks, open space, and public facilities have been identified on the Silver Hills Land Use Plan (below). Densities and allowed uses within the land use categories are defined within the Silver Hills Development Standards Handbook. Additionally, buffering and lot-matching standards are included to ensure proper land use transitions.



**Figure 6 – Silver Hills Land Use Plan**

**SILVER HILLS  
MASTER PLAN AMENDMENT AND SPECIFIC PLAN**

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Table 1 (below) outlines the areas of acreage allocated to residential land use areas. In addition, the table identifies non-residential uses that are proposed for inclusion in the Silver Hills Specific Plan. These non-residential regulatory zones include Public Facility/Civic Use for an anticipated elementary or middle school and other potential public facilities, Open Space for identified open space and trails within the Silver Hills Specific Plan, and Park for 12-acres (minimum) of planned park facilities within the community.

**TABLE 1: LAND USE SUMMARY**

LAND USE	GROSS AREA
<b>RESIDENTIAL</b>	
Residential Development Area <sup>1</sup>	595.91± acres
<b>NONRESIDENTIAL</b>	
Public Facility/Civic Use (PFC)	20± acres <sup>2</sup>
Park (P)	12± acres
Open Space (OS)	152.41± acres
<b>TOTAL</b>	<b>780.32± acres</b>

<sup>1</sup> – Note: Limited Neighborhood Commercial uses shall be permitted within Residential Development Areas. Refer to Section 2.3 of Development Standards Handbook.

<sup>2</sup> – If no public use is planned or established at the 80% build out stage of the Specific Plan, this area shall automatically revert to residential (refer to Development Standards Handbook).

Included with the Silver Hills Specific Plan is a Development Standards Handbook that proposes design standards for allowed uses, setback and height requirements, site design, landscaping, architecture and open space. These standards provide zoning framework for the Silver Hills project and will help to guide development within the community. The Development Standards Handbook also outlines proposed phasing and infrastructure to support the development. For more detailed information, please refer to the Silver Hills Specific Plan Development Standards Handbook included with this application.

Per Washoe County Code sections 110.102.25 and 110.812.00 – 35, this application will be reviewed for conformance with the Regional Plan, due to its status as a project of regional significance. The material provided in this application is sufficient to complete the conformance review.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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### MASTER PLAN AMENDMENT

The Silver Hills property is designated Suburban Residential (SR), which allows for residential density ranging from 1-3 units per acre, which is consistent with the proposed maximum density of 3 units per acre within the Silver Hills project (2.5 dwelling units per acre overall). Silver Hills is also located within the North Valleys Area Plan and, more specifically, within the Silver Knolls Suburban Character Management Area, which envisions a low density suburban residential community generally consistent with area growth patterns at the time of adoption in 2010.

However, with the approval of large-scale housing developments within the City of Reno to the north of Silver Hills along Red Rock Road such as Evans Ranch (5,679 residential units) and Silver Star Ranch (1,600 residential units); and with the planned expansion of Red Rock Road from two lanes to four lanes between 2022 and 2026, the character of Silver Knolls the area is quickly changing.

A tremendous amount of public outreach has occurred as part of the Silver Hills review process. This has included meetings with the Silver Knolls Homeowners Association, a community open house meeting, the North Valleys Citizens Advisory Board, a series of community visioning workshops pursuant to NV.20.2, and numerous individual meetings with interested parties. As a result of these meetings, the Silver Hills plan has evolved in various forms to what is being proposed today. A key change is the removal of Silver Hills from the Silver Knolls Suburban Character Management Area (SCMA) and the development of the Silver Hills SCMA. The benefit of this approach is that with the creation of the new SCMA, specific Area Plan policies can be adopted to directly address the input that has been received. This is reflected in the proposed Silver Hills SCMA and further solidified in the Specific Plan Development Standards.

The Silver Hills SCMA is very similar to that of the Silver Knolls SCMA. In fact, the proposed Silver Hills SCMA was directly modeled after the Silver Knolls SCMA and includes many of the same policies and provisions. The purpose of this was to ensure that the character of Silver Knolls is respected and preserved. This is accomplished with the policy provisions that require larger lots east of Red Rock Road, density matching, etc.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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The proposed Silver Hills SCMA is included below:

### Silver Hills Community Suburban Character Management Area

#### Character Statement

Identifiable communities in the North Valleys include:

The **Silver Hills Community** is characterized by a medium density residential land use pattern that will (i) provide for a variety of housing options to meet the needs of a broad range of the area's population, and (ii) preserve the area's character and quality of life with design standards such as density matches, open space buffers and maintaining natural open spaces. The existing ridgelines and rolling terrain provide for a "mountain ranch" themed residential development that accentuates the views and natural topography and incorporates site features that promote farm-to-table living in a cooperative environment. A portion of the community was removed from the City of Reno and is still bounded by the City of Reno to its west. Limited commercial land use designations that are community-serving are desired if within a Specific Plan (with a special use permit). The North Valleys area has rapidly become one of the largest employment centers in the region and the Silver Hills community intends to (i) improve the housing/jobs balance to the area, (ii) improve fire and police protection to the area, (iii) provide support to the Silver Knolls Mutual Water Company customers, (iv) design the sanitary sewer and storm water systems to maintain levels that are at or below pre-development flows into Swan and Silver Lakes; (v) designate a school site for the Washoe County School District, and (vi) create a vibrant, balanced community.

#### Vision and Character Management

##### Land Use

NV.1.8 The following Regulatory Zones are permitted within the Silver Hills Suburban Character Management Area:

- a. Public/Semi-public Facilities (PSP)
- b. Low Density Suburban (LDS 1 – One unit per acre)
- c. Low Density Suburban-Two (LDS 2 – Two units per acre)
- d. Medium Density Suburban-Three (MDS 3 – Three units per acre)
- e. Parks and Recreation (PR)
- f. Open Space (OS)
- g. Neighborhood Commercial (NC)
- h. Specific Plan (SP)

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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**Goal Seven: Silver Hills Suburban Character Management Area. Establish a land use pattern, site development guidelines, and architectural guidelines that will implement and preserve the Silver Hills community character as described in the North Valleys Vision and Character Statement.**

### **Policies**

- NV.7.1 A minimum of 50% of the residential parcels located within Silver Hills East must be at least one acre in size.
- NV.7.2 The minimum size of residential parcels located within Silver Hills East is one-half acre. The maximum density of residential parcels located within Silver Hills West is one-third acre. These minimums may be modified pursuant to Washoe County Development Code, Article 408, Common Open Space Development.
- NV.7.3 Subdivisions established within the Silver Hills Character Management Area shall include a 50 foot open space buffer plus a 200 foot density match between the subdivision and any adjacent residential dwellings existing on the date of final adoption of the Silver Hills Character Management Area.
- NV.7.4 Subdivisions established within the Silver Hills Character Management Area will vary setbacks and driveway design.
- NV.7.5 Subdivisions established within the Silver Hills Character Management Area will construct no more than 10% of the total residential units located within the entire Silver Hills Character Management Area in the same architectural elevation.
- NV.7.6 In subdivisions established within the Silver Hills Character Management Area, perimeter fencing on individual parcels adjacent to common open space is optional. Perimeter fencing adjacent to common open space must be consistent with an "open fencing" concept and the use of block, concrete, or similar materials should be limited to posts, pillars and similar uses and not panel or wall sections. Plans for the maintenance of perimeter fences adjacent to common open space will be submitted with tentative map applications.
- NV.7.7 In subdivisions established within Silver Hills East, residential garages will, at a minimum, be sized for two vehicles.
- NV.7.8 In subdivisions established within the Silver Hills Character Management Area, the use of streetlights will be minimized. Any lighting proposed must show how it is consistent with current best practice "dark-sky" standards.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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- NV.7.9 All dwellings located within the Silver Hills Character Management Area that are adjacent to existing residential dwellings (existing on the date of final adoption of the Silver Hills Character Management Area) must be single story. Existing residential dwellings are considered adjacent if separated by the minimum 50 foot open space buffer area. Existing residential dwellings are not considered adjacent if separated by a road.
- NV.7.10 In subdivisions established within the Silver Hills Character Management Area, landscape designs will emphasize the use of native vegetation, with non-native and atypical vegetation integrated sparingly into any landscaped area. Homebuilders must offer at least two separate xeriscape options.
- NV.7.11 The standards established in policies NV.7.1-NV.7.10 will be implemented through tentative map conditions, improvements plans, CC&Rs, or deed restrictions as appropriate. Washoe County staff shall establish the implementation measures as conditions of tentative map approval.

### Master Plan Amendment Findings

Goal 20 and, more specifically, Policy NV.20.1 of the North Valleys Area Plan, as well as Sections 110.208.45 and 110.820.15(d) of the Washoe County Code, identify findings that must be made to support a Master Plan Amendment. These findings are listed below and are addressed in **bold face type**.

- Goal Twenty: Amendments to the North Valleys Area Plan will be for the purposes of further implementing the Vision and Character Statement, or to respond to new or changing circumstances. Amendments will conform to the North Valleys Vision and Character Statement. Amendments will be reviewed against a set of criteria and thresholds that are measures of the impact on, or progress toward, the Vision and Character Statement.

**The proposed amendment to North Valleys Area Plan and applicable goals and policies is in response to changing circumstances for the Silver Knolls area as well as the North Valleys region as a whole. Significant job growth in the region has resulted in a high demand for new housing opportunities. Furthermore, diversification in single family housing types is desperately needed to allow housing access to a wider cross-section of the population, including the "missing middle." In addition, the planned expansion of Red Rock Road from two lanes to four in the 2022 to 2026 timeframe supports better utilization of the land that it will serve, as transportation capacity will be significantly increased. This is supported by a comprehensive fiscal impact analysis, as included as an attachment to this report.**

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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- o Policy NV.20.1 In order for the Washoe County Planning Commission to recommend the approval of ANY amendment to the North Valleys Area Plan, the following findings must be made:

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

As detailed previously, a new Suburban Character Management Area (SCMA) is proposed for Silver Hills. However, the proposed SCMA is very similar to the Silver Knolls SCMA and is designed to protect the character of Silver Knolls through provision of larger lots east of Red Rock Road, and the new SCMA Character Statement was drafted in response to community visioning workshops. The proposed Specific Plan Development Standards have strict requirements related to buffering, density matching, screening, etc. in order to ensure proper land use relationships and protect the character of the area. With the implementation of the Specific Plan Development Standards, the overall character of the area is preserved while directly responding to the need for additional housing and diversification within the North Valleys region. As such, the proposed plan is consistent with the Vision and Character Statements as well as goals and policies of the Area Plan, Master Plan, and Truckee Meadows Regional Plan.

- b. The amendment conforms to all applicable policies of the North Valleys Area Plan and the Washoe County Master Plan, and the Regional Water Management Plan.

The proposed amendment creates a new Suburban Character Management Area (SCMA) that includes specific policies that ensure compliance with the North Valleys Area Plan, Master Plan, and Regional Water Management Plan. This is further reinforced with the Silver Hills Specific Plan Development Standards. Once adopted, the proposed development standards will guide new development within Silver Hills. The standards proposed far exceed standard Washoe County Development Code requirements and are intended to fully implement the policies included in the SCMA and thus ensuring compliance with the Area Plan.

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

The proposed amendment to the North Valleys Area Plan will support needed diversification in the housing market while protecting the integrity and character of the adjoining neighborhoods through strict and specific development standards. Standards to ensure concurrency of infrastructure and services are included within the Specific Plan in order to ensure that the surrounding area and general public are not negatively impacted and that all potential impacts are properly and completely mitigated.

## SILVER HILLS

### MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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- Section 110.208.45, Master Plan Amendment Findings. In addition to the findings identified in Article 820, Amendment of Master Plan, applications to amend the North Valleys Area Plan shall include a finding demonstrating adequate future infrastructure capacity to serve the additional projected demand for the requested land use designation (i.e. regulatory zone).

A Specific Plan Area is proposed for 780.32± acres within the Silver Knolls area in conjunction with the proposed amendment to the North Valleys Area Plan (creation of the Silver Hills SCMA). The Silver Hills Specific Plan proposes single family development with varying densities depending upon location within the plan area. Some areas will include clustering, consistent with the standards off Article 408. The maximum overall density of the Silver Hills project will be maintained at 2.5 units per acre, consistent with the existing Master Plan land use designation of Suburban Residential.

The Silver Hills Specific Plan Development Standards Handbook submitted as a part of this application outlines in greater detail future infrastructure capacity to serve the project but generally includes the following:

- **Roadway Infrastructure:** Red Rock Road is planned to be widening from two lanes to four in the timeframe of 2022 to 2026. The added capacity of this expanded roadway, along with contributions and improvements made by Silver Hills, will serve adequately serve the proposed development of the Silver Hills property, along with improvements identified in the Silver Hills Traffic Impact Analysis (attached).
- **Sewer Infrastructure:** Sewer mains will be provided from the Silver Hills project to connect with existing mains extending to the Reno-Stead Water Reclamation Facility. The exact alignment and connection point for the sewer mains will be reviewed at time of tentative map(s). Two alternatives are provided as a part of the Silver Hills Specific Plan Area and are detailed in the Design Standards Handbook.
- **Water Infrastructure:** The Silver Hills project is proposed for annexation into the Truckee Meadows Water Authority service territory. A main from the project site will be constructed to connect to the nearest Truckee Meadows Water Authority main, which is adjacent to the Army Aviation well.
- **Stormwater Infrastructure:** An on-site storm drainage system will be constructed to collect and convey runoff in accordance with Washoe County standards. Infrastructure will be designed to maintain the rate of runoff leaving the Silver Hills site to a level that is at or below pre-development conditions. A detailed stormwater analysis is included as an appendix to this report.
- **Private Utility Infrastructure:** Power, gas, telephone and cable facilities are located within close proximity of the Silver Hills project and can be connected to serve the proposed development.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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- Section 110.820.15(d), Master Plan Amendment Findings. When adopting an amendment, the Commission shall make all required findings contained in the Area Plan for the planning area in which the property that is the subject of the Master Plan amendment is located and, at a minimum, make at least three of the following findings of fact:

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

Proposed changes to the North Valleys Area Plan will support the desperate need for additional housing in the region and provides for a mix of single family uses that will allow a wider range of the population access to housing. The proposed amendment is consistent with the existing Suburban Residential Master Plan designation and the proposed Silver Knolls Suburban Character Management Area includes specific goals and polices that protect the integrity and character of existing neighborhoods within Silver Knolls. As a result, consistency is provided with the overall Character Management Statement and the project can implement numerous goals of the Master Plan as noted in the supplemental policy analysis included within this application.

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

The existing Master Plan land use is not proposed for modification and will remain at a maximum density of 3 units per acre within the west side Specific Plan Area. Overall density within Silver Hills will be capped at 2.5 dwelling units per acre. The policies included within the proposed Silver Hills SCMA, coupled with the strict and specific development standards proposed in the Specific Plan will fully ensure a proper transition between existing neighborhoods and Silver Hills. This includes proper density transitions and serves to protect the character and integrity of existing neighborhoods and the Silver Knolls area as a whole. The Specific Plan also includes standards/requirements for concurrency of infrastructure and services to ensure that adequate capacity exists prior to development and includes a comprehensive trail, open space, and park system that will provide all residents of the area with amenities and access to public lands. The Specific Plan also includes a school site which will serve the entire community, not just Silver Hills and also provides a 10 acre addition to Silver Knolls Park which can serve to bring a regional park facility to the area, a long-term goal of the community.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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

Significant changes have occurred in the area and region since the adoption of the North Valleys Area plan nearly 10 years ago. For example, development within the City of Reno has created a large employment center in the immediate vicinity which is continuing to expand at a rapid rate. This new job growth has created a region wide housing crisis and driven the cost of new homes out of reach for many residents. Silver Hills has the unique opportunity to provide a mix of housing types in direct proximity to employment centers while allowing for units that are attainable to wider cross-section of the population.

Planned infrastructure improvements, as well as those implemented by Silver Hills (with future development) ensure concurrency of infrastructure and services. This is also reinforced with the adoption of the Silver Hills Development Standards Handbook which includes requirements that exceed standard Washoe County code. The overall site location and topography is ideal for the type of development proposed and is a better utilization of the land from what is currently permitted. A detailed fiscal impact analysis (attached) has been completed and demonstrates that the project will also result in fiscal benefit to the County as the project builds out over a 15 to 20 year timeframe.

- (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.

Transportation facilities on Red Rock Road are planned for expansion from two lanes to four to accommodate anticipated growth in the North Valleys area. These improvements are already included in RTC's Capital Improvement Plan and can be enhanced with additional contributions from Silver Hills. Water, sewer, storm drainage and dry utility facilities will be extended as a part of the Silver Hills Specific Plan that is proposed as a part of this application. Strict standards for concurrency are included to ensure adequate levels of service and all new development will be subject to additional review and analysis prior to the commencement of any construction activities. Recreation facilities including parks, agrihood, extensive open space, and trail network (including equestrian trails) are also proposed as a part of the Silver Hills Specific Plan that accompanies the Master Plan Amendment request. A school site is also reserved within Silver Hills and will be coordinated in conjunction with the Washoe County School District.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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

The proposed amendment serve to address the current housing crisis by diversifying the current single family options in the area and providing a mix of unit types that appeal to all levels of the population from young singles and families to the elderly. More importantly, Silver Hills will take aim at the “missing middle” and focuses on providing single family housing that is attainable for area residents based on wages and employment opportunities in the area. With an overall density of 2.5 units per acre, the project will provide significant open space and represents a much more efficient and environmentally friendly utilization of the land. Current zoning and regulations encourage sprawl and does not offer the level of amenities and facilities that can occur with a Specific Plan approach to development.

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

Not applicable for the proposed amendment.

### REGULATORY ZONE AMENDMENT – SPECIFIC PLAN

As previously outlined in the Project Description section of this report, the Silver Hills project proposes a Specific Plan for the development of up to 1,872 single family detached and attached residential dwelling units on 780.32± acres. The use of a Specific Plan will allow for creativity and flexibility in lot sizes and development standards through the use of clustering, open space provisions and quality architectural, landscape and site design requirements. As a recap of the Project Description in this report, the densities within the Silver Hills Specific Plan will include clustering and various densities, depending on their location within Silver Hills. However, consistent with the Suburban Residential Master Plan designation, overall density within the plan boundaries will not exceed 3 residential dwelling units per acre west of Red Rock Road and 1 dwelling unit per acre east of Red Rock Road, with an overall density of 2.5 dwelling units per acre.

As a result of numerous community meetings and visioning workshops, the plan as well as the proposed Suburban Character Management Area now include strict policies, density restrictions, density matching, buffering, and landscaping requirements that will ensure the character and integrity of existing neighborhoods is maintained and that Silver Hills properly relates to and transitions from Silver Knolls.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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The development standards developed for the Silver Hills Specific Plan will be implemented through the adoption of a Development Standards Handbook as required by the Washoe County Development Code. The Silver Hills Specific Plan and Development Standards Handbook have been designed to meet the ever-growing need for housing within the North Valleys. Specifically, the plan provides for a wider mix of housing opportunities to meet the needs of a broad range of the area's population. The North Valleys is, and is planned to be, one of the largest employment centers in the region. As such, Silver Hills will serve to provide a jobs/housing balance within the North Valleys. While the plan serves to meet the needs of the "new North Valleys" it provides standards to ensure that the character and integrity of existing neighborhoods are maintained. The benefits to this planning approach are numerous and include:

- The opportunity to reduce commute times and commuter trips.
- The ability to live in close proximity to jobs, schools, parks, and open space.
- Creating a sense of community through common design elements.
- Provision of low intensity neighborhood serving commercial uses to serve the everyday needs of residents.
- The ability to provide housing for multiple segments of the market.
- Preservation of key natural features.
- Provision of parks, open space, public facilities, and community amenities that can be enjoyed by all residents.
- Implementation of "smart growth" concepts and standards.
- Ensuring that new development properly relates to existing uses.
- Providing a high-quality community that residents and Washoe County can be proud of.

The Silver Hills Development Standards Handbook is attached to and submitted concurrently with this report and includes all components outlined in Washoe County Development Code, Section 110.442.30, Specific Plan Development Standards Manual.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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### Specific Plan Findings

The sections of the Washoe County Development Code listed below identify findings that must be made to support a Regulatory Zone Amendment for a Specific Plan. Each finding section is outlined in the following pages with each required finding addressed in **bold face type**.

- Section 110.442.50 – Specific Plan Evaluation Criteria and Conditions of Approval
- Section 110.442.55(10) – Findings for Specific Plan
- Section 110.821.15(d) – Findings for Amendment of Regulatory Zone

Section 110.442.50 Specific Plan Evaluation Criteria and Conditions of Approval. Based on the best planning practices available at the time of a Specific Plan regulatory zone amendment submission, the Commission will make the initial determination of the suitability and appropriateness of the proposed Specific Plan, and make an appropriate recommendation to the Board. The BCC will make the final determination of suitability and appropriateness for the Specific Plan proposal as provided in NRS Chapter 278A and this article. A proposed Specific Plan will be evaluated by the Commission and the Board against the specific minimum standards enumerated in this Article, the factors set forth in NRS Chapter 278A including those in 278A.470 as applicable, as well as the following review criteria:

1. Consistent with Master Plan. The Specific Plan advances Washoe County's Master Plan goals and policies, including both county wide and area plan specific language.

This application contains a request to amend portions of the North Valleys Area Plan to align the proposed Silver Hills Specific Plan with all goals and policies outlined within Area Plan and Master Plan. Refer to the previous Master Plan Amendment section that outlines specific amendment requests, as well as Master Plan Amendment findings. In addition, the proposed Silver Hills Specific Plan is consistent with the existing Master Plan Land Use designation of Suburban Residential. While several goals and policies from the overall Washoe County Master Plan are advanced with the proposed project, the key goals and policies are addressed below (*goals and policies in italics*):

*Goal Two: Standards ensure that land use patterns are compatible with suburban development and incorporate mixed-use.*

*LUT.2.2: Allow flexibility in development proposals to vary lot sizes, cluster dwelling units, and use innovative approaches to site planning providing that the resulting design is compatible with adjacent development and consistent with the purposes and intent of the policies of the Area Plan.*

The Silver Hills Specific Plan provides for flexibility in land use in the Silver Knolls area by clustering dwelling units to provide a variety of lot sizes, while preserving open space and connections to adjacent public lands.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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*Goal Four: Land use patterns allow for a range of housing choices and interconnected streets.*

*LUT.4.1: Maintain a balanced distribution of land use patterns to:*

- a. Provide opportunities for a variety of land uses, facilities and services that serve present and future population.*
- b. Promote integrated communities with opportunities for employment, housing, schools, park civic facilities and services essential to the daily life of the residents; and*
- c. Allow housing opportunities for a broad socio-economic population.*

A broad mix of housing opportunities will be provided with the Silver Hills Specific Plan, ranging from large lots at 1 unit per acre, to smaller, attached housing such as townhomes. The higher density portions of the project are proposed internally, with density matching and buffering at the boundaries of the project (where applicable) to provide transition to and compatibility with existing adjacent residential development. The mix of housing types will serve a large range of the socio-economic population, and will provide a more diverse base to support existing and anticipated employment growth in the North Valleys area.

*Goal Six: Land use and transportation decisions support and healthy economic base.*

*LUT.6.1: Acknowledge the importance of Washoe County (including the incorporated cities of Reno and Sparks) in the continued development of Northern Nevada's regional economic base.*

- a. Strengthen and support the identity of the region by encouraging land uses that both contribute to the character of the community and enable the area to sustain a viable economic base.*
- b. Encourage land uses that preserve a quality of life that define a sense of place within the region.*

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

The North Valleys area is, and is planned to be, one of the largest employment centers in the region. As such, the Silver Hills project will serve to provide a jobs/housing balance within the North Valleys for a wide range of the population. Diverse housing is essential to attract businesses to this growth center of Washoe County, as adequate housing levels at affordable prices is a concern to businesses considering northern Nevada for relocation and/or expansion.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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2. **Integrated with Surrounding Uses.** The Specific Plan is planned and designed to be compatible with existing or proposed development in the areas nearby and adjacent to the Specific Plan.

The Silver Hills Specific Plan will allow the clustering of smaller lot sizes to provide a diverse mix of housing types, while also preserving large portions of the property as usable open space with connections to adjacent public lands. Buffering and density matching will be provided adjacent to existing residential development to ensure appropriate compatibility and transition. This is taken a step further on the east side of Silver Hills where 1 acre lots and an open space buffer will be developed around the project periphery. Furthermore, overall density on the east side is capped at 1 dwelling unit per acre, directly matching that of neighborhoods to the south. Overall, the Specific Plan will not exceed a density of 2.5 units per acre, which is consistent with the allowed density of the Suburban Residential Master Plan designation.

3. **Protects and Unifies Natural Systems.** The Specific Plan creates an effective and unified treatment of the development and preservation possibilities within its area. The Specific Plan must preserve or create unique amenities such as natural streams, stream banks, rough terrain, man-made landforms or landscaping, and similar areas, as appropriate.

The Silver Hills Specific Plan clusters higher density development within the flatter, more usable areas of land within the property area. Steeper topography with rough terrain is proposed to be preserved as open space.

4. **Single Ownership.** The land within the Specific Plan is under single ownership or control.

The land within the proposed Silver Hills Specific Plan is under the ownership and control of a single entity, Lifestyle Homes TND, LLC.

5. **Health, Safety and Welfare.** The Specific Plan is not detrimental to the health, safety and welfare of the surrounding neighborhoods and community.

The proposed Silver Hills Specific Plan is not detrimental to the health safety and welfare of the surrounding neighborhoods and community. The overall density will not exceed 2.5 units per acre, which is consistent with the existing Master Plan designation of Suburban Residential that exists on the property. In addition, the implementation of a Specific Plan will allow for the adoption of development standards that exceed the minimum requirements of Washoe County Development Code for the area. This will enhance the quality of life for residents by ensuring development that will provisions open space, trails and parks that might not otherwise occur with standard development in the area and also requires the concurrency of infrastructure and services.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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6. **Master Plan Implementation.** The Specific Plan more closely meets Master Plan goals, and policies than would occur if the general standards and development regulations of the development code were applied for the area.

**As outlined in the findings response to Section 110.442.50(1) above, the proposed Silver Hills Specific Plan more closely meets the goals and policies of the Master Plan.**

7. **Adapts to Physical Setting.** The Specific Plan better adapts to the physical and aesthetic setting of the area within the Specific Plan and with the surrounding land uses than could otherwise be achieved or developed using the general standards of and development regulations of the development code.

**The Silver Hills Specific Plan better adapts to the physical and aesthetic setting of the area and with the surrounding land uses by providing more compact development with provisions for open space and trails, rather than large lots spread across the entire property area, with no distinct community amenities. This represents a more efficient and environmentally friendly approach to development and discourages sprawl.**

8. **Area-wide Benefit.** The Specific Plan benefits the surrounding neighborhoods and community to a greater degree than development allowed within another regulatory zone, including improved pedestrian or transit access to jobs, goods and services.

**The Silver Hills Specific Plan benefits the surrounding neighborhoods and community with the additional of amenities such as parks, trails, open space, and future school that are accessible to all residents. It benefits the community as a whole by diversifying housing options and providing opportunity for homeownership to a wider range of the population. Additionally, by providing a large range of housing types, at varying clustered densities, Silver Hills can help to attract and retain a larger employment base to the North Valleys. The Specific Plan also provides provisions for small neighborhood commercial areas that are lacking in this part of the North Valleys and serves to provide a balanced community, reducing vehicle trips and encouraging residents to walk or bike. Finally, it will provide sidewalks and trails to promote improved pedestrian access and connectivity within the community, as well as access to public lands.**

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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9. Higher Quality of Development. The Specific Plan provides mixed land uses and/or site design flexibilities while enhancing the area within the Specific Plan or building aesthetics to achieve an overall, workable higher quality of development than would otherwise occur using the general standards and development regulations of the development code.

The Silver Hills Specific Plan provides a mix of land uses including single family detached and attached residential with varying clustered densities, an extensive open space network, parks and trails, and land designated for public facilities including, but not limited to, an elementary school. In addition, provisions have been outlined in the Silver Hills Development Standards Handbook that allow for limited neighborhood retail commercial facilities to serve the community. The adoption of a Specific Plan with associated Development Standards Handbook for Silver Hills will provide for enhancement of the area through high quality standards for site design, architecture and landscaping.

10. Appropriate Use of Common Open Space. The Specific Plan ensures the concentration of open space into more workable or usable areas, and better preserves the area's natural resources than would otherwise occur using the general standards and development regulations of the development code.

While portions of open space encompass steeper terrain areas, none of this terrain is steep to the point where it is unusable. The open space will provide for passive recreational opportunities such as hiking and equestrian uses along with opportunities for orchards and agrihood facilities. In addition, trails, large landscape areas and parks are also provided within the flatter portions of the Silver Hills Specific Plan to ensure that all proposed open space is accessible to a wide variety of users.

11. No Undue and Adverse Impact. The Specific Plan will not have an undue and adverse impact on the reasonable enjoyment of neighboring properties and will not be detrimental to existing surrounding uses.

The proposed Silver Hills Specific Plan will not have an undue and adverse impact on the enjoyment of neighboring properties and will not be detrimental to existing surrounding uses. This has been a primary focus of the various community meetings and strict and specific standards and policies have been added to ensure that the character and integrity of existing neighborhoods is retained. The overall density within Silver Hills will not exceed 2.5 units per acre, which is consistent with the existing Master Plan designation of Suburban Residential that exists on the property. In addition, the implementation of a Specific Plan will allow for the adoption of development standards that exceed the minimum requirements of Washoe County Development Code. This will enhance the quality of life for residents by ensuring development that will provisions open space, trails and parks that might not otherwise occur with standard development in the area.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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12. **Impact on Public Facilities.** The Specific Plan will not create an excessive burden on parks, schools, streets and other public facilities which serve, or are proposed to serve, the area within the Specific Plan.

The Silver Hills Specific Plan will not create an excessive burden on parks, schools, streets or other public facilities which will serve the area within the Specific Plan. As a part of the proposed Specific Plan, a 20-acre public facility site has been designated to provide for an elementary school per the needs of the Washoe County School District. In addition, a large park facility approximately 10 acres in size is proposed to serve not only the Silver Hills community but also the Silver Knolls area as a whole. This park is proposed adjacent to the existing Silver Knolls park facilities and is intended to expand the park facilities that are currently located there. Red Rock Road is proposed to be widened from two lanes to four lanes within the 2022 to 2026 timeframe, ensuring adequate transportation to serve the development. Finally, water and sewer facilities will be constructed as a part of the Silver Hills development to connect to existing infrastructure elsewhere in the North Valleys. Standards requiring the concurrency of infrastructure and services with development are included to provide further assurance that burdens do not result.

13. **Internal Consistency.** The Specific Plan is designed in such a manner as to form a desirable and unified environment within its own boundaries.

The Silver Hills Specific Plan is designed to promote clustering of higher density residential uses near the center of the property, while lower density residential, open space uses and buffering will occur around the perimeter of the project. This will allow compatibility and seamless integration into the existing community that surrounds the project, while addressing a range of key housing needs. Open space areas will be connected by an extensive trail network that will circulate through the property, while each internal community will be connected with appropriate bike and pedestrian facilities. These factors, along with the adoption of a unified theme, with specific guidelines for architectural and site design standards, will provide a unified environment for Silver Hills.

14. **Whole Phases.** Each phase of the Specific Plan is of sufficient size, composition and arrangement that it's construction, marketing and operation are feasible in the context of the Specific Plan in its entirety, and that provision and construction on non-residential uses, residential units and common open space are balanced and coordinated. Each phase shall be identified and approved as part of the DSM.

As outlined in the proposed Silver Hills Specific Plan, final phasing will be determined based on market demands, but 20 individual phases of up to 150 residential units each are anticipated. The first tentative map is proposed to be filed in 2020 with initial infrastructure improvements commencing in 2019. Phasing will begin along the Red Rock Road frontage, moving east and west into the Specific Plan areas on both sides of Red Rock Road. Each individual phase will be of sufficient size, composition and arrangement that it's construction, marketing and operation are feasible in compliance with this finding.

**SILVER HILLS**  
**MASTER PLAN AMENDMENT AND SPECIFIC PLAN**

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Section 110.442.55(10) Findings. Consistent with NRS 278A.500 and in addition to making all the findings required by Section 110.821.15 of this code for regulatory zone amendments, the commissioners shall consider and set forth in the minutes of the meeting (either as part of the motion or by individual comments) with particularity in what respects the Plan would or would not be in the public interest, including, but not limited to findings on the following:

- a. Consistency with Specific Plan Standards. In what respects the plan is or is not consistent with the state of objectives of a Specific Plan set forth in this Article;

Consistent with the purpose of a Specific Plan outlined in Section 110.442.00 of the Washoe County Development Code, the use of a Specific Plan for Silver Hills allows for creativity and flexibility in lot sizes and development standards through the use of clustering, open space provisions and quality architectural, landscape and site design requirements. The Silver Hills Specific Plan Development Standards Handbook provides land use and development standards that meet or exceed all requirements for a Specific Plan required by the Washoe County Development Code.

- b. Departures from regulatory zone requirements are in the public interest. The extent to which the plan departs from regulatory zone and subdivision regulations otherwise applicable to the property, including but not limited to density, bulk and use, and the reasons why these departures are or are not deemed to be in the public interest.

Departures from regulatory zone requirements are in the public interest for the Silver Hills project because they will allow for the clustering of development to meet growing demand for a variety of housing types in the North Valleys. The current regulatory zone of Low Density Suburban allows for 1 unit per acre, which does not address current housing needs in the community and does not support the employment centers emerging in the North Valleys. The diverse unit offerings will also make homeownership much more attainable for a wider cross-section of our resident population.

- c. Residential/non-residential ratio. The ratio of residential to nonresidential use in the planned development;

While most of the Silver Hills Specific Plan anticipates residential development, there are provisions to allow small neighborhood commercial centers to serve the community. These centers may be provided within the central portions of the Silver Hills Specific Plan, but may not be more than 45,000 cumulative square of support retail services.

**SILVER HILLS**  
**MASTER PLAN AMENDMENT AND SPECIFIC PLAN**

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- d. Adequacy of common open space. The purpose, location and amount of the common open space in the development and the adequacy or inadequacy of the amount and purpose of common open space as related to the proposed density and type of residential development.

**Of the 780.32± acres that make up the Silver Hills project, 152.41± acres are proposed to be open space. This is approximately 20 percent of the overall project and does not include the proposed park facilities. With the inclusion of the park and trailhead facilities, a minimum of 164.41± acres or 21 percent of common open space is proposed with the Silver Hills Specific Plan.**

- e. Maintenance of Common Open Space. The reliability of the proposals for the maintenance and conservation of the open space.

**Common open space will be conserved through the adoption of the Specific Plan for Silver Hills and will be maintained by a homeowners' association, or other maintenance entity acceptable to Washoe County.**

- f. Adequacy of public services, traffic and amenities. The physical design of the plan and the manner in which design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, and further the amenities of light and air, recreation and visual enjoyment.

**The physical design of the Silver Hills plan makes adequate provisions for public services such as an elementary school, fire station, library or other public service facility that is deemed necessary for the area. The expansion of Red Rock Road from two lanes to four lanes will provide adequate control over vehicular traffic to and from the site, while internal collectors constructed to Washoe County standards will provide for vehicular control within the development. The clustering of densities central to the site (west side) serves to preserve open space and further the goal of maintaining amenities of light and air, will provide for recreation, and enhance visual enjoyment by ensuring development does not occur in the higher elevations of the project site.**

- g. Schedule sufficiency. If the development is to be built over a period of years, the sufficiency of the terms and conditions in the plan intended to protect the interested of the public, residents and owners of the development in the integrity of the plan.

**Silver Hills is anticipated to be built over a period of 15 to 20 years. Phasing will be determined by market conditions but currently the Silver Hills development is planned to occur in 20 phases of up to 150 residential units each (not to exceed 1,872 total units). Phasing and construction will generally begin along the Red Rock Road frontage, and extend east and west into the Specific Plan areas as the market demands.**

**SILVER HILLS**  
**MASTER PLAN AMENDMENT AND SPECIFIC PLAN**

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Section 110.821.15(d) Findings for Amendment of Regulatory Zone. To make a recommendation for approval, all of the following findings must be made by the Commission:

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

The proposed regulatory zone amendment is in substantial compliance with the policies and action programs of the Master Plan as identified under the findings response to Section 110.442.50(1) above.

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

The Silver Hills Specific Plan will allow the clustering of smaller lot sizes to provide a diverse mix of housing types, while also preserving large portions of the property as usable open space with connections to adjacent public lands. Buffering and density matching will be provided adjacent to existing residential development to ensure appropriate compatibility and transition. Overall, the Specific Plan will not exceed a density of 2.5 units per acre, which is consistent with the allowed density of the Suburban Residential Master Plan designation.

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

The proposed regulatory zone amendment to allow a Specific Plan for the Silver Hills project is in response to changing circumstances for the area. Significant residential and industrial development plans within the City of Reno to the north and east of the site support a shift to a more suburban community. In addition, the planned expansion of Red Rock Road from two lanes to four in the 2022 to 2026 timeframe supports better utilization of the land, coupled with contributions and improvements provided by the project, will ensure that transportation capacity will be significantly increased.

- (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.

Adequate transportation facilities are provided for with the planned expansion of Red Rock Road from two lanes to four lanes in the 2022 to 2026 timeframe. Recreation and public facilities to accommodate the proposed densities will be constructed with the Silver Hills project and include a 10 acre park, two 1-acre trailheads, extensive open space and trails network, and an elementary school and/or other appropriate public service facility. Utility infrastructure will be constructed with the Silver Hills project to connect to existing water, sewer and dry utility networks in the vicinity as outlined in the Silver Hills Development Standards Handbook.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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

The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan. As a part of the application for a Specific Plan, findings are required to demonstrate that Silver Hills will provide consistency with applicable goals and policies of the Master Plan. Please refer to the findings for Section 110.442.50(1) above for specific findings to support the 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 and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

The Silver Hills Specific Plan will promote the desired pattern for orderly physical growth of the County by maintaining an overall density that is consistent with the character of the surrounding area, while also providing a diverse housing mix that will support employment centers. Clustering of higher density development central to the site will ensure that the County meets the housing needs for projected population growth, while preserving open space and limiting expenditure of funds for public services where growth is not anticipated.

### SUPPLEMENTAL POLCIY ANALYSIS AND CONSIDERATIONS

As noted previously, numerous community meetings and workshops have taken place as part of the Silver Hills review process. During this review several policies from the North Valleys Area Plan, Washoe County Master Plan, and Truckee Meadows Regional Plan have been discussed. After discussions with residents and Washoe County staff during these meetings, key policies to address were identified and are addressed in this section. Please note that some of the identified policies have already been addressed as part of the findings (previously included) but are readdressed here with additional detail.

As with previously addressed policies and findings, all policies are addressed in **bold face type**.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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### Truckee Meadows Regional Plan

Goal 2.2: Local government master plans will be revised to preserve the scenic, natural, public safety and recreational values of sensitive land areas by constraining development on designated water bodies and ridgelines, natural slopes over 30 percent, and certain other lands.

The Silver Hills plan, as presented, does not request any density intensification on slopes greater than 30%. A total of 5.02± acres of the site contains slopes in excess of 30%. This area is currently zoned LDS (1 unit per acre) which yields 5 units. The Silver Hills Specific Plan excluded this area from intensification. Had it been included in the overall intensification request, total units allowed would be 1,882. However, units proposed are 1,872, reflective of the removal of the 5 acres from any further intensification.

The Silver Hills Land Use Plan preserves 20% of the overall site within dedicated open space. These areas include steeper slopes, drainageways, and the ridges that begin forming at the west side of the site. Thus, only areas most suited for development, with gentle slopes, etc. are proposed for development, consistent with Goal 2.2. Furthermore, the North Valleys Area Plan does not identify any development constraints on the Silver Hills site, nor does the Truckee Meadows Regional Plan.

### Washoe County Master Plan

#### Population Element:

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

Sanitary sewer would have to be extended to serve any additional development at the subject site. The proposed additional dwellings would require Red Rock Road to be widened to four lanes. At the current time, Red Rock Road is two lanes in width, but may be widened to four lanes, according to the Regional Transportation Plan by the year 2030. If approved the ability to construct up to 1,872 dwellings would be immediate, although it may take much longer for development to occur.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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POP.4.1 – The Washoe County Department of Community Development will include an analysis of the demands for public services and facilities relative to existing and planned population in staff reports prepared in conjunction with Master Plan Amendments.

The North Valleys Area Plan includes a public services analysis and allows for the addition of up to 2,000 new residential units within the planning area. As proposed, Silver Hills does not exceed this unit cap. Also, the project will provide numerous improvements to area roads, parks, etc. at both the direct expense of the developer as well as through developer-paid impact fees. As the project develops with future tentative maps, etc. the developer will be required to demonstrate that adequate public facilities and services exist to address each individual phase/project and provide for any required upgrades or improvements that are identified.

Conservation Element:

Goal Two: Conduct development so that area's visual features and amenities are preserved.

As noted previously and detailed within the Silver Hills Development Standards, 20% of the project area will be dedicated as open space. These open space areas incorporate significant natural features such as drainageways, steep slopes, ridgelines, etc. ensuring that the scenic character of the area is preserved. The open space areas also allow for public trail connections and access to public lands for all citizens of the community, not just Silver Hills residents. Furthermore, the Development Standards require strict buffering, lot matching, and streetscape standards in order to respect the character of existing neighborhoods and preserve the overall "feel" of the Silver Knolls community along Red Rock Road. More intense single family development will occur internal to the project site and will be screened from the view of existing residents and roadways with intervening open space and lower density development (comparable to that of adjoining neighborhoods).

Land Use and Transportation Element (LUTE);

LUT.I.I Washoe County should define smaller areas where more intense suburban development is permitted (parallel with the Area Plan Suburban Character Management Area, or SCMA), and larger areas outside the suburban areas where development is strictly limited to retain the existing rural character (parallel with the Area Plan Rural Character Management Area, or RCMA).

The applicant proposes to remove the subject properties from the larger SKSCMA and create a smaller area that would collectively allow for 2.5 units per acre (versus 1 per acre). Defining this "smaller area" with more "intense suburban development" to meet the housing needs of Washoe County is in conformance with the LUTE. The subject properties are currently in the Suburban Character Management Area, not the Rural Character Management Area, so the proposed amendment is still "strictly limited to retain the existing rural character." Additionally, the North Valley Area Plan already includes the Lemmon Valley SCMA which allows for Low Density Urban (10 units per acre for single family detached, 14 units per acre for multi-family and 12 units per acre for mobile homes) so the proposed SHSCMA is not the most intense development in the North Valleys Area Plan.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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LUT.2.4 – Development reviews shall include a process to ensure that a safe and reasonable walking/biking route exists between all relevant land uses that promote these alternative transportation modes within a community or region.

- a. The addition of Class 1 and 2 bicycle lanes will be evaluated where appropriate within new suburban developments. The connection of all existing bikeway systems will help provide an efficient interconnected system.
- b. Class 1 bicycle lanes (full grade separation from roadway) are encouraged as much as possible to increase safety and promote cycling and walking as viable and desirable modes of transportation.

The Silver Hills Specific Plan directly implements this policy. The proposed Silver Hills Parkway will serve as the backbone collector through the project and not only includes dedicated bike lanes but a detached pedestrian path as well. Also, the proposed trail network provides pedestrian links between all development areas and land uses, encouraging residents to walk and bicycle to their destinations within the community. In fact, the Specific Plan is designed such that children living within the community can walk to a future school utilizing the system of sidewalks and trails without having to traverse areas of increased vehicle traffic. Additionally, by providing limited neighborhood commercial uses, residents will have the ability to walk to everyday services, reducing vehicle trips and further reinforcing the intent of this policy.

The proposed Silver Hills trail network and sidewalk connections will link the project with surrounding areas, allowing residents access to public lands, trailheads, parks, community amenities, future school(s), etc. This benefits not only Silver Hills but existing residents as well. As widening of Red Rock Road occurs, it will be in accordance with RTC standards which include bike lanes. This will provide a safe bicycle link between Silver Hills and the surrounding area which includes numerous large scale employment centers.

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

Silver Hills is identified as Suburban in the Master Plan and is included within a Suburban Character Management Area (SCMA). This request simply allows for a new SCMA to be created which will allow for a unique and exciting community that will provide a wide range of single family product types for a wide population demographic. This is accomplished through the application of smart growth principles such as clustering, preservation of open space and natural features, community amenities such as the proposed Agrihood, and limiting sprawl. The site is well positioned for this given the existing Suburban designation and its location in close proximity to regional employment centers.

It can be reasonably argued that the current Area Plan and SCMA are in direct conflict with this goal in that they encourage sprawl, increased use of natural resources, etc. The site is identified within the Truckee Meadows Service Area (TMSA) within the Regional Plan which includes areas where infrastructure and services are planned. Additionally, Red Rock Road is included in the Capital Improvements Plan for widening (without the addition of Silver Hills) and more intense development has been approved further north on Red Rock Road (Evans Ranch) than that proposed with Silver Hills.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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

Silver Hills is identified within a SCMA. Splitting the property off into a new SCMA will allow Silver Hills to address comments presented by residents at the numerous community meetings and visioning workshops. Primarily, it ensures that existing neighborhoods are fully protected in terms of the vision and standards developed with the Area Plan. The new SCMA carries over the majority of goals, policies and requirements of the Silver Knolls SCMA while allowing for a more diverse mix of single family offerings. Protections for the existing community character are implemented through the proposed design standards and ensure the ongoing integrity of the Silver Knolls SCMA.

Consistent with this policy, Silver Hills is located within the TMSA, an area identified as appropriate for suburban development where infrastructure and services are planned. Included as an attachment to this report is a comprehensive fiscal impact analysis that demonstrates that Silver Hills will provide positive economic impacts to Washoe County and the surrounding community.

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

Washoe County and the overall Reno/Sparks region has seen an influx of jobs and population that far exceeds projections that were in place when the Area Plan was developed. The region is in the midst of an unparalleled housing crisis putting home ownership out of reach for many young professionals, families, and seniors. Silver Hills provides a unique opportunity to provide a mix of single family uses and provide quality housing and amenities that appeal to the “missing middle” of the housing market. This is spelled out in detail in the attached Design Standards Handbook. Furthermore, as noted previously, the site is within the TMSA which includes areas with high development suitability and where infrastructure improvements and services are planned.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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LUT.4.2 Encourage new developments to provide appropriate design to accommodate the needs of all users, including young, aging, handicapped and special needs populations.

A primary goal and intent of Silver Hills, as presented in Chapter 1 of the Development Standards, is to provide a mix of housing options that appeals to a wide population demographic. Silver Hills directly implements this policy like no other in the region and will provide single family housing types unavailable within the North Valleys and, in some instances, the region. A key goal of the plan is to appeal to the “missing middle” by providing quality housing that is attainable for young families, singles, seniors, etc. that is consistent with area wages, etc. Additionally, the housing mix will provide options for larger lots as well as smaller parcels that require less maintenance, etc. This appeals to a wide range of the population; large lots are appealing to families while low maintenance options are often appealing to singles, seniors, etc.

LUT.4.3 – Encourage suburban developments to provide a mix of residential densities and housing types in close proximity to retail/commercial.

Silver Hills incorporates low intensity neighborhood-serving commercial uses that will provide the residents of the community with everyday needs and services. A balanced community is a key element of good planning and smart growth and serves to build community, reduce vehicle trips, and encourage alternate modes of transportation (walking, biking, etc.). In direct response to community concerns, commercial use is limited in terms of size, allowed uses, hours of operations, etc. to ensure that it is appropriate to the community, will not impact existing residents in terms of noise, traffic, etc. and will be located internal to the Silver Hills community. The plan aims to strike a balance between the needs of Silver Hills residents and the vision of existing Silver Knolls residents while serving to implement this policy overall.

Goal Five: Development occurs where infrastructure is available.

LUT.5.1 Recognize the relationship between land use timing and the provision of adequate services and facilities.

- a. Provide an adequate facilities plan that meets the requirements described in the Development Guidelines section of the Land Use Groups.
- b. Consideration should be given to the long-term inefficiency of development with individual systems as opposed to the possible formation and use of community facilities districts.

NV.20.3 of the North Valleys Area Plan requires that a feasibility study is 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 North Valleys by the Department of Water Resources. This application includes feasibility studies for municipal water, sewer and storm water that each recognizes the relationship between land use timing and the provision of adequate services and facilities. The applicant will comply with the recommendations in the feasibility studies, including constructing the improvements that are required to support the intensification.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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The RTC letter dated March 7, 2019 states that the 2040 RTP Amendment No. 1 identifies Red Rock Road from Moya Boulevard to Evans Ranch to be widened from 2 to 4 lanes by 2026. The applicant agrees to dedicate setbacks that are adequate to complete these RTP Improvements. The applicant also agrees to discuss a phasing plan with Washoe County and RTC to ensure the necessary improvements required to maintain the established levels of service are completed pursuant to NV.20.3. In the event the construction of certain road improvements are necessary to maintain the required levels of service prior to the completion of the RTP Improvements, the applicant intends to utilize the option of a RRIF Offset Agreement.

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.

When evaluating Silver Hills, it is very important to consider that the community is envisioned to develop over a long timeframe (10 to 15 years). Thus, as the community develops, infrastructure and services can be expanded on an incremental basis to serve new growth. It is recognized that the project will impact services, including fire and sheriff protection. Similar to the Woodland Village community in Cold Springs, a private patrol service will be implemented within Silver Hills. This has proven to be highly effective in reducing calls for sheriff service. Also, the project applicant is working closely with the Truckee Meadows Fire Protection District to determine possible improvements to the volunteer fire station that directly abuts the Silver Hills site. As this public review process moves forward, conditions for improvements and associated triggers can be solidified within the development standards providing both the County and residents that provisions for services, in the long-term, are provided. It is also important to note that all new development within Silver Hills will require subsequent public review in the form of tentative maps, special use permits, etc. Thus, concurrency of services will also be reviewed on a phase by phase basis.

LUT.5.4 – Locate more intense pedestrian and transit-oriented development along major roads, transit corridors, and in activity centers within village centers.

With an overall density of 2.5 dwelling units per acre, Silver Hills is far from an intense development. However, the project locates more intense uses such as smaller lot single family, commercial use, and public facilities central to the project site. This allows these uses to be connected via the trail and sidewalk network, encouraging pedestrian activity and connectivity. Clustering this type of development central to the site also allows for larger lots and open space at the perimeter of the project, providing for appropriate transitions between Silver Hills and existing neighborhoods. It also will preserve the character and feel within Silver Knolls and along Red Rock Road, a common request voiced at the community meetings and visioning workshops.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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LUT.7.1 – Village land use patterns may be developed in limited suburban locations.

- a. Villages should create secondary nodes of activity that complement larger city services rather than compete.
- b. Higher density urban villages should be located at the center of the village to take advantage of infrastructure and to provide a more efficient means of providing services.
- c. An urban village may include mixed-use, higher density community located at the center of a suburban area.

While far from being an urban development, Silver Hills directly implements the principles included in this policy. To address item “a,” development areas (villages) within Silver Hills are connected via a comprehensive trail/sidewalk network and are linked with common elements and amenities such as open spaces, agrihoods, landscaping themes, etc. Item “b” is implemented with more intense uses being clustered central/internal to the site allowing for more efficient use of infrastructure while addressing community desires to retain a more rural theme at the project periphery. This also serves to directly implement component “c” of this policy.

Goal Thirty: Transportation systems reduce dependence on automobile.

Unfortunately, the goals and policies of the North Valleys Area Plan essentially encourage sprawl with low density caps. By providing low densities, concentration of population is reduced, rendering public transit obsolete in terms of cost versus benefit. Silver Hills addresses this goal by providing everyday commercial services within the plan area. This encourages residents to walk to everyday needs, services, and events and will reduce overall vehicle trips, consistent with Goal 30.

LUT.30.1 – Promote and create incentives for alternative modes of transportation before expanding the roadway network through the construction of new roads.

One key way to implement this policy is to provide a balance of residential and commercial uses within a community. Silver Hills does exactly that. Currently, no commercial use exists or is permitted within the Silver Knolls SCMA. As a result, residents must leave the area for commercial and personal services. By providing neighborhood commercial uses within Silver Hills, internal capturing of trips will be achieved as residents will not have to travel outside of the planning area for all of their commercial needs.

A secondary consideration is that the widening of Red Rock Road is already planned to occur without the addition of Silver Hills. This project will provide for additional improvements through the payment of traffic impact fees and will ultimately serve to maximize roadway infrastructure, as encouraged throughout the Master Plan and Regional Plan.

LUT.32.1 – The Regional Plan defines the Development Constraints Area (DCA) as an overlay upon the Truckee Meadows Regional Plan.

Silver Hills is not located within an identified DCA.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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LUT.32.2 – The DCA consists of playas, significant water bodies, natural slopes over 30%, publicly owned open space, and properties that are deed restricted to prevent development. Constrained lands less than 1/3 acres in size will not be included in the DCA. The DCA overlay takes precedence over otherwise applicable policies describing the desired density and intensity of development within the Truckee Meadows Service Areas and the Rural Development Area.

As noted previously, Silver Hills is not located within an identified DCA. A small portion of the site (less than 1% or 5.02 acres) contains slopes in excess of 30%. These areas were excluded from any density increase when calculating the requested 1,872 units. Furthermore, natural drainageways that traverse the site will remain within dedicated open space. This is clearly spelled out and regulated within the proposed development standards.

Housing Element:

Policy 1.1 – Allow for more flexibility in the zoning, building and land use regulations to enable affordable housing units to be built throughout the community.

As noted throughout Chapter 1 of the proposed development standards, a key goal of Silver Hills is to address the “missing middle” of the region’s housing market. Silver Hills will provide quality housing with upscale amenities that is attainable for singles, young professionals, and seniors based on wage trends in the area. It will allow those that have been “priced out” of the current market new and innovative products that can provide home ownership opportunities that are not found elsewhere.

NV. 1.5 The following Regulatory Zones are permitted within the Silver Knolls Suburban Character Management Area:

- a. General Rural (GR — One unit per 40 acres).
- b. Low Density Rural (LDR — One unit per 10 acres).
- c. Medium Density Rural (MDR — One unit per 5 acres).
- d. High Density Rural (HDR — One unit per 2.5 acres).
- e. Low Density Suburban (LDS — One unit per acre).
- f. Public/Semi-public Facilities (PSP).
- g. Parks and Recreation (PR).
- h. Open Space (OS).

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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Pursuant to NV.20.2., the applicant attended three community visioning workshops with the North Valleys Citizen Advisory Board. The workshop attendees opposed any changes to the SKSCMA so the applicant amended its application to create the new SHSCMA. The SHSCMA includes a very substantive character management statement, with specific concerns and issues that were raised at the workshops, while also preserving most of the NV.4.1.-NV.4.10 polices. The new SHSCMA allows for a Specific Plan Regulatory Zone. The applicant desires a specific plan since this is the only regulatory zone where the applicant can address the community's specific concerns related to allowed uses, design, lot size, density and intensity and other development standards. This is the exact purpose of a specific plan as described in Washoe County Code Section 110.442.00:

*This regulatory zone is a specialized regulatory zone that allows Washoe County to provide greater flexibility in allowed uses, design, lot size, density and intensity and other development standards than may otherwise be allowed in other regulatory zones. This greater flexibility shall be utilized to create a coordinated development that provides public benefits that are not likely to be available through the standard development process. These public benefits are derived from better and more comprehensive implementation of the goals and policies of the Master Plan, particularly as they relate to sustainability, natural resource conservation, desired land use patterns, economic development and community character.*

Goal Four: Silver Knolls Suburban Character Management Area. Establish a land use pattern, site development guidelines, and architectural guidelines that will implement and preserve the Silver Knolls community character as described in the North Valleys Vision and Character Statement.

NV.4.1 A minimum of 50% of the residential parcels in any subdivision established after the date of final adoption of this plan must be at least one acre in size.

The applicant proposes to replace NV 4.1 with the following three policies: NV.7.1. to require that 50% of the residential parcels within Silver Hills East are one acre in size; Policy NV.7.2 to require the minimum size of residential parcels located within Silver Hills East is one-half acre and the minimum size of residential parcels located within Silver Hills West is one-third acre (these minimums may be modified pursuant to Washoe County Development Code, Article 408, Common Open Space Development); and NV.7.3 Subdivisions established within the Silver Hills Character Management Area shall include a 50 foot open space buffer plus a 200 foot density match between the subdivision and any adjacent residential dwellings existing on the date of final adoption of the Silver Hills Character Management Area.

The amended policies are not major deviations from NV 4.1 and mandate a total density cap of 2.5 dwelling units per acre on the subject properties. The increased density in Silver Hills West is also consistent with development patterns given it borders the City of Reno and Red Rock Road. In addition, NV.7.3 was added to require a 50 foot open space buffer and a 200 foot density match between a Silver Hills subdivision and any adjacent residential dwellings. These polices collectively ensure compatibility between new and existing developments.

## SILVER HILLS MASTER PLAN AMENDMENT AND SPECIFIC PLAN

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NV.4.7 In subdivisions established after the date of final adoption of this plan the use of streetlights will be minimized. Any lighting proposed must show how it is consistent with current best practice "dark-sky" standards.

**Policy NV.4.7. in the SKSCMA was copied into the SHSCMA as Policy NV.7.8. The applicant will fully comply with all General Development Code standards and included photos that are consistent with NV Energy standards.**

The following policies are interrelated and addressed collectively below:

NV.7.1 Washoe County's policy level of service (LOS) for local transportation facilities in the North Valleys planning area is LOS "C." All development proposals must demonstrate how the established level of service on local transportation facilities will be maintained.

NV.7.2 The Washoe County Regional Transportation Commission (RTC) sets levels of service on regional roads. Washoe County will advocate for the RTC to establish policy levels of service "C" for all regional roads in the North Valleys planning area.

NV.7.3 Washoe County will work with the RTC and neighboring jurisdictions to ensure that the mitigation of potential development impacts in neighboring jurisdictions is consistent with the intent of Policies NV.7.1 and NV.7.2.

NV.7.4 The necessary right-of-way and intersection requirements identified in the Regional Transportation Plan will be protected through dedication, setback or other method deemed adequate and appropriate by the Regional Transportation Commission and Washoe County.

NV.7.5 Washoe County will ensure that the details of all new road construction that implement the adopted Regional Transportation Plan will be subject to a comprehensive public review and comment process. NV.7.6 Washoe County will work with the Regional Transportation Commission to ensure that the design of all road improvements identified in the RTC Regional Transportation Plan provide for the safe intersection of any trail or proposed trail identified on the Recreational Opportunities Plan map.

NV.7.7 Washoe County will be an advocate for the establishment of efficient transit services to and within the North Valleys planning area.

NV.7.8 Future development plans in any Commercial District or Residential District of MDS intensity or greater must consider, and be consistent with, future or existing multi-modal opportunities, including transit services in the North Valleys planning area. Applications for site plans and tentative maps in these areas will specify the proposed response to this issue.

NV.7.9 Washoe County will work with the Regional Transportation Commission (RTC) to develop and implement a bikeways plan for the North Valleys planning area that is integrated with the local and regional trails system and provides access to recreational opportunities, and public spaces such as schools and commercial areas (See Recreational Opportunities Plan map).

**SILVER HILLS**  
**MASTER PLAN AMENDMENT AND SPECIFIC PLAN**

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The applicant is not proposing to amend any of the North Valley Area Plan Transportation Policies NV7.1-NV.7.9, so must comply with these polices when a development proposal is submitted (i.e. a tentative map). For this application, the RTC letter dated March 7, 2019 states that the 2040 RTP Amendment No. 1 identifies Red Rock Road from Moya Boulevard to Evans Ranch to be widened from 2 to 4 lanes by 2026. The applicant agrees to dedicate setbacks that are adequate to complete these RTP Improvements. The applicant also agrees to discuss a phasing plan with Washoe County and RTC to ensure the necessary improvements required to maintain the established levels of service are completed pursuant to NV.20.3. In the event the construction of certain road improvements are necessary to maintain the required levels of service prior to the completion of the RTP Improvements, the applicant intends to utilize the option of a RRIF Offset Agreement.

# APPENDICES

## Washoe County Development Application

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

<b>Project Information</b>		Staff Assigned Case No.: _____	
Project Name: <b>Silver Hills</b>			
Project Description: A Master Plan Amendment to allow for modification to the North Valleys Area Plan including the removal of 780.32 acres from the Silver Knolls Suburban Character Management Area and creation of the Silver Hills Suburban Character Management Area. Refer to attached report specific details.			
Project Address: 11420 Carlsbad Road			
Project Area (acres or square feet): 780.32			
Project Location (with point of reference to major cross streets <b>AND</b> area locator): <b>E and W sides of Red Rock Rd., N of Longhorn Dr</b>			
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
087-390-13	243.02	086-203-05	38.67
087-390-10	307.84	086-232-31	192.39
Indicate any previous Washoe County approvals associated with this application: Case No.(s).			
<b>Applicant Information (attach additional sheets if necessary)</b>			
<b>Property Owner:</b>		<b>Professional Consultant:</b>	
Name: Lifestyle Homes TND, LLC		Name: Rubicon Design Group, LLC	
Address: 4790 Caughlin Parkway # 519		Address: 1610 Montclair Ave., Suite B	
Reno, NV	Zip: 89519	Reno, NV	Zip: 89509
Phone: 775-813-0046	Fax:	Phone: 775-425-4800	Fax:
Email: lshreno@gmail.com		Email: mrailey@rubicondesigngroup.com	
Cell: 775-813-0046	Other:	Cell: 775-250-3455	Other:
Contact Person: Peter Lissner		Contact Person: Mike Railey	
<b>Applicant/Developer:</b>		<b>Other Persons to be Contacted:</b>	
Name: Same as Above		Name: Lewis Roca Rothgerber Christie	
Address:		Address: 1 E. Liberty St., Suite 300	
	Zip:	Reno, NV	Zip: 89501
Phone:	Fax:	Phone: 775-321-3420	Fax:
Email:		Email: ggordon@lrrc.com	
Cell:	Other:	Cell: 775-762-6765	Other:
Contact Person:		Contact Person: Garrett Gordon	
<b>For Office Use Only</b>			
Date Received:	Initial:	Planning Area:	
County Commission District:		Master Plan Designation(s):	
CAB(s):		Regulatory Zoning(s):	

Property Owner Affidavit

Applicant Name: Lifestyle Homes TND LLC

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, Robert Lissner,  
(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 Building.

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

Assessor Parcel Number(s): 87-390-10 AND 13, 86-232-31, 86-203-05

Printed Name Robert Lissner

Signed [Signature]

Address 4790 Caughlin #519  
Reno NV 89519

Subscribed and sworn to before me this 11 day of September, 2017.

(Notary Stamp)

Linda Barnes  
Notary Public in and for said county and state

My commission expires: 2/11/2020



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

- Owner
- Corporate Officer/Partner (Provide copy of record 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

Community Services Department  
Planning and Building  
MASTER PLAN AMENDMENT  
APPLICATION



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

Telephone: 775.328.6100

## Master Plan Amendment Supplemental Information

(All required information may be separately attached)

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 checked="" type="checkbox"/> A request to add, amend, modify or delete any of the adopted policies in the area plans and/or specific language found in the area plans
<input checked="" type="checkbox"/> Other (please identify): Allow for the creation of the Silver Hills Suburban Character Management Area. Refer to attached report for a detailed description.

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 an explanation to all questions; attach additional sheets if necessary.

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

**Refer to attached report.**

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?

**Refer to attached report for analysis.**

3. Please provide the following specific information:

a. What is the location (address or distance and direction from the nearest intersection of the subject property)? Attach, for map amendments, a legal description. For all other amendments, what is the area subject to the request?

The properties are located immediately north of the existing Silver Knolls community, on both sides of Red Rock Road, north of the Longhorn/Red Rock Road intersection.

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

Assessor's Parcel Number	Master Plan Designation	Existing Acres	Proposed Master Plan Designation	Proposed Acres
087-390-13	Suburban Residential	243.03	No change	No Change
087-390-10	Suburban Residential	307.84	No Change	No Change
086-203-05	Suburban Residential	38.67	No Change	No Change
086-232-31	Suburban Residential	192.39	No Change	No Change

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

North	Suburban Residential and Open Space
South	Suburban Residential and City of Reno
East	Suburban Residential
West	Open Space

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

The site is currently vacant.

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.

Refer to attached site analysis and exhibit (in DSH)

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, 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 & Capital Projects Division.)

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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Explanation:

The site is entirely within FEMA zone unshaded X

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

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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Explanation:

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

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
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Explanation:

Refer to included slope analysis map.

- d. Does the property contain geologic hazards such as active faults, hillside, or mountainous areas? Is it subject to avalanches, landslides, or flash floods? Near a stream or riparian area such as the Truckee River, and/or an area of groundwater recharge? If the answer is yes to any of the above, check yes and provide an explanation.

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
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Explanation:

Refer to attached geotechnical investigation and site analysis map

- e. Does the property contain prime farmland, within a wildfire hazard area, geothermal or mining area, and/or wildlife mitigation route? If the answer is yes to any of the above, check yes and provide an explanation.

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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Explanation:

- 7. Are any archaeological, historic, cultural, or scenic resources in the vicinity or associated with the proposed amendment? If the answer is yes to any of the above, check yes and provide an explanation.

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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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. Provide copies of all water rights documents, including chain of title to the original water right holder.)

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

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

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

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

To be dedicated with future maps/entitlements.

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

- a. System Type:

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

- b. Available:

<input type="checkbox"/> Now	<input checked="" type="checkbox"/> 1-3 years	<input type="checkbox"/> 3-5 years	<input type="checkbox"/> 5+ years
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- c. If a public facility is proposed and is currently not available, please describe the funding mechanism for ensuring availability of water service.

Improvements/upgrades needed to serve the project will be paid for by the developer.

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:	City of Reno

- b. Available:

<input type="checkbox"/> Now	<input type="checkbox"/> 1-3 years	<input type="checkbox"/> 3-5 years	<input type="checkbox"/> 5+ years
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- c. If a public facility is proposed and is currently 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.

Upgrades to serve the project will be paid by developer

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

Red Rock Road.

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

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
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13. Community Services (provided and nearest facility):

a. Fire Station	Truckee Meadows Fire Station 221
b. Health Care Facility	Saint Mary's North Valleys Urgent Care
c. Elementary School	Silver Lake Elementary
d. Middle School	O'Brien Middle School
e. High School	North Valleys High School
f. Parks	Silver Knolls Park
g. Library	North Valleys Library
h. Citifare Bus Stop	Stead Boulevard

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:

Request allows for diversification of current housing mix.

- b. Conservation Element:

20% of the site will remain as open space.

- c. Housing Element:

The plan promotes a variety of single family housing options for a wide demographic range.

- d. Land Use and Transportation Element:

The plan will utilize the planned widening of Red Rock while providing funds for additional improvements.

- e. Public Services and Facilities Element:

Public services and facilities will be added as the plan develops. Refer to Chapter 2 of Design Standards.

- f. Adopted area plan(s):

Refer to attached justification and analysis report.

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

Applicable policies and findings are addressed in attached report.

### Applicant Comments

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

This application form limits the number of characters that can be used for answering MPA criteria. Thus, the attached report, design standards handbook, and technical studies full address and analyze all components of the MPA request, including the criteria/supplemental information from this application form.

Community Services Department  
Planning and Building  
REGULATORY ZONE AMENDMENT  
APPLICATION



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

Telephone: 775.328.6100

## Regulatory Zone Amendment Supplemental Information

(All required information may be separately attached)

Please complete the following supplemental information 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. List the Following information regarding the property subject to the Regulatory Zone Amendment.
  - a. What is the location (address, distance and direction from nearest intersection)?

E and W sides of Red Rock Road, north of Longhorn Dr

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

APN of Parcel	Master Plan Designation	Current Zoning	Existing Acres	Proposed Zoning	Proposed Acres
087-390-13	SR	LDS	243.03	Specific Plan	243.03
087-390-10	SR	LDS	307.84	Specific Plan	307.84
086-203-05	SR	LDS	38.67	Specific Plan	38.67
086-232-31	SR	LDS	192.39	Specific Plan	192.39

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

	Zoning	Use (residential, vacant, commercial, etc.)
North	LDS and GR	Vacant
South	LDS, PR, and GR	Vacant, Silver Knolls Park, Single Family
East	LDS	Single Family
West	UT 40 (City of Reno)	Vacant

3. Describe the existing conditions and uses located on the site (i.e. vacant land, roadways, easements, buildings, etc.).

The project site is vacant.

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.

Refer to attached report for site analysis

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 checked="" type="checkbox"/> Yes, provide map identifying locations	<input type="checkbox"/> No
--	-----------------------------

6. Is the site located in an area where there is potentially an archeological, historic, or scenic resource?

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

Explanation:

--

7. Are there sufficient water rights to accommodate the proposed amendment? Please provide copies of all water rights documents, including chain of title to the original water right holder.)

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

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

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

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

Water rights to be dedicated at TM

- b. 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 developer will dedicate water rights

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:	TMWA

- b. Available:

<input type="checkbox"/> Now	<input checked="" 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 or not available, please describe the funding mechanism for ensuring availability of water service.

Developer funded.

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:	City of Reno

- b. Available:

<input type="checkbox"/> Now	<input checked="" 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 or 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.

Developer Funded

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

Red Rock Road

11. Will the proposed amendment impact existing or planned transportation systems? (If yes, a traffic report is required.)

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

12. Community Services (provided name, address and distance to nearest facility).

a. Fire Station	Truckee Meadows Fire Station 221
b. Health Care Facility	Saint Mary's North Valleys Urgent Care
c. Elementary School	Silver Lake Elementary
d. Middle School	O'Brien Middle School
e. High School	North Valleys High School
f. Parks	Silver Knolls Park
g. Library	North Valleys Library
h. Citifare Bus Stop	Stead Boulevard

## 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 (TMRPA) for submission as a project of regional significance. Applicants should consult with County or Regional Planning staff if uncertain about the meaning or applicability of these questions.

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

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

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

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

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

<input checked="" 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 checked="" 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 checked="" 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 12<sup>th</sup> grade by 325 students or more?

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

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Collection Cart	Items	Total	<a href="#">Checkout</a>	<a href="#">View</a>
Collection Cart	0	\$0.00		

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No payment due for this account.

**Washoe County Parcel Information**

Parcel ID	Status	Last Update
08739013	Active	5/14/2019 2:07:44 AM

**Current Owner:**  
LIFESTYLE HOMES TND LLC  
4790 CAUGHLIN PKWY 519  
RENO, NV 89519

**SITUS:**  
0 SILVER KNOLLS BLVD  
WASHOE COUNTY NV

**Taxing District**  
4000

**Geo CD:**

Legal Description

SubdivisionName \_UNSPECIFIED Range 18 Block Lot 1 Township 21 Section

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

Tax Year	Net Tax	Total Paid	Penalty/Fees	Interest	Balance Due
<a href="#">2018</a>	\$1,929.20	\$1,929.20	\$0.00	\$0.00	\$0.00
<a href="#">2017</a>	\$1,929.20	\$1,929.20	\$0.00	\$0.00	\$0.00
<a href="#">2016</a>	\$1,929.20	\$1,929.20	\$0.00	\$0.00	\$0.00
<a href="#">2015</a>	\$1,929.20	\$1,929.20	\$0.00	\$0.00	\$0.00
<a href="#">2014</a>	\$1,929.20	\$1,929.20	\$0.00	\$0.00	\$0.00
Total					\$0.00

**Disclaimer**

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Please make checks payable to:  
WASHOE COUNTY TREASURER

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

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

 **Payment Information**

 **Special Assessment District**

 **Installment Date Information**

 **Assessment Information**

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Collection Cart	Items	Total
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Washoe County Parcel Information		
Parcel ID	Status	Last Update
08739010	Active	5/14/2019 2:07:44 AM
<b>Current Owner:</b> LIFESTYLE HOMES TND LLC  4790 CAUGHLIN PKWY 519 RENO, NV 89519		<b>SITUS:</b> 0 SILVER KNOLLS BLVD WASHOE COUNTY NV
<b>Taxing District</b> 4000	<b>Geo CD:</b>	
Legal Description		
SubdivisionName _UNSPECIFIED Range 18 Block Lot 1 Township 21 Section		

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	\$2,449.80	\$2,449.80	\$0.00	\$0.00	\$0.00
2017	\$2,449.80	\$2,449.80	\$0.00	\$0.00	\$0.00
2016	\$2,449.81	\$2,449.81	\$0.00	\$0.00	\$0.00
2015	\$2,449.81	\$2,449.81	\$0.00	\$0.00	\$0.00
2014	\$2,449.80	\$2,449.80	\$0.00	\$0.00	\$0.00
Total					\$0.00

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**Installment Date Information**

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Collection Cart	0	\$0.00

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Washoe County Parcel Information		
Parcel ID	Status	Last Update
08620305	Active	5/14/2019 2:07:44 AM

**Current Owner:**  
 LIFESTYLE HOMES TND LLC  
 4790 CAUGHLIN PKWY 519  
 RENO, NV 89519

**SITUS:**  
 0 LARSON RANCH RD  
 WCTY NV

**Taxing District:**  
 4000

**Geo CD:**

**Legal Description:**  
 Township 21 Section 24 SubdivisionName \_UNSPECIFIED Range 18

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	\$939.56	\$939.56	\$0.00	\$0.00	\$0.00
2017	\$901.69	\$901.69	\$0.00	\$0.00	\$0.00
2016	\$878.84	\$878.84	\$0.00	\$0.00	\$0.00
2015	\$877.09	\$877.09	\$0.00	\$0.00	\$0.00
2014	\$877.10	\$877.10	\$0.00	\$0.00	\$0.00
Total					\$0.00

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-  **Assessment Information**

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**Washoe County Parcel Information**

Parcel ID	Status	Last Update
08623231	Active	5/14/2019 2:07:44 AM

**Current Owner:**  
LIFESTYLE HOMES TND LLC  
  
4790 CAUGHLIN PKWY 519  
RENO, NV 89519

**SITUS:**  
11420 CARLSBAD RD

**Taxing District**  
4000

**Geo CD:**

Legal Description

Township 21 Section 24 SubdivisionName \_UNSPECIFIED Range 18

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

Tax Year	Net Tax	Total Paid	Penalty/Fees	Interest	Balance Due
<a href="#">2018</a>	\$2,885.71	\$2,885.71	\$0.00	\$0.00	\$0.00
<a href="#">2017</a>	\$2,769.40	\$2,769.40	\$0.00	\$0.00	\$0.00
<a href="#">2016</a>	\$2,699.22	\$2,699.22	\$0.00	\$0.00	\$0.00
<a href="#">2015</a>	\$2,693.83	\$2,693.83	\$0.00	\$0.00	\$0.00
<a href="#">2014</a>	\$2,693.84	\$2,693.84	\$0.00	\$0.00	\$0.00
<b>Total</b>					\$0.00

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**SILVER HILLS DRAFT COVENANTS, CONDITIONS AND RESTRICTIONS  
(MODELED AFTER APPROVED WOODLAND VILLAGE PROJECT)**

---

**COVENANTS, CODES AND RESTRICTIONS**

**WHEN RECORDED, MAIL TO:**

Dave Davis, Esq.  
Hale Lane Peek Dennison  
Howard and Anderson  
100 W. Liberty St., 10th Floor  
Reno, Nevada 89501

AMENDED AND RESTATED  
DECLARATION OF  
COVENANTS, CONDITIONS AND RESTRICTIONS  
FOR  
WOODLAND VILLAGE

---

**TABLE OF CONTENTS**

**RECITALS**

**DECLARATION**

**ARTICLE I**

**INCORPORATION OF RECITALS; DEFINITIONS**

**ARTICLE II**

**COMMON AREAS**

- 2.1 General Intent
- 2.2 Ownership and Adjustment of Common Area
- 2.3 Encumbrances Against Common Area
- 2.4 Owners' Easements of Enjoyment
- 2.5 Use of the Common Areas
  - 2.5.1 General
  - 2.5.2 Community Recreation Building

- 2.6 Declarant's Common Area Easement Rights; Dedication of Common Area
- 2.6.1 Reservation of Common Area Easements In Favor of Declarant
- 2.6.2 Reservation of Right to Grant Additional Common Area Easements and to Dedicate Common Area
- 2.7 Rights of Association to Grant Easements Over Common Area and to Dedicate Portions of Common Area
- 2.8 Right of Association to Encumber Common Area
- 2.9 Declarant's Obligation to Convey
- 2.10 Maintenance of Common Area
- 2.11 Association Property on Lots

### **ARTICLE III**

#### **PROHIBITIVE AND MANDATORY USE RESTRICTIONS AND OBLIGATIONS**

- 3.1 Forward
- 3.2 General Development and Use Restrictions
  - 3.2.1 Single Family Residences and Apartments
  - 3.2.2 Parking and Vehicular Restrictions
  - 3.2.3 Nuisances
  - 3.2.4 Unsightly Articles
  - 3.2.5 Animals
  - 3.2.6 Utility Service; Propane Tanks
  - 3.2.7 Diseases and Insects
  - 3.2.8 Compliance With Laws
  - 3.2.9 Drainage; Storm Drain System
  - 3.2.10 Handicapped Rights
  - 3.2.11 Lots and the Improvements Thereon
  - 3.2.12 Owner's Obligation to Rebuild Improvements on a Lot After Damage or Destruction to Improvements
  - 3.2.13 Mineral Exploration, Mining or Drilling
  - 3.2.14 Leasing of Lots
  - 3.2.15 Subdivision; Rezoning
  - 3.2.16 Signs, Antennae and Similar Devices
  - 3.2.17 Rules and Regulations and Design Committee Rules
  - 3.2.18 Owner's Obligation to Maintain and Replace Trees
  - 3.2.19 Manufactured and Mobile Homes
  - 3.2.20 Maintenance of Lateral Sewer Lines Within Lots
- 3.3 Single Family Development and Use Restrictions
  - 3.3.1 Business or Commercial Activity
  - 3.3.2 View Obstructions
  - 3.3.3 Party Walls/Fences
  - 3.3.4 Perimeter Walls
- 3.4 Use Restrictions, Maintenance Obligations and Private Easements Applicable to Commercial Areas
  - 3.4.1 Prohibited Uses
  - 3.4.2 Allowed Uses
  - 3.4.3 Landscape Maintenance
  - 3.4.3 Parking; Vehicular Restrictions
  - 3.4.5 Animals
  - 3.4.6 Hours of Operation
- 3.5 Public Streets, Sidewalks, Etc.
- 3.6 Violations
  - 3.6.1 Violation Notice
  - 3.6.2 Owner's Right to File an Objection; Hearing Panel; Arbitration
  - 3.6.3 Hearing Panel
  - 3.6.4 Association's Right to Correct Violation

- 3.6.5 Procedure for Association's Correction of Violation
  - (a) Bids
  - (b) Violation Assessment
  - (c) Performance of Corrective Work By Association
- 3.6.6 Emergencies
- 3.6.7 Entry by Court Order
- 3.6.8 Failure to Appear; Fines
- 3.7 Variances

**ARTICLE IV**  
**THE ASSOCIATION**

- 4.1 Formation
- 4.2 Association Action; Board of Directors and Officers; Members' Approval
- 4.3 Membership
  - 4.3.1 Membership Qualifications
  - 4.3.2 Members' Rights and Duties
  - 4.3.3 Voting
    - (a) General
    - (b) Appointment and Removal of Members of Board and Officers of Association
    - (c) Composition of Board of Directors
    - (d) Persons Entitled to Serve on the Board
  - 4.3.4 Exercise of Voting Rights
- 4.4 Transfer of Membership

**ARTICLE V**  
**POWERS AND DUTIES OF THE ASSOCIATION**

- 5.1 Powers
  - 5.1.1 Assessments
  - 5.1.2 Rules and Regulations
  - 5.1.3 Right of Enforcement
    - (a) General
    - (b) Suspension of Voting Rights; Fines
  - 5.1.4 Delegation of Powers; Professional Management; Other Services
  - 5.1.5 Personal Property
  - 5.1.6 Other Services and Properties
- 5.2 Duties of the Association
  - 5.2.1 Professional Management
  - 5.2.2 Taxes and Assessments
  - 5.2.3 Insurance
  - 5.2.4 Operation and Maintenance of Association Property
  - 5.2.5 Repair of Damaged Curb and Gutter
  - 5.2.6 Implied Authority; Easements
  - 5.2.7 Other
- 5.3 Limitations on Authority of Board
- 5.4 Personal Liability
- 5.5 Meetings of Members
- 5.6 Association Books and Records and Association Property
  - 5.6.1 Right of Inspection
  - 5.6.2 Declarant's Obligation to Deliver Association Property and Records to Board

**ARTICLE VI**  
**ASSESSMENTS**

- 6.1 Agreement to Pay
- 6.2 Personal Obligations
- 6.3 Purpose and Amount of Assessments
- 6.4 Budget and Reserve Requirements
  - 6.4.1 Definitions
  - 6.4.2 Reserve Requirements
  - 6.4.3 Allocation of Annual Assessments
  - 6.4.4 Procedure for Establishing Annual Assessments
- 6.5 Special Assessments
- 6.6 Capital Improvement Assessments
  - 6.6.1 Association's Power to Levy; Definition
  - 6.6.2 Petition; Association Approval
  - 6.6.3 Levy of Capital Improvement Assessments
  - 6.6.4 Expenditure for Capital Improvement
  - 6.6.5 Deficiency in Capital Improvement Assessment
- 6.7 Violation Assessments
- 6.8 Utilities Assessments
- 6.9 Rate of Assessment
- 6.10 Assessment Period
- 6.11 Notices of Assessments; Delinquencies
- 6.12 Statement of Account
- 6.13 Collection of Assessments
- 6.14 Lien for Assessments; Priority
- 6.15 Enforcement of Lien
  - 6.15.1 Notice of Delinquent Assessment and Notice of Default
  - 6.15.2 Notice of Sale
- 6.16 Surplus Funds

**ARTICLE VII**  
**INSURANCE**

- 7.1 Insurance to be Obtained
- 7.2 Casualty Insurance
- 7.3 Liability Insurance
- 7.4 Workmen's Compensation and Employer's Liability Insurance
- 7.5 Fidelity Insurance
- 7.6 Other Insurance
- 7.7 Premiums and Reviews
- 7.8 Form
- 7.9 Owner's Insurance Responsibilities

**ARTICLE VIII**  
**DESIGN COMMITTEE**

- 8.1 Design Committee
- 8.2 Duties
- 8.3 Meetings
- 8.4 Design Committee Rules; Landscape Manual

- 8.5 Application for Approval of Plans and Specifications
- 8.6 Basis for Approval of Improvements
- 8.7 Basis for Disapproval of Improvements
- 8.8 Form of Approval
- 8.9 Proceeding with Work
- 8.10 Failure to Complete Work
- 8.11 Waiver
- 8.12 Liability

**ARTICLE IX**  
**PROTECTION OF LENDERS**

- 9.1 Encumbrance of Lots Permitted
- 9.2 Subordination
- 9.3 Non-Liability for Unpaid Assessments
- 9.4 Breach of Covenants
- 9.5 Notice to Eligible Mortgage Holders, Insurers and Guarantors
- 9.6 Insurance Proceeds and Condemnation Awards
- 9.7 Appearance at Meetings
- 9.8 Examination of Records

**ARTICLE X**  
**SPECIAL DECLARANT'S AND DEVELOPMENTAL RIGHTS**

- 10.1 General
- 10.2 Special Declarant's Rights
- 10.3 Declarant's Developmental Rights
  - 10.3.1 Property Subject to Annexation
  - 10.3.2 Manner of Annexation
  - 10.3.3 Effect of Annexation
- 10.4 Rights and Obligations of Owners

**ARTICLE XI**  
**MISCELLANEOUS PROVISIONS**

- 11.1 Duration
- 11.2 Amendment
- 11.3 Enforcement and Waiver
  - 11.3.1 Owner's Right of Enforcement
  - 11.3.2 Violations and Nuisance
  - 11.3.3 Violation of Law
  - 11.3.4 Remedies Cumulative
  - 11.3.5 Nonwaiver
  - 11.3.6 Enforcement by County
- 11.4 Termination of Former Owner's Liability for Assessments
- 11.5 Notices
- 11.6 Approvals
- 11.7 Construction and Severability; Singular and Plural; Titles
  - 11.7.1 Restrictions and Easements Construed Together
  - 11.7.2 Restrictions and Easements Severable
  - 11.7.3 Singular Includes Plural
  - 11.7.4 Captions

12. Special Rights of VA

[Return to TOP of Table of Contents](#)

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\* \* \*

**AMENDED AND RESTATED  
DECLARATION OF  
COVENANTS, CONDITIONS AND RESTRICTIONS  
FOR  
WOODLAND VILLAGE**

THIS DECLARATION ("Declaration") is made this day of \_\_\_\_\_, 2000, by **COLD SPRINGS 2000, a Nevada corporation** ("Declarant"), with reference to the following facts and is as follows:

**RECITALS:**

A. Declarant caused that certain Declaration of Covenants, Conditions and Restrictions for Woodland Village to be recorded in Official Records, Washoe County, Nevada, on September 13, 1999, as Document No. 2379700 (the "Original Declaration").

B. Declarant is the owner of that certain real property situate in County of Washoe, State of Nevada, and described in **Exhibit "A"** hereto and by this reference incorporated herein (together with all other real property comprising the Village from time to time, the "Property").

C. Declarant intends to create a planned, mixed-use community within the Property and to sell and convey Lots (below defined) therein subject to the covenants, conditions, restrictions, equitable servitudes, and charges set forth herein which establish a general plan of improvement for the benefit of all of the Lots. The name of the community is Woodland Village. The Village (below defined) and this Declaration are and shall be subject to the provisions of Chapter 116 of Nevada Revised Statutes (the "Act"), as a planned community under the name of Woodland Village.

D. Declarant is or may become the owner of certain other real property situate in Washoe County, Nevada, which is described in **Exhibit "B"** attached hereto and incorporated herein by this reference, all or a portion of which real property may become Annexed Property (as defined below). In addition, as further provided below in this Declaration, Declarant reserves the right to create a maximum of 3,000 Lots within the Village and to add additional real property to the Village, which real property is not yet identified.

E. Declarant desires to amend and restate the Original Declaration in its entirety and is causing this Declaration to be recorded for such purpose.

[Return to Table of Contents](#)

**DECLARATION:**

NOW, THEREFORE, Declarant hereby declares that the Property shall be held, conveyed, sold, encumbered, leased, rented, used, occupied, improved, or otherwise affected in any manner, subject to the declarations, limitations, easements, covenants, conditions and restrictions set forth in this Declaration, all of which are hereby declared to be in furtherance of a general plan for the development, improvement, and sale of the Property, and are further declared to be for the purpose of enhancing, maintaining and protecting the value and attractiveness

thereof. All provisions hereof shall be deemed to run with the land as covenants running with the land or as equitable servitudes, or as liens, as the case may be, and shall constitute benefits and burdens to the Declarant and its successors and assigns and to all parties hereafter acquiring or owning any interest in the Property in whatever manner such interest may be obtained.

**THIS DECLARATION AND EACH OF ITS TERMS AND PROVISIONS SUPERSEDES, AMENDS AND REPLACES, IN ITS ENTIRETY, THE ORIGINAL DECLARATION; AND UPON RECORDATION OF THIS DECLARATION IN OFFICIAL RECORDS, WASHOE COUNTY, NEVADA, THE ORIGINAL DECLARATION SHALL BE OF NO FURTHER FORCE OR EFFECT.**

[Return to Table of Contents](#)

ARTICLE I

INCORPORATION OF RECITALS; DEFINITIONS

Recitals A through C above are by this reference incorporated into this Declaration. The words, phrases or terms set forth in this **Article I**, when used in this Declaration, shall have the meanings ascribed thereto in this **Article I**. Certain other capitalized terms in this Declaration are defined in the specific sections of this Declaration to which such defined terms pertain, and shall have the meanings ascribed thereto in such sections throughout this Declaration.

1.1 "Annexed Property" means any or all real property which is now owned or hereafter may be acquired by Declarant, with respect to which a Supplemental Declaration is recorded causing an annexation of such property pursuant to the provisions of **Article X** below.

1.2 "Articles" or "Articles of Incorporation" means the Articles of Incorporation of the Association.

1.3 "Association" means the Woodland Village Homeowners Association, a Nevada nonprofit corporation.

1.4 "Association Property" means all real and personal property now or hereafter owned by or leased to the Association or in which the Association has a recognizable legal or equitable present or future interest.

1.5 "Beneficiary" means a beneficiary under a deed of trust or a mortgagee under a mortgage, and/or the assignee of such beneficiary or mortgagee.

1.6 "Board" or "Board of Directors" means the Board of Directors of the Association and is synonymous with "Executive Board" as defined by the Act.

1.7 "Bylaws" means the Bylaws of the Association.

1.8 "Commercial Areas" shall refer collectively to the areas of the Village designated in any Final Map or Supplemental Declaration for use as Commercial Project Types.

1.9 "Commercial Lot" shall mean each Lot designated in any Final Map or Supplemental Declaration for use as a Commercial Project Type.

1.10 "Commercial Project Type" shall mean a Lot or Lots restricted by this Declaration, a Supplemental Declaration or a Final Map to be used for commercial and/or office uses and related uses in accordance with applicable Land Use Ordinances and this Declaration.

1.11 "Common Area" or "Common Areas" means that portion of the Property which is designated as Common Area on a Final Map and which is leased to or owned in fee or some lesser estate or easement interest by the Association, together with all Improvements constructed or to be constructed thereon or therein, including, but not limited to, any recreational facilities and all streets, roadways, utility lines and facilities within the Property

(Exclusive of Lots) which have not been accepted for dedication by the applicable governmental entity having jurisdiction.

1.12 "Common Expenses" shall have the meaning set forth in Section **6.4.1** hereof.

1.13 "County" shall mean the County of Washoe, State of Nevada.

1.14 "Declarant" means the undersigned which has made and executed this Declaration or its successors, assigns, or representatives in the event Declarant assigns its rights and obligations, or in the event Declarant's interest in the Village is sold pursuant to foreclosure or deed in lieu thereof.

1.15 "Declaration" means this instrument and any and all supplements and amendments thereto.

1.16 "Design Committee" means the committee formed pursuant to **Article VIII** hereof.

1.17 "Design Committee Rules" means the rules, if any, adopted by the Design Committee.

1.18 "Development Covenants" shall mean a recorded agreement between Declarant and a Builder or a recorded Declaration executed by a Builder pursuant to an agreement with the Declarant creating covenants running with the land pertaining to the construction of Improvements on a portion of the Property owned by such Builder.

1.19 "Final Map" shall mean a recorded map of any portion of the Property, including, but not limited to, subdivision maps and parcel maps, and any and all amendments thereto, or boundary line adjustments of the Lots created thereby, which is recorded pursuant to statute for the purpose of dividing land into legally created Lots.

1.20 "Improvement" means all structures, and works of improvement and appurtenances thereto of every type and kind, including but not limited to dwellings, buildings, outbuildings, swimming pools (both above and in-ground), garages, carports, basketball goals, roads, driveways, parking areas, fences, screening walls, retaining walls, stairs, decks, landscaping, hedges, windbreaks, planting, planted trees, shrubs, ground cover of every type, poles, signs, exterior air conditioning, water softener, satellite dishes, antennae, fixtures or equipment.

1.21 "Land Use Ordinance" shall mean any zoning law, regional master plan or other ordinance or regulation governing the use of land adopted by the State of Nevada.

1.22 "Lot" or "Parcel" means any portion of the Property designated as a lot or parcel on any recorded final subdivision map or parcel map thereof and intended for improvement with a single family residence or a Commercial Type Project, whether or not the Lot or Parcel is so improved. The Boundaries of each Lot/Parcel and the number identifying the Lot/Parcel are set forth on the Map.

1.23 "Map" means the Final Map of \_\_\_\_\_ filed for record \_\_\_\_\_, 19\_\_, in Book \_\_\_\_, at Page \_\_\_\_ of Plats, Book No. \_\_\_\_\_, Document No. \_\_\_\_\_, Official Records, Washoe County, Nevada, and any and all amendments thereto; and all other final subdivision and parcel maps which are recorded in Official Records, Washoe County, Nevada, the real property of which is Annexed Property.

1.24 "Member" or "Association Member" means every person or entity including Declarant who holds a membership in the Association pursuant to the provisions of this Declaration, the Articles and the Bylaws.

1.25 "Owner" means any person or entity, including Declarant, holding a fee simple interest in a Lot or Parcel, or who is the buyer of a Lot or Parcel under a recorded contract of sale.

1.26 "Phase" means each portion of the Village created by a Final Map.

1.27 "Plan" means those items set forth in NRS 116.2109(4), including drawings of Improvements which are filed with agencies which issue permits for the Project, and all number and letter designations set forth thereon identifying Lots or Parcels, all of which are by this reference incorporated herein.

1.28 "Residential Lot" shall mean each Lot designated in any Final Map or Supplemental Declaration, which is not a Commercial Lot.

1.29 "Rules and Regulations" means such rules and regulations as the Board from time to time may adopt pursuant to the terms of this Declaration concerning the use of the Village or any part thereof, including, but not limited to, the Rules and Regulations contemplated pursuant to Sections 2.4.1, 3.1 and 5.1.2.

1.30 "Special Declarant's Rights" means all rights reserved by Declarant for itself under this Declaration which are personal to Declarant and may be exercised only by Declarant, including, but not limited to, those set forth in **Article X** hereof.

1.31 "Successor Declarant" shall mean any and all successors-in-interest of Declarant which acquire Declarant's entire interest in the Property, and to whom Declarant's rights under this Declaration have been assigned and which assume all of Declarant's obligations hereunder pursuant to a written agreement executed by the transferor Declarant and the transferee Successor Declarant and which is recorded. Declarant and each Successor Declarant who is a transferor Declarant shall cease to be the Declarant hereunder upon recordation of such written assignment.

1.32 "Supplemental Declaration" shall mean a recorded written instrument executed by Declarant, which refers to this Declaration and which annexes real property to the Village as Annexed Property and/or which supplements this Declaration, but is not in conflict with its terms.

1.33 "Village" means the Property, together with all Improvements now or hereafter located thereon, and together with all easements, rights and appurtenances belonging thereto.

1.34 "VA" shall mean the Veterans Administration of the United States of America and any department or agency of the United States government which succeeds to VA's function of issuing guarantees of notes secured by Mortgages on residential real estate.

1.35 The phrase "visible from neighboring property" means, with respect to any given object, that such object is or would be visible to a person six feet (6') tall standing at ground level.

[Return to Table of Contents](#)

ARTICLE II

Common Areas

2.1 General Intent. The purpose of this **Article II**, among other things, is to provide for the transfer of title from Declarant to the Association of those portions of the Common Areas which are to become Association Property and to provide for the Association's acceptance of responsibility for the care and maintenance of the Association Property and other real and personal property not owned by the Association, but which the Association will be required to maintain. This Article also establishes easements for the Owners' use and enjoyment of the Common Areas, subject to the restrictions set forth in this Declaration and in the Rules and Regulations.

2.2 Ownership and Adjustment of Common Area. All of the Common Area is or will be owned by the Association. The Common Area shall remain private property of the Association unless dedicated to a public authority pursuant to the provisions hereof, and nothing contained herein shall be construed as a dedication to the public of the Common Area or any portion thereof.

Notwithstanding the foregoing, the Common Area(s) will be owned by Declarant until such time as Declarant transfers, or is required to transfer pursuant to the Act, the Common Area(s) in each Phase to the Association. Declarant will develop the Village with a certain amount of Common Area included as required by the County. However, as the Village is developed over time it may be necessary for Declarant to adjust the configuration or

size of Common Area in a particular Phase or Phases in order to efficiently and effectively configure the various features of the Village in response to changing circumstances over time as the Village is built out. Accordingly, Declarant reserves the right to adjust the common boundary line(s) between the Common Area(s) in various Phases at any time prior to the conveyance of such Common Area(s) to the Association.

2.3 Encumbrances Against Common Area. Title to the Common Area is or may be subject to the following encumbrances included in the Map and each subsequent Phase (in each instance, "Existing Encumbrances"):

- (a) The lien of real property taxes and assessments;
- (b) The obligations imposed, directly or indirectly, by virtue of any statute, law, ordinance, resolution, or regulation of the United States of America, the State of Nevada, County of Washoe, or any other political subdivision or public organization having jurisdiction over the Property, or by virtue of any organization or political body created pursuant to any such statute, law, ordinance, or regulation;
- (c) Any and all easements and other rights shown on the Map or any other Final Map;
- (d) All easements and other rights and obligations created by the Master Declaration or this Declaration;
- (e) Any and all loans for the construction of Improvements to the Common Area which loans shall be paid by Declarant as the same become due and payable; and
- (f) Any other lien, encumbrance, or defect of title of any kind whatsoever (other than of the type that would at any time or from time to time create a lien upon the Common Area to secure an obligation to pay money) that would not materially and actually prejudice Owners in their use and enjoyment of their Lots and the Common Area.

2.4 Owners' Easements of Enjoyment. Except as otherwise expressly provided elsewhere in this Declaration, each Owner shall have, and the Association hereby grants to each Owner, a non-exclusive easement of use and enjoyment in, to, and throughout the Common Area and for ingress, egress, and support over and through the Common Area. Each such easement shall be appurtenant to and pass with title to each Lot, subject to the following rights and restrictions:

2.4.1 The Association shall have the right to adopt, amend, and enforce Rules and Regulations affecting use of the Common Area; provided, however, that such Rules and Regulations shall not be in conflict with the provisions of this Declaration or any ordinances of the County, or of any other governmental entity.

2.4.2 The Association shall have the right to suspend the right to use any recreational facilities within the Common Area by an Owner, his tenants and guests for any period during which any Assessment against such Owner remains unpaid for a period of thirty (30) days by so notifying the Owner of such suspension, provided, however that if such Owner files a written objection with the Board within ten (10) days after such suspension notice is deemed to have been received by Owner pursuant to the provisions hereof, then such Owner shall be given written notice and an opportunity to be heard. Such notice shall be sent to the Owner by certified mail, return receipt requested, and shall be deemed delivered upon the lapse of three (3) days from and after the deposit of such notice in the United States mail, postage prepaid and addressed to such Owner at his Unit or at such other address as may be on record with the Association. The notice shall include a general statement of the proposed action and the date, time and place of the hearing. At the hearing, the affected person shall have the right, personally or by a representative, to give testimony orally, in writing or both (as specified in the notice), subject to reasonable rules of procedure established by the party conducting the meeting to assure a prompt and orderly resolution of the issues. Any evidence shall be duly considered, but is not binding in making the decision. The affected person shall be notified of the decision in the same manner in which notice of the meeting was given.

2.4.3 The Association shall have the right to limit the number of guests of an Owner utilizing the Common Area.

2.4.4 The Association shall have the right to charge reasonable admission and other fees for the use of any recreational facility situate upon the Common Area.

2.4.5 The Association shall have the right to assign, rent, grant licenses, or otherwise designate and control the use of any parking or storage spaces within the Common Area.

2.4.6 The right of the Association to borrow money to improve, repair or maintain the Common Area.

2.5 Use of the Common Areas.

2.5.1 General. Except as otherwise expressly provided in this Declaration, the Common Area shall be used for open space, parks, recreational amenities, landscape areas, drainage facilities, firebreak areas and such other uses as Declarant through a Supplemental Declaration or the Association, through Association action, shall determine. Except as provided otherwise in Section 2.5.2 below, no persons other than the Owners, their family members, guests and invitees or the Owner's tenants, their family members, guests and invitees shall be allowed to in any manner use or occupy the Common Area; and then only in compliance with and subject to the terms and provisions of this Declaration. The foregoing is not intended, nor shall it be construed, to limit in any manner Declarant's rights to use the Common Areas as provided below in Section 2.6 or in **Article X** hereof. Each Owner shall at all times be responsible for any and all activities of his tenants, guests and invitees using the Common Area. No Improvements within the Common Area shall be altered or removed, except at the express direction of the Association.

2.5.2 Community Recreation Building. It is anticipated that Declarant will be constructing a recreation building (the "Recreation Building") as part of the Common Area for use by Owners, their family members, guests and invitees as contemplated pursuant to Section 2.5.1 above with respect to Common Areas in general. At such time as Declarant conveys the Recreation Building to the Association, and at all times thereafter, the Association shall retain the services of a professional manager to manage the operation of the Recreation Building. Such management shall require that the Recreation Building be open and generally available to its users during hours which maximize the use of the Recreation Building consistent with the demand placed on it by its users from time to time. While the manager of the Recreation Building shall be entitled to exercise its discretion concerning the actual hours of operation and the programs, events and activities offered and allowed by the Recreation Building, the Association at all times shall retain the final discretionary authority and decision making as to such matters.

The operation of the Recreation Building through the manager shall be funded by user fees as below provided. However, if such usage fees are insufficient to cover the costs to repair, maintain and operate the recreation Building, then the Association may levy a special assessment from time to time in the manner provided in **Article VI** hereof in order to cover such shortfall. In addition, the Recreation Building shall be open to the general public for its use in the same manner and to the same extent as made available to Owners, their family members, guests and invitees. The Association shall charge a use fee to all users of the Recreation Building. Such fees shall be in such amounts as the Board determines from time to time, and there shall be no distinction made between fees charged to Owners versus those charged to the general public.

2.6 Declarant's Common Area Easement Rights; Dedication of Common Area.

2.6.1 Reservation of Common Area Easements In Favor of Declarant. Declarant hereby reserves unto itself such easements over, through and under the Common Area as may be reasonably necessary to discharge Declarant's obligations or exercise any Special Declarant's Rights, whether arising under the Act or reserved in this Declaration.

2.6.2 Reservation of Right to Grant Additional Common Area Easements and to Dedicate Common Area. Declarant hereby reserves unto itself the right to grant easements and rights of way on, over, through and under the Common Area for the purposes described below and for the benefit of the Owners, the Association, and the

right to offer for dedication any portion of the Common Area to any political subdivision, or any public or quasi-public entity or utility. Such grants of easement or dedications may be for any or all of the following described purposes: constructing, erecting, operating, or maintaining on the Common Area, at any time: (i) roads, streets, trails, walks, driveways, vehicle parking areas, parkways, and park areas; (ii) poles, wires, or conduits for transmission of electricity, telephonic communication or cable or master antenna television for the Village and the necessary apparatus incident thereto; and (iii) public and private sewers, sewage disposal systems, storm drains, storm water retention and re-charge basins, land drains and pipes, water systems, sprinkling systems, water, heating and gas lines or pipes, and any and all equipment and other apparatus relating thereto. The rights reserved by Declarant in this Section 2.6.2 may be exercised at any time that Declarant owns any portion of the Property.

2.7 Rights of Association to Grant Easements Over Common Area and to Dedicate Portions of Common Area. At such time as the rights reserved by Declarant under Section 2.6.2 have expired, the Association shall be entitled to exercise the rights reserved to Declarant under Section 2.6.2, provided that at least sixty-seven percent (67%) of the voting power of the Association has approved such action.

2.8 Right of Association to Encumber Common Area. The Association may encumber the Common Area in connection with authorized obligations, but only upon the affirmative vote of not less than sixty-seven percent (67%) of the voting power of the Association.

2.9 Declarant's Obligation to Convey. Declarant shall convey fee simple title or such other interest as the Declarant shall hold to the Common Area in each Phase to the Association prior to the first conveyance of a Lot to an Owner other than Declarant in such Phase, free and clear of all encumbrances and liens, except then Existing Encumbrances.

2.10 Maintenance of Common Area. Maintenance of the Common Area in each Phase and any and all Improvements thereon shall be the obligation of the Declarant solely until the Common Area in such Phase is conveyed to the Association and such conveyance is recorded in the official records of the County Recorder of Washoe County, Nevada (each, a "Transfer Date"). From and after each Transfer Date the obligation to maintain the Common Area and the Improvements thereon for the applicable Phase shall be the obligation of the Association. The Association shall maintain and manage the Common Area and all Improvements thereon in a first class and husbandlike manner. The Association shall maintain all utility, water and sewer lines, equipment and other apparatus within the Common Area, unless such item of maintenance is the obligation of a utility company, or the County.

2.11 Association Property on Lots. Some Lots may have placed on them street lights, drinking fountains or other Improvements which are Association Property. In addition, Improvements on Lots abutting Common Areas and public streets or other facilities may have security cameras, monitors or other surveillance equipment installed thereon in connection with security systems maintained by the Association. There is hereby reserved over and across each Lot and the Improvements thereon, an easement for the benefit of Declarant and the Association for the purpose of installing, repairing, maintaining and operating such Association Property, and providing access to and from such Association Property. All costs of the installation, repair, maintenance and operation of such Improvements shall be borne by the Association. In some instances, power or water necessary to operate such Improvements may be accessed or provided by utilizing power or water facilities servicing the affected Lot, and the foregoing easement shall allow such access and use; provided, however, that any additional cost of power or water resulting from such use of the Owner's power or water service shall be paid by the Association.

[Return to Table of Contents](#)

ARTICLE III

PROHIBITIVE AND MANDATORY

USE RESTRICTIONS AND OBLIGATIONS

3.1 Forward. The Village, while not officially incorporated or chartered as a municipal corporation, city or town, is in many respects akin to a city or town. Accordingly, this Declaration, in addition to County, State and Federal laws and ordinances, sets forth the rules and methods by which the Village is to be operated, maintained, used and governed. The Association is the local "governing authority," and is intended to conduct itself and undertake its obligations as provided in this Declaration in a manner quite similar to a city or town government. To that end, the Association has elected officials and public meetings, and is empowered by this Declaration to adopt, enact and enforce Rules and Regulations within the parameters set forth in this Declaration.

With the foregoing in mind, the Board is hereby authorized and empowered to adopt, enact and enforce further Rules and Regulations relative to the prohibitive and mandatory use restrictions below set forth in order to protect and enhance value of the Property and the orderly functioning of the Village, and to adapt and respond to changing circumstances and times; provided, however, that no Rule or Regulation adopted or enacted by the Board may be less restrictive or mandatory in its scope or effect without the consent of not less than fifty-one percent (51%) of the voting power of the Association. The power of the Board to enact and adopt such Rules and Regulations shall in no way be limited by the treatment or the specificity of treatment of a subject matter in Sections 3.2, 3.3 or 3.4 below.

Section 3.2 covers use restrictions which apply to all of the Property, Section 3.3 covers those restrictions which apply only to Lots improved with single family residences, and Section 3.4 covers those restrictions which apply only to Lots upon which Commercial Type Projects may be developed. In the event a Lot is designated as part of a commercial Type Project, but pursuant to this Declaration or a Supplemental Declaration may be used also for single family residential use (below defined) then all of the provisions of Sections 3.2, 3.3 and 3.4 shall apply to such Lot as applicable.

3.2 General Development and Use Restrictions. Subject to the exemptions of Declarant set forth in **Article X** hereof, and other Declarant's rights as set forth in this Declaration, all of the Property shall be held, used and enjoyed subject to, and in accordance with, the following limitations and restrictions:

3.2.1 Single Family Residences and Apartments. Each Lot which is not designated for use as a Commercial Project Type shall be used for "single family residential use" and for no other purpose. An Owner may rent his Lot to a single family provided that the Lot is rented pursuant to a lease in accordance with the requirements set forth in Section 3.2.14 below. The term "single family residential use" shall also be applicable to all apartment living units located on Commercial Project Type Lots, and in all instances shall mean use by one or more persons residing and cooking together as a single housekeeping unit, provided any group of persons either:

- (a) is composed exclusively of family members who are related by blood, marriage or legal adoption to each other as grandparents, parents or children, or
- (b) contains a maximum number not exceeding two multiplied by the number of bedrooms in the home. The number of bedrooms in any home is the number shown on the plans approved by the County at the time of original construction of the home, not the number of rooms actually used as bedrooms, and not including any bedrooms added by subsequent remodeling or additions.

3.2.2 Parking and Vehicular Restrictions. Parking and vehicular restrictions shall be set forth in the Rules and Regulations, and will limit the number and types of vehicles, the parking of vehicles, and the condition of vehicles in order to maintain an orderly appearance of sufficient parking in the Village. No Owner shall park, store or keep within the Property any inoperable or commercial type vehicle (including, but not limited to, any dump truck, cement mixer truck, oil or gas truck or delivery truck) or vehicles needing significant visible repair (as determined by the Board) unless said inoperable, commercial or damaged vehicle can be, and is, stored in the garage of the Lot. No Owner shall park, store or keep on his Lot any recreational vehicle (including, but not limited to, any camper unit, house/car or motor home, trailer, trailer coach, camp trailer, camper truck, boat, or any other similar vehicle, unless the recreational vehicle is not visible from streets within the Village or if visible from such streets, is visible only to the extent it exceeds a solid fence shielding such vehicle to a height of not

less than six feet (6'), or such vehicle is a truck with a camper unit, and such camper truck is used for everyday-type transportation. In addition, no Owner shall park, store, or keep anywhere within the Property any vehicle or vehicular equipment, mobile or otherwise, deemed to be a nuisance by the Board. The Board shall have the power to enforce all parking and vehicle use restrictions applicable to the Property, including the power to remove violating vehicles from any of the Property to the extent permitted by applicable law.

3.2.3 Nuisances. No rubbish or debris of any kind shall be placed or permitted to accumulate anywhere within the Property, and no odor shall be permitted to arise therefrom so as to render the Property or any portion thereof unsanitary, unsightly, or offensive. No noise or other nuisance shall be permitted to exist or operate upon any portion of a Lot so as to be offensive or detrimental to any other Lot in the Property or to its occupants. Without limiting the generality of any of the foregoing provisions, no speakers, horns, whistles, bells or other sound devices (other than security devices used exclusively for security purposes), noisy or smoky vehicles, large power equipment or large power tools, motorcycles, unlicensed off-road motor vehicles or other items which may unreasonably disturb other Owners or residents or their guests shall be located, used or placed on any portion of the Property or the streets within the Village without the prior written approval of the Board. Alarm devices used exclusively to protect the security of a Lot and its contents shall be permitted, provided that such devices do not produce annoying sounds or conditions as a result of frequently occurring false alarms.

3.2.4 Unsightly Articles. No unsightly articles, including clotheslines, shall be permitted to remain on any Lot so as to be visible from neighboring property. Without limiting the generality of the foregoing, refuse, garbage and trash shall be kept at all times in covered, sanitary containers or enclosed areas designed for such purpose. There shall be no exterior fires whatsoever, except barbecue fires contained within receptacles designed therefor, such that they do not create a fire hazard and except as specifically authorized in writing by the Association (and subject to applicable ordinances and fire regulations). No plastic, aluminum, tin or other metallic window coverings are allowed in or on any windows. Severely damaged or "junk" vehicles, even if otherwise operable, shall be brought to a reasonable state of cosmetic repair and appearance no later than thirty (30) days following written notice from the Board. Reasonable repair and appearance shall be determined by the Board in each instance in a manner which is consistent with providing an environment within the Village which is not so unsightly so as to be offensive to a reasonable person or which is detrimental to property values.

3.2.5 Animals. Animals, fowls, reptiles, fish or insects of any kind ("animals") which are common household pets may be raised, bred or kept within the Property, only in accordance with Rules and Regulations adopted by the Board. Poultry shall not be allowed. At a minimum, however, a reasonable number of dogs, cats or other household pets may be kept within a residence, provided that they are not kept, bred or maintained for any commercial purpose, nor in unreasonable quantities, nor in violation of any applicable local ordinance or any other provision of this Declaration and such limitations as may be set forth in the Rules and Regulations. As used in this Declaration "unreasonable quantities" shall ordinarily mean more than five (5) pets per household, provided, however, that the Board may determine that a reasonable number in any instance may be more or less. The Association, acting through the Board, shall have the right to prohibit maintenance of any animal which constitutes, in the opinion of the Board, a nuisance to other Owners in the Property. Animals belonging to Owners, residents, or their guests within the Property must be either kept within an enclosure or on a leash or other restraint being held by a person capable of controlling the animal, and who then has in his possession a proper or adequate utensil or other means of cleaning up immediately all feces of such animal. Furthermore, to the extent permitted by law, any Owner shall be liable to each and all remaining Owners, residents, their families and guests, for any unreasonable noise or damage to person or property caused by any animals brought or kept upon the Property by an Owner or resident or by members of their family or guests; and it shall be the absolute duty and responsibility of each such Owner to clean up immediately after such animals which have used any portion of the Common Area.

3.2.6 Utility Service; Propane Tanks. No lines, wires, or devices for transmission of electric current or telephone, television, or radio signals shall be constructed, placed, or maintained anywhere within any Lot unless the same shall be contained in conduits or cables placed and maintained underground or concealed in or under buildings or approved structures. Nothing herein shall be deemed to forbid the erection and use of temporary power or

telephone services incidental to the construction of Improvements. Propane tanks may be placed on a Lot, but only if such placement otherwise complies with the terms and provisions of this Section 3.2.6; and at such time as gas service is made available to service such Lot, such tank must be removed and such gas service hooked-up to such Lot within ninety (90) days of such service being made available for actual use at any physical point along the property lines of such Lot.

3.2.7 Diseases and Insects. No Owner shall permit any thing or condition to exist upon his Lot that shall induce, breed, or harbor infectious plant or tree diseases or noxious insects.

3.2.8 Compliance With Laws. Nothing shall be done or kept in, on or about any portion of the Property, or Improvement thereon, except in compliance with all applicable federal, state and local laws, regulations and ordinances (collectively, "laws") including environmental laws.

3.2.9 Drainage; Storm Drain System. There shall be no interference with the rain gutters, downspouts, or drainage or storm drain systems originally installed by Declarant or any other interference with the established drainage pattern over any portion of the Property, unless an adequate alternative provision, previously approved in writing by the Declarant and the Design Committee is made for proper drainage. For purposes hereof, "established" drainage is defined as the drainage pattern and drainage Improvements which exist at the time such portion of the Property is conveyed by Declarant to an Owner, by the Declarant to the Association, or as modified in accordance with plans approved by the Declarant until Declarant's Control Termination Date or, thereafter, by the Design Committee. There shall be no violation of the drainage requirements of the City, County, U.S. Army Corps of Engineers, or State of Nevada Division of Environmental Protection, notwithstanding any such approval of Declarant or the Design Committee.

3.2.10 Handicapped Rights. Subject to the review and approval process of the Design Committee and applicable law, each Owner shall have the right to modify such Owner's Improvements and the route over the Lot or Common Area (as applicable and necessary) leading to the entrance of such Owner's Improvements, at such Owner's sole cost and expense, in order to facilitate access by persons who are blind, visually handicapped, deaf or physically disabled, to alter conditions which could be hazardous to such persons, or to otherwise comply with the Americans with Disabilities Act.

3.2.11 Lots and the Improvements Thereon. Each Owner shall have the obligation to repair and maintain such Owner's Lot and the Improvements thereon, at such Owner's sole cost and expense. Such repair and maintenance responsibilities shall include, but are not limited to, the following: all plumbing, electrical and gas lines, equipment and facilities, all water and sewer lines and all other utility facilities serving the property to be maintained by the Owner, all Improvements within such property, all exterior walls (including the painting thereof), windows, skylights and roofs, and all other Improvements on such property. Each Owner shall keep all shrubs, trees, grass and plantings within such Owner's Lot neatly trimmed, properly watered and cultivated, and free from trash, weeds, debris and other unsightly material. No approval from the Design Committee shall be necessary for the performance of normal maintenance and repair work.

3.2.12 Owner's Obligation to Rebuild Improvements on a Lot After Damage or Destruction to Improvements. No Owner shall do any act or work that will impair the structural soundness or safety of any Improvement located within such Owner's Lot. Each Owner shall carry casualty insurance insuring the Improvements on such Owner's Lot. Prior to commencement of work to repair or reconstruct a damaged Improvement, the Owner shall submit the plans and specifications for the repair or reconstruction of the Improvement to the Design Committee, and shall have received written approval thereof prior to the commencement of any work of repair or reconstruction. The Owner shall commence repair or reconstruction of a damaged or destroyed Improvement within the longer of one hundred twenty (120) days after the event causing the damage or destruction, or forty-five (45) days after the insurance proceeds are made available for reconstruction purposes; provided, however, that in the event the insurance proceeds available to the Owner are insufficient to complete such repair or reconstruction, or in the event a holder of a Deed of Trust exercises any right of such holder to apply all or substantially all of the insurance proceeds to the indebtedness secured by the Deed of Trust and the Owner elects not to rebuild the

damaged or destroyed Improvements, then within six (6) months after the event causing the damage or destruction the Owner shall remove all debris from the Lot and restore the Lot to a state that is not offensive to the general appearance of the Property, which restoration plan shall be submitted to, and approved by, the Design Committee prior to the commencement of the restoration work. The Owner shall perform all repairs, maintenance and upkeep of such Lot in accordance with this Declaration. The failure of the Owner to repair or reconstruct the damaged or destroyed Improvements, or to restore the Lot to an inoffensive state as required hereby shall be deemed to be a Maintenance Violation as set forth in Section 3.6 below.

3.2.13 Mineral Exploration, Mining or Drilling. No portion of the surface of the Property shall be used for the purpose of mining, quarrying, drilling, boring or exploring for or removing water, oil, gas or other hydrocarbons, geothermal heat, minerals, rocks, stones, gravel or earth, nor shall oil, water or other wells, tanks, tunnels, mineral or geothermal excavations or shafts be permitted upon the surface of any portion of the Property, except any water wells installed by Declarant or any public or private utility company for the exclusive or nonexclusive use and benefit of the Property and such excavations and removal of earth and other substances as may be done by Declarant during and incidental to the development of the Property.

3.2.14 Leasing of Lots. Subject to Declarant's rights to forbid leasing of single family residential Lots for an initial period of six (6) months pursuant to the purchase and sale agreement between Declarant and an Owner for the sale and purchase of such Lot, an Owner shall be permitted to lease all, but not less than all, of such Owner's Lot provided that:

- (a) The Owner and all tenants ("Tenant") enter into a written lease which provides that the terms of the lease shall be subject in all respects to the provisions of this Declaration and the Rules and Regulations, and that any failure by the Tenant to comply with the terms of such documents shall be a default under the lease;
- (b) The Tenant is furnished with a copy of this Declaration and the Rules and Regulations;
- (c) The lease grants to the Association as a third-party beneficiary the right to evict the Tenant for failure to comply with this Declaration or the Rules and Regulations; and
- (d) The Secretary of the Association has been furnished with the name(s) and mailing addresses of the Tenant within five (5) business days after execution of the lease.

Each Owner shall be responsible and liable for all activities of such Owner's Tenant which are in violation of this Declaration or the Rules and Regulations.

3.2.15 Subdivision; Rezoning. Commercial Lots may be subdivided in accordance with applicable laws, ordinances, rules and regulations. Except as expressly authorized in this Declaration, or a Supplemental Declaration, no other Lot in the Property may be further subdivided (including division into time-share estates or time-share uses) without the prior written approval of Declarant; provided, however, that nothing in this Section shall be deemed to prevent an Owner from, or require the approval of Declarant or the Board for (a) transferring or selling any Lot to more than one (1) person to be held by them as tenants in common, joint tenants, community property or community property with right of survivorship; or (b) the leasing or renting by any Owner of such Owner's entire Lot, provided that any such lease or rental shall be subject to this Declaration. Except for Commercial Lots, no application for rezoning of any Lot, and no applications for variances or use permits shall be filed with any governmental authority unless the proposed use of the Lot has been approved by Declarant or, from and after the Declarant's Control Termination Date by the Board, and the proposed use otherwise complies with this Declaration. Notwithstanding anything contained herein to the contrary, Declarant, or its successors or assigns, shall have the right to change the location, size or configuration of the Common Areas within the Village after a Final Map thereof has been recorded, so long as such change does not materially and adversely affect any Owners in the use of their Lot.

3.2.16 Signs, Antennae and Similar Devices. Signs, antennae, poles, including, without limitation, flag poles and basketball poles and hoops, satellite dishes and similar devices or apparatus are allowed, if at all, only in

accordance with the Rules and Regulations.

**3.2.17 Rules and Regulations and Design Committee Rules.** Each Owner shall adhere to the Rules and Regulations and the Design Committee Rules at all times.

**3.2.18 Owner's Obligation to Maintain and Replace Trees.** Declarant will be planting trees along the streets within the Village and installing irrigation facilities to provide water to such trees. Except as otherwise provided below in this Section **3.2.18**, the Association shall have the responsibility to maintain all such trees and irrigation systems, except for such trees as are located in cul-de-sacs, which must be maintained and replaced by each Owner whose Lot frontage abuts the area where such trees are planted. Except for delays caused by prudent seasonal restrictions or inclement weather, each Owner who has maintenance responsibility for any such street tree shall remove and replace, at its cost, any diseased (unless such disease is curable, in which case such Owner shall commence and complete such cure in a diligent manner), dead or dying tree within sixty (60) days of written notice from the Association to such Owner requiring such removal and replacement. The failure of such Owner to remove and replace such diseased, dead or dying tree as above provided shall be deemed a Maintenance Violation as set forth in Section **3.6** below. Regardless of whose responsibility it is to maintain trees as provided in this Section **3.2.18**, any tree which extends over any street in the Village, public or private, shall be pruned so as to continuously provide not less than thirteen and one-half feet (13.5') of clearance above all street paving.

In addition to the foregoing, each Owner whose Lot abuts a street right-of-way (not in a cul-de-sac), in which a tree (or trees) is planted by Declarant, shall have the responsibility of watering such tree in a manner appropriate for its good health and normal growth. In the event any such tree(s) dies as a result of such Owner's failure to appropriately water such tree(s), the Association may replace such tree with a one inch (1") caliper tree; and such Owner shall be responsible for the payment of the removal of the dead tree and the cost of the replacement tree and the labor and materials required to plant it. Failure to pay such amounts shall be deemed a Maintenance Violation. Except as above provided in this paragraph, the Association shall provide overall maintenance, including trimming, of non-cul-de-sac trees planted in the front of Lots by Declarant.

Each Owner is hereby advised that trees may need to be removed from the street rights of way for the purpose of repairing or installing utilities. Any such removal shall be at no cost to the affected Owners, and the Association shall replace all such trees at no cost to the affected Owners.

**3.2.19 Manufactured and Mobile Homes.** No manufactured or mobile home (as such homes are defined by applicable law) shall be placed, installed, parked or stored within the Village at any time except for construction trailers placed temporarily on a Lot in connection with the construction of Improvements thereon in compliance with **Article VIII** hereof, and then only during the time of such construction. Under no circumstance shall any such construction trailer be used for residential purposes at any time, including, without limitation, during the time the applicable Improvements are being constructed.

**3.2.20 Maintenance of Lateral Sewer Lines Within Lots.** There may be instances where two (2) Lots share a lateral sewer line ("Shared Lateral") from the point of its hook-up to the main sewer line to a point where such shared lateral line divides to provide separate service to such Lots. As to each Lot which depends on a Shared Lateral for sewer service to the Lot, by acceptance of a deed to such Lot its Owner agrees as follows:

(a) The County shall have no responsibility whatsoever for the maintenance or repair of a Shared Lateral, and the County is expressly absolved of any such responsibility, which ultimately lies with the Association vis à vis the County.

(b) If a Shared Lateral becomes clogged, inoperable or in need of repair, each affected Owner shall be responsible for the payment of one-half (1/2) of the cost to repair such Shared Lateral, and the failure of an Owner to make such payment within thirty (30) days after written demand from a paying Owner shall entitle the paying Owner to petition the Association for the issuance of a Violation Notice to the non-paying Owner.

(c) If a Shared Lateral becomes clogged, inoperable or in need of repair and the affected Owners either do not remedy such situation themselves or are in dispute as to the cause or responsibility for such situation, then the Association shall have the right to issue a Violation Notice to each Owner and avail itself of all rights and remedies provided for herein with respect to Maintenance Violations.

**3.3 Single Family Development and Use Restrictions.** Subject to the exemptions of Declarant set forth in **Article X** hereof, and other Declarant's rights as set forth in this Declaration, all of the Lots upon which a single family residence is or is to be constructed shall be held, used and enjoyed subject to, and in accordance with, the following limitations and restrictions:

**3.3.1 Business or Commercial Activity.** No such Lot shall ever be used for any business, commercial (including auctions or similar events), manufacturing, mercantile, storage, vending or other nonresidential purposes, including without limitation any activity for which the provider is compensated in any way or receives any form of consideration, regardless of whether the activity is engaged in full or part-time; generates or does not generate a profit, or requires or does not require a license; except Declarant, its successors and assigns may use any portion of the Property for a model home site and display and sales offices in accordance with **Article X** hereof. The provisions of this Section **3.3.1** shall not preclude any of the above-described activities which are conducted without external evidence thereof provided that all of the following conditions are fulfilled: (a) such activities are conducted in conformance with all applicable governmental ordinances; (b) the patrons or clientele of such activities do not routinely or in significant numbers visit the Lot or park automobiles or other vehicles within the Village; (c) the existence or operation of such activities is not apparent or detectable by sight, sound or smell from outside of the boundaries of the residence on such Lot; (d) no such activity increases the liability or casualty insurance obligation or premium of the Association; and (e) such activities are consistent with the residential character of the Village and otherwise conform with the provisions of this Declaration. The terms and provisions of this Section **3.3.1** do not apply to those portions of Improvements on Commercial Lots which are designated and intended to be used for commercial purposes. Once initially constructed, the single family residential use and commercial use portions of Improvements on Commercial Lots may be changed to single family or commercial use, as the case may be, only with the consent of the Design Committee.

**3.3.2 View Obstructions.** No Improvement or other obstruction shall be planted, constructed, or maintained on any Lot in such location or of such height as to unreasonably obstruct the view from any other Lot. Each Owner or resident of a Lot shall be responsible for periodic trimming, pruning and thinning of all hedges, shrubs and trees located on that portion of his Lot which is subject to his control or maintenance, so as to not unreasonably obstruct the view of other Owners or residents. If an Owner or resident fails to perform necessary trimming, pruning or thinning, the Association shall have the right, after ten (10) days prior notice requesting such work be done and the Owner or resident not having done so, to enter upon such Lot for purposes of performing such work. Each Owner, by accepting a deed to a Lot, hereby acknowledges that any construction or installation by Declarant may impair the view of such Owner, and hereby consents to such impairment.

**3.3.3 Party Walls/Fences.** Each wall/fence which is built as a part of the original construction by Declarant and placed on the property line between Lots shall constitute a "party wall." In the event that any party wall is not constructed exactly on the property line, the Owners affected shall accept the party wall as the property boundary. The cost of reasonable repair and maintenance of party walls shall be shared by the Owners who use such wall in proportion to such use (e.g., if the party wall is the boundary between two Owners, then each such Owner shall bear half of such cost). If a party wall is destroyed or damaged by fire or other casualty, any Owner whose Lot has use of the wall may restore it, and any other Owner whose Lot makes use of the wall shall contribute to the cost of restoration thereof in proportion to such use. The foregoing shall not prejudice the right of any such Owner to call for a larger contribution from another Owner pursuant to any rule of law regarding liability for negligent or willful acts or omissions. Notwithstanding any provision of this Section **3.3.3**, an Owner who by his negligent or willful act causes a party wall to be destroyed or damaged shall bear the entire cost of the necessary repair or reconstruction.

3.3.4 Perimeter Walls. Walls and/or fences around the exterior boundary of the Village ("perimeter walls") constructed or to be constructed by Declarant are Improvements, all portions of which are located, or conclusively deemed to be located, within the boundaries of individual Lots. By acceptance of a deed to his Lot, each Owner on whose Lot a portion of the perimeter wall is located, hereby covenants, at the Owner's sole expense, with regard to said portion of the perimeter wall ("Lot Wall"): to maintain at all times in effect thereon property and casualty insurance, on a current replacement cost; to maintain and keep the Lot Wall at all times in good repair; and, if and when reasonably necessary, to replace the Lot Wall to its condition and appearance as originally constructed by Declarant. No changes or alterations (including, without limitation, temporary alterations, such as removal of the Lot Wall for construction of a swimming pool or other Improvement) shall be made to the perimeter walls, or any portion thereof, without the prior written approval of the Design Committee. If any Owner shall fail to insure, or to maintain, repair or replace his Lot Wall within sixty (60) days when reasonably necessary, in accordance with this Section 3.3.4, the Association shall be entitled to insure, or to maintain, repair or replace such Lot Wall, and to assess the full cost thereof against the Owner as a Special Assessment, which may be enforced as provided for in this Declaration. The foregoing notwithstanding, the Association, at its sole expense, shall be responsible for removing or painting over any graffiti from or on the exterior sides of the perimeter walls.

3.4 Use Restrictions, Maintenance Obligations and Private Easements Applicable to Commercial Areas. Subject to the exemptions of Declarant set forth in **Article X** below, and the other Declarant's rights set forth in this Declaration, all Commercial Lots shall be held, used and enjoyed subject to the following additional limitations and restrictions.

3.4.1 Prohibited Uses. No portion of a Commercial Lot shall ever be used or caused to be used or allowed or authorized to be used in any way, directly or indirectly, for any manufacturing or industrial purpose, for adult bookstores or other businesses involving the sale, use, distribution or dissemination of pornographic literature, videos, movies or similar materials, for businesses involving the sale, use, distribution or dissemination of drug paraphernalia, for automobile sales, rental, service or repair, for outdoor storage or for unlimited gaming.

3.4.2 Allowed Uses. Commercial Lots upon which Commercial Type Projects are established are intended for the commercial, personal service and public service needs of the residents of the Village and the Cold Springs community at large. Commercial Project Type uses permitted within the Village are not intended to serve regional needs. Only the following uses will be permitted:

- Single and Multi-family dwellings
- Professional offices
- Medical offices
- Medical clinics
- Child care facilities
- Community center
- Cultural and library services
- Recreation
- Postal Services
- Public parking facilities
- Grooming and pet stores
- Veterinary services
- Neighborhood commercial center
- Limited gaming (slots only)
- Eating and drinking establishments
- Meeting facilities
- Financial Services
- Liquor sales (on and off premises)
- Retail sales

- Government offices
- Such other uses as are allowed pursuant to the governmental zoning ordinances and regulations applicable to the Village from time to time, excluding, however, those prohibited uses set forth in Section 3.4.1 above.

3.4.3 Landscape Maintenance. Without limiting the terms and provisions of the Landscape Manual (below defined in **Article VIII**), the Owner of each Commercial Lot shall properly maintain and periodically replace, when necessary, any trees, plants, grass, vegetation or other landscaping Improvements located on such Owner's Lot.

3.4.3 Parking; Vehicular Restrictions. Parking of vehicles of any type shall be restricted to designated parking areas, and no employees, agents, business invitees, tenants or customers of any Owner of a Commercial Lot shall be permitted to park in areas not so designated, or on any street (public or private) within the Property, except for purposes of loading or unloading passengers or emergency repairs. There shall be no employee parking allowed on streets fronting Commercial Lots. All deliveries or loading and unloading of goods or materials shall be restricted to designated loading docks or similar facilities. No repairs or restorations of any motor vehicle, boat, trailer, aircraft or other vehicle or equipment shall be conducted upon any street (public or private), or Lot, except wholly within a facility specifically designated for such purpose or within an enclosed garage. The Board shall determine, in its discretion, whether there is noncompliance with the parking and vehicular restrictions contained herein. These parking and vehicular restrictions shall not be interpreted in such a manner so as to permit any activity which would be contrary to any ordinance of the County. These parking and vehicular restrictions shall not apply to any public or private transportation system providing passenger shuttle service within the Property which has been approved by Declarant or the Board.

3.4.5 Animals. No animals, birds, reptiles, poultry, fish or insects of any kind shall be raised, bred or kept, except in licensed aquariums or retail pet shops operated as a business.

3.4.6 Hours of Operation. Commercial activities may be conducted on Commercial Lots only during the period of 6:00 a.m. to 11:00 p.m.; provided, however, that the Recreation Building may be operated during such additional hours as approved by the Board from time to time.

3.5 Public Streets, Sidewalks, Etc. Each and every provision of Sections 3.2, 3.3 and 3.4, shall apply to activities conducted on, or conditions existing with respect to, all public streets, sidewalks and other public areas located within the Village, to the extent that any such activity or condition conducted or caused, or suffered to be conducted to caused, by any Owner on such public property shall be deemed to have occurred on or with respect to, such Owner's Lot; and the Association shall be entitled to exercise all powers and remedies against such Owner as though the violation had occurred on such Owner's Lot.

3.6 Violations.

3.6.1 Violation Notice. If any Owner allows, permits, or causes any condition to exist on or within such Owner's Lot or any of the Common Areas, as the case may be, or the Improvements thereon, which violates the provisions of **Article III** of this Declaration or, in the sole reasonable discretion of the Board, is unsightly, unsanitary, or hazardous (including, but not limited to, a condition which causes dust to carry to another Lot) (herein collectively "Violation"), then, except as otherwise provided in Section 3.6.6, hereof, (in the case of an emergency), the Association shall give the Owner written notice ("Violation Notice"), specifying the nature of the Violation and a reasonable time period within which the Owner(s) must correct such Violation, as the Board determines is reasonably required, which cure period shall be no less than thirty (30) days. In the event that the Board fails to give a Violation Notice to a Owner who has defaulted in its obligation hereunder, then upon the filing with the Board of a meritorious written complaint (herein "Owner Complaint") executed by the Owners of any two (2) Lots within the Village, the Board shall have the obligation to give such Violation Notice.

3.6.2 Owner's Right to File an Objection; Hearing Panel; Arbitration. The Owner to whom a Violation Notice is given shall have the right to file a written objection thereto with the Secretary of the Association within ten (10) days after such Owner is deemed to have received such Violation Notice. In the event such an objection is filed,

and within thirty (30) days after the objection is filed, the Board may elect either (i) to convene a Hearing Panel (defined below), or (ii) submit the matter to binding arbitration pursuant to the provisions of Chapter 38 of the Nevada Revised Statutes. By acceptance of his deed or other instrument of conveyance, each Owner shall be deemed to have agreed to binding arbitration pursuant to the provisions of NRS 38.300, *et seq.*, or any successor statute, if such matter goes to arbitration.

**3.6.3 Hearing Panel.** In the event the Board elects pursuant to Section **3.6.2** above, to convene a Hearing Panel, then the President of the Association shall appoint, within thirty (30) days after receipt of the Owner's objection, a panel of three (3) Board Members or three (3) members of any committee of the Board established by the Board pursuant to the Bylaws (the "Hearing Panel"), at least one (1) of whom shall be an Owner of a Lot within the same type as the Lot which is the subject of the Violation Notice. The Hearing Panel shall convene no later than fifteen (15) days after its appointment for the purpose of conducting a hearing on the disputed Violation. Notice of such hearing, and time and place thereof, shall be given to the Owner to whom the Violation Notice is given and any other Owners who have filed Owner Complaints at least five (5) business days prior to the date set for such hearing. The Hearing Panel shall give written notice of its decision to the Owner against whom the Violation Notice was given as to whether or not a Violation exists and the nature of such violation. Copies of such decision shall be mailed to all persons who filed an Owner Complaint. The decision of the Hearing Panel shall be nonbinding and appealable as set forth in NRS 38.300, *et seq.*, or any successor statute. Appeals must be initiated within fifteen (15) days after the Hearing Panel renders its decision. The notice period within which a Violation must be cured shall be tolled from the date of filing such objection until the date the Hearing Panel notifies the Owner in writing of its decision and if an appeal is filed, during the pendency of the appeal.

**3.6.4 Association's Right to Correct Violation.** If an Owner does not appeal a Violation Notice and fails to cure the Violation within the applicable time period, or if a binding decision is rendered that a Violation exists and the Owner fails to correct a Violation within the period specified in such decision, or, if no time is specified, within a reasonable time ("cure period"), then in any such event the Association, acting through the Board, shall have the right, but not the obligation, to correct the Violation in accordance with the procedures set forth below.

**3.6.5 Procedure for Association's Correction of Violation.**

(a) **Bids.** In the event the Association elects to correct a Violation, then prior to commencement of work, if any, necessary to correct the Violation and promptly after the expiration of the cure period afforded a defaulting Owner, the Board shall obtain three (3) written bids to perform the required work and shall mail the bids to the Owner. The Owner shall have the right to select the bid by notifying the Board in writing within fourteen (14) days after the bids are mailed by the Board to the Owner. In the event the Owner fails to select a bid within such time period, the Board shall select the bid.

(b) **Violation Assessment.** When the bid has been selected as set forth in subsection (a), above, the Board shall levy a Violation Assessment pursuant to Section **8.7** hereof against the Owner in the amount of the cost of correcting the Violation and the costs and expenses, including attorneys' fees, incurred by the Association incident thereto.

(c) **Performance of Corrective Work By Association.** The Board may, at its sole option and discretion, elect to cause the corrective work to be commenced promptly after the Violation Assessment has been levied against the Owner, or elect to postpone the corrective work until after the amount of the Violation Assessment has been collected partially or in full. Neither the Association, the Board, nor any of the Association's agents, or employees shall be liable for any damage which may result from any work performed by the Association to cure a Violation.

**3.6.6 Emergencies.** In the event any officer of the Association believes, in his or her sole reasonable discretion, that an emergency situation exists within a Lot (including within any Improvement thereon) or within any Common Area and that immediate action or repairs are necessary to prevent or mitigate damages, then such officer or the Association's authorized agent shall have the right to exercise the Association's right of entry without notice. If after gaining entry, any officer or agent of the Association still believes in his or her sole

reasonable discretion, that immediate action or repairs are necessary to prevent or mitigate damages, then the Association shall have the right to take such action or make such repairs without notice to the Owner and without a hearing, and without obtaining competitive bids as provided above. The Association shall levy a Violation Assessment against the Owner in the amount of the cost of the necessary action or the corrective work and all costs and expenses, including attorneys' fees, incurred by the Association incident thereto. Neither the Association, the Board, nor any of the Association's agents or employees, nor any person hired by the Association to perform the necessary action or corrective work, shall be liable for any damage which may result from any work so performed on behalf of the Association.

3.6.7 Entry by Court Order. In the event a Owner prevents an officer of the Association or authorized agent of the Association from gaining access to such Owner's Lot (including within any Improvement thereon) or Common Area for the purpose of correcting a Violation or for the purpose of attending to an emergency situation, then the Owner(s) shall be jointly and severally liable to the Association for attorneys' fees, court costs and incidental expenses incurred by the Association for the purpose of gaining such entry and all other costs and expenses incident thereto (collectively "Entry Costs"), and such Entry Costs shall be assessed to the Owner as a Violation Assessment pursuant to Section 6.7 hereof.

3.6.8 Failure to Appear; Fines. In the event an Owner fails or refuses to cure a Violation as required after having been given a Violation Notice, or fails to attend the hearing on an appeal initiated pursuant to Sections 3.6.2 and 3.6.3 above, then the Board may avail itself, on behalf of the Association, of any available remedy under this Declaration or pursuant to equity or law, including, without limitation, the right to levy fines against such Owner as provided in Section 5.1.3 below. All remedies of the Association shall be cumulative, and the levy of a fine shall not be exclusive as to other remedies.

3.7 Variances. The Board is authorized to grant reasonable variances from the use restrictions set forth in this Article III and in the Rules and Regulations, if specific application of the restriction will, in the sole discretion of the Board, either cause an undue hardship to the affected Owner or fail to further or preserve the common plan and scheme of development and property protection intended by this Declaration. The granting of one variance shall not be considered precedent for the granting of subsequent variances. The opinions of adjoining property owners must be considered by the Board prior to approval of a variance.

[Return to Table of Contents](#)

ARTICLE IV

THE ASSOCIATION

4.1 Formation. The Association is a nonprofit corporation formed or to be formed under the laws of the State of Nevada. Prior to the conveyance of the first Lot to an Owner other than Declarant, Declarant shall cause the Articles of Incorporation to be filed with the Secretary of State of the State of Nevada. The Association shall be charged with the duties and invested with the powers set forth in the Articles, Bylaws, and this Declaration. The Association is not authorized to have and shall not issue any capital stock.

4.2 Association Action; Board of Directors and Officers; Members' Approval. Except as to matters requiring the approval of members as set forth in the Articles, Bylaws, this Declaration, or Chapter 82 and 116 of the Nevada Revised Statutes, the affairs of the Association shall be conducted by the Board and such officers as the Board may elect or appoint in accordance with this Declaration or the Bylaws, or their amendments. Except for the Member of the Board appointed by Declarant in accordance with this Declaration, the Articles and the Bylaws and the members of the first Board named in the Articles, the Board shall be composed of Members only. All members of the Board must be at least eighteen (18) years of age. The members of the first Board of the Association named in the Articles shall serve until the first meeting of the Members of the Association which is called for the purpose of electing their successors. The annual meeting of the Members of the Association shall be held on the first (1st) day of March of each calendar year, or such other date as is designated by the Board; provided, the Association shall meet at least once in each calendar year, and not more than one (1) full calendar

year shall elapse between each Annual meeting of the Members of the Association. Notwithstanding the foregoing to the contrary, the foregoing requirement to hold at least one (1) Association meeting each year may be satisfied by the Board adopting a resolution for the Association to meet, for example, on the "Second Saturday in the month of February" of each year, even though more than one (1) year may have elapsed between any given second Saturdays in February. Such meeting shall be called, noticed and conducted in accordance with the Articles and the Bylaws. Except as otherwise provided in the Articles, Bylaws, this Declaration, or Chapters 82 or 116 of the Nevada Revised Statutes, all matters requiring the approval of Members shall be deemed approved if Members holding a majority of the total voting power assent to them by written consent as provided in the Bylaws or if approved by a majority vote of a quorum of Members at any regular or special meeting held in accordance with the Bylaws. The Association shall hold not less than one (1) general meeting each calendar year.

4.3 Membership.

4.3.1 Membership Qualifications. The Members of the Association shall be the Owners of the Lots. The Owner(s) of each Lot shall have one (1) membership in the Association. The number of memberships in the Association shall be equal to the number of Lots within the Village at any given time.

4.3.2 Members' Rights and Duties. As used in this Declaration, the term "Member" shall refer to the Owner of a Lot if there is one Owner, or collectively to all of the Owners of a Lot if there is more than one Owner. Each Member shall have the rights, duties, and obligations set forth in this Declaration, the Articles, Bylaws, and Rules and Regulations, as the same may from time to time be amended. Except as otherwise provided in subsections (b) and (c) of Section 4.3.3 below, the respective interests of each of the Members shall be equal.

4.3.3 Voting.

(a) General. Except as otherwise provided in subsections (b) and (c) of this Section 4.3.3, each Member shall be entitled to one vote for each Residential Lot owned by such Member; and each Member shall be entitled to one (1) vote, plus an additional fractional vote, if applicable, for each Commercial Lot owned by such Member, determined as follows:

(1) Each Commercial Lot shall be entitled to one (1) vote, plus additional one-seventh (1/7th) multiples thereof, based on the gross square footage of the Improvements constructed on such Commercial Lot from time to time. Accordingly, Commercial Lot voting rates will vary according to the square footage of the Improvements on such Lots. For example, (i) if the gross square footage of the Improvements on a Commercial Lot is 1,400, then the Member will be entitled to one (1) vote, or (ii) if the gross square footage of the Improvements is 1,800, then the Member will be entitled to one and two-sevenths (1-2/7ths) votes or (iii) if the gross square footage of the Improvements is 1,940, then the Member will be entitled to one and three-sevenths (1-3/7ths) votes (round to the nearest one-seventh (1/7th));

(2) Voting rates shall remain constant for each fiscal year of the Association and shall be determined as of the first (1st) day of each fiscal year; provided, however, that the initial voting rate for each Commercial Lot which is unimproved shall be one (1) vote and shall be adjusted in accordance with the terms and provisions of subparagraph (1) above in mid-fiscal year only upon the issuance of a final certificate of occupancy for the initial Improvements constructed on such Commercial Lot. Thereafter, adjustments in voting rates for such Commercial Lot shall take place only as of the first day of each fiscal year of the Association. Each Commercial Lot shall be entitled to one (1) vote, regardless of the square footage of, or lack of, Improvements on such Lot.

The Association may not cast any vote otherwise allocated to it for any Lot it may own.

(b) Appointment and Removal of Members of Board and Officers of Association. Subject to the provisions of subsection (d) of this Section 4.3.3, Declarant reserves the right to appoint and remove all of the members of the Board and all of the officers of the Association until the earlier of the following events:

- (i) Sixty (60) days after conveyance of seventy-five percent (75%) of the Lots which may be created in the Property or any Annexed Property to Owners other than Declarant (herein "Purchasers"); or
- (ii) Five (5) years after Declarant has ceased to offer for sale in the ordinary course of business any Lots within the Property or any Annexed Property.

Declarant shall have the right to designate a person or persons who are entitled to exercise the rights reserved to Declarant under this subsection (b). The date on which the rights reserved by Declarant under this subsection (b) terminate is herein called "the Declarant's control Termination Date." From and after the Declarant's Control Termination Date, the Board of Directors and the officers of the Association shall be elected and appointed as provided in the Articles and Bylaws.

(c) Composition of Board of Directors. Notwithstanding anything to the contrary set forth herein, not later than sixty (60) days after Declarant's conveyance of Lots equal to twenty-five percent (25%) of the total number of Lots which may be created within the Property to Owners other than Declarant, at least one member and not less than twenty-five percent (25%) of the members of the Board shall be elected by Owners other than the Declarant. Not later than sixty (60) days after conveyance of fifty percent (50%) of the Lots which may be created within the Property or any Annexed Property to Owners other than Declarant, not less than thirty-three and one-third percent (33-1/3%) of the members of the Board shall be elected by Owners other than the Declarant. Not later than on the Declarant's Control Termination Date, the Owners shall elect a Board of at least three (3) members, at least a majority of whom must be Owners.

(d) Persons Entitled to Serve on the Board. Except for the members of the Board appointed by Declarant in accordance with the Declaration, the Articles and the Bylaws, and the members of the first Board named in the Articles, all members of the Board shall be Members of the Association. Each Board member shall meet the eligibility requirements further set forth in the Bylaws. In all events where the person serving or offering to serve as an officer of the Association or member of the Board is not the record Owner, such person shall file proof of his or her authority in the records of the Association.

4.3.4 Exercise of Voting Rights. In the case of a Lot owned by two (2) or more persons or entities, the voting power shall be exercised by only one of them. Such voting member must be designated in writing to the Board by all Owners of such Lot, and the Association may preclude the vote for any such Lot by any Owner other than such designated Owner. If there is no such designation then such Lot shall have no vote until such designation is made. No vote allocated to a Lot owned by the Association may be cast.

4.4 Transfer of Membership. The Association membership of the Owner(s) of a Lot shall be appurtenant to such Lot, and shall not be assigned, transferred, pledged, hypothecated, conveyed, or alienated in any way except on a transfer of title to such Lot, and then only to the transferee. Any attempt to make a prohibited transfer shall be void. Any transfer of title or interest to a Lot shall operate automatically to transfer the appurtenant membership rights in the Association to the new owner(s). Prior to any transfer of title to a Lot (including the sale of a Lot under a recorded contract of sale), either the transferring owner or the acquiring owner shall give notice to the Board of such transfer, including the name and address of the acquiring owner and the anticipated date of transfer. The Association shall have the right to charge a reasonable transfer fee payable to the Association on the date of transfer of title to the Lot, which transfer fee shall be assessed against the Lot as a Violation Assessment if not paid when due.

[Return to Table of Contents](#)

ARTICLE V

POWERS AND DUTIES OF THE ASSOCIATION

5.1 Powers. The Association shall have all the powers of a non-profit corporation organized under the laws of the

State of Nevada and the powers conferred upon it pursuant to Chapters 82 and 116 of the Nevada Revised Statutes, subject only to such limitations on the exercise of such powers as are set forth in the Articles, the Bylaws, and this Declaration. It shall have the power to do any lawful thing that may be authorized, required, or permitted to be done by the Association under this Declaration, the Articles, and the Bylaws, and to do and perform any act that may be necessary or proper for or incidental to the exercise of any of the express powers of the Association, including, without limitation, the following:

**5.1.1 Assessments.** The Association shall have the power to establish, fix, and levy assessments as set forth in **Article VI** hereof (herein collectively "Assessments") and to enforce payment of such Assessments in accordance with the provisions of this Declaration.

**5.1.2 Rules and Regulations.** Without limiting in any manner the rights of the Board to adopt and enact property usage rules and restrictions as provided in Section **3.1** above, and in addition to such rights, the Board shall have the power to adopt, amend, and repeal the Rules and Regulations regulating the use of the Common Area and for such other purposes as are expressly allowed by this Declaration or allowed pursuant to the Act. A copy of the Rules and Regulations as adopted, amended, or repealed, shall be mailed or otherwise delivered to each Member.

**5.1.3 Right of Enforcement.**

(a) **General.** The Association in its own name and on its own behalf, or on behalf of the Owners of two (2) or more Lots who consent, any Member on its own behalf, and Declarant on its own behalf, shall have the power and authority to commence and maintain actions for damages, or to restrain and enjoin any actual or threatened breach of any provision of this Declaration, the Articles, Bylaws, Rules and Regulations, or any resolutions of the Board, to enforce by mandatory injunction, or otherwise, all of these provisions, to intervene in litigation or administrative proceedings on matters affecting the Village. The Court in any such action may award the successful party reasonable expenses in prosecuting such action, including reasonable attorneys' fees.

(b) **Suspension of Voting Rights; Fines.** The Association shall have the power and authority to suspend the voting rights, suspend an Owner's right to use any recreational amenities comprising the Common Area, and can assess monetary penalties as allowed pursuant to the Act, against any Owner of a Lot or other person entitled to exercise such Owner's rights or privileges for any violation of this Declaration, the Articles, Bylaws or Rules and Regulations. Before invoking any such suspension or fine, the Board shall first proceed in accordance with the applicable requirements of Section **3.6**. The Association does not have the power or authority to cause a forfeiture or abridgment of an Owner's right to the full use and enjoyment of such Owner's Lot if the Owner does not comply with provisions of this Declaration or of the Articles, Bylaws, or Rules and Regulations, except when the loss or forfeiture is the result of a court judgment, arbitration decision, or a foreclosure or sale under a power of sale based on failure of the Owner to pay assessments levied by the Association. If the Association adopts a policy which allows the imposition of fines on an Owner for the violation of the Rules and Regulations and the terms and provisions of **Article III** hereof, the secretary or other officer specified in the Bylaws shall prepare and cause to be hand-delivered or sent prepaid by United States mail to the mailing address of each Lot or to any other mailing address designated in writing by the Lot's Owner, a schedule of the fines that may be imposed for those violations. Notwithstanding any other provision of this Declaration to the contrary, a fine may be assessed against an Owner for a violation of the Rules and Regulations, only if the Owner was given written notice of the applicable Rule or Regulation, and all amendments thereto, at least thirty (30) days before the alleged violation. Each fine must be commensurate with the severity of the violation, but must not exceed \$100.00 for each violation or a total amount of \$500.00, whichever is less. If a fine is imposed and the violation is not cured within fourteen (14) days or a longer period as may be established by the Board, the violation shall be deemed a continuing violation. Thereafter, the Board may impose an additional fine for the violation for each seven (7) day period or portion thereof that the violation is not cured. Any additional fine may be imposed without notice and an opportunity to be heard.

**5.1.4 Delegation of Powers; Professional Management; Other Services.** The Association, acting by and through the Board, can delegate its powers, duties, and responsibilities to committees of Members, employees, agents and

independent contractors, including a professional managing agent. The Association may obtain and pay for legal, accounting, and other services necessary and desirable in connection with the operation of the Village and the enforcement of this Declaration.

5.1.5 Personal Property. The Association may acquire and hold for the use and benefit of all the Owners tangible and intangible personal property, and may dispose of the same by sale or otherwise.

5.1.6 Other Services and Properties. The Association shall have the power to obtain or pay for, as the case may be, any other property, services, taxes, or assessments which the Association or the Board is required to secure or pay for pursuant to the terms of this Declaration, the Articles, or Bylaws, including security services for the Village generally, or which, in its opinion, shall be necessary or proper for the operation of the Association, and to incur liabilities and make contracts respecting the same.

5.2 Duties of the Association. In addition to the duties delegated to it by its Articles or the Bylaws, and without limiting their generality, the Association, acting by and through the Board, or persons or entities described in Section 5.1.3, has the obligation to conduct all business affairs of common interest to all Members and to perform each of the following duties:

5.2.1 Professional Management. The Association may engage the services of a professional manager to manage the Village.

5.2.2 Taxes and Assessments. The Association shall pay all taxes and assessments levied against all Association Property or against the Association. Such taxes and assessments may be contested or compromised by the Association, provided that they are paid or that a bond insuring payment is posted before the sale or the disposition of any property to satisfy the payment of such taxes.

5.2.3 Insurance. The Association shall obtain and maintain, from reputable insurance companies, the insurance described in **Article VII**.

5.2.4 Operation and Maintenance of Association Property. The Association shall operate, maintain, and otherwise manage or provide for the operation, maintenance, and management of any and all Association Property, including, but not limited to, any Common Area in which the Association has a vested present interest, and all its facilities, improvements, and landscaping; including, but not limited to, any and all private streets, Association owned utilities and facilities, including, without limitation, telecommunications conduit and cabling, storm drainage and flood control systems, ditches, ponds and related improvements, and any other property acquired by the Association, including personal property. Without limiting the generality of the foregoing, the Association shall implement and comply with on a continued basis the Maintenance Schedule-Woodland Village Detention Basins set forth as **Exhibit "C"** attached hereto and incorporated herein by this reference. Such operations and management shall be conducted in a first-class manner, and the Association Property shall be maintained in a good state of repair. In this connection, the Association may enter into contracts for services or materials for the benefit of the Association Property including contracts with Declarant. Without limiting the generality of the foregoing, the Association specifically is empowered to utilize treated sewer plant effluent for use in its irrigation system. In addition, the Association may charge fees for the use of Association owned utilities. Such fees shall be charged only to those Owners utilizing such utilities from time to time, and shall be charged at such rates and in such manner as the Association deems appropriate, which may include both flat rate and metered rate methods.

5.2.5 Repair of Damaged Curb and Gutter. Without limiting the obligations of Owners as set forth in Section 3.2.18 above, the Association shall have the obligation to, and shall, repair (and replace where necessary), all curb and gutter improvements which are damaged by trees planted within County right-of-ways.

5.2.6 Implied Authority; Easements. The Association shall perform such other acts, whether or not expressly authorized by this Declaration, or any Supplemental Declaration that may be reasonably necessary to enforce any of the provisions of this Declaration, the Articles, Bylaws, and Rules and Regulations. There is hereby

reserved to the Association such easements over the Common Areas and the Lots as are necessary to perform its duties and obligations or to exercise its rights as set forth in this Declaration, any Supplemental Declaration, the Bylaws, Articles, and the Rules and Regulations.

5.2.7 Other. The Association shall carry out the other duties of the Association set forth in the Declaration, Articles, and Bylaws.

5.3 Limitations on Authority of Board. Except with the vote or written consent of Members of the Association holding fifty-one percent (51%) of the voting rights and a majority of the voting rights allocated to Lots not owned by Declarant, the Board shall not compensate members of the Board or officers of the Association for services performed in the conduct of the Association's business. However, the Board may cause a member of the Board or an officer to be reimbursed for expenses incurred in carrying on the business of the Association.

5.4 Personal Liability. No member of the Board, or of any committee of the Association, or any officer of the Association, or any Manager, or Declarant, or any agent of Declarant, shall be personally liable to any Member, or to any other party, including the Association, for any damage, loss, or prejudice suffered or claimed on account of any act, omission, error, or negligence of any such person or entity if such person or entity has, on the basis of such information as may be possessed by him or it, acted in good faith without willful or intentional misconduct.

5.5 Meetings of Members. Meetings of Members shall be noticed and held as provided in the Articles, Bylaws, and this Declaration.

5.6 Association Books and Records and Association Property.

5.6.1 Right of Inspection. All membership registers, accounting records, and minutes of meetings of the Members, the Board, and committees of the Board, and all other books, documents and records of the Association, and the physical properties of the Association, shall be made available for inspection by any Member of the Association, or his, her or its duly appointed representative, or any mortgagee, during the regular working hours of the Association, at the office of the Association or at such other place as the Board prescribes. The right of inspection shall include the right to make copies of documents. The Board shall establish by resolution reasonable rules with respect to (a) notice to be given to the custodian of the records of the Association by the Member representative, or mortgagee desiring to make an inspection, and (b) payment of the actual cost (not to exceed .25 cents per page or such higher amount as allowed pursuant to the Act) of reproducing copies of documents requested by a Member or by a representative or mortgagee. The provisions of this Section 5.6.1 do not apply to the personnel records of the Association or the records of the Association relating to another Owner. In addition to the foregoing, the Board shall maintain and make available for review at the business office of the Association or other suitable location:

- (a) The financial statement of the Association;
- (b) The Budgets of the Association; and
- (c) The study of the reserves of the Association required to be conducted pursuant to Section 6.4.2 below.

The Board shall provide a copy of any of the records required to be maintained pursuant to subsections (a), (b) and (c) immediately preceding to an Owner within fourteen (14) days after receiving a written request therefor.

5.6.2 Declarant's Obligation to Deliver Association Property and Records to Board. Within thirty (30) days after the Declarant's Control Termination Date, the Declarant shall deliver to the Association all property of the Owners and of the Association held by or controlled by Declarant, including:

- (a) The original or a certified copy of the Declaration, the Articles, the Bylaws, minute books and other books and records of the Association and any Rules and Regulations which may have been adopted;

- (b) An accounting for money of the Association and financial statements from the date the Association received money to the Declarant's Control Termination Date. The financial statements shall fairly and accurately report the Association's financial condition prepared in accordance with generally accepted accounting principles;
- (c) The Association's money or control thereof;
- (d) All of the tangible personal property that has been represented by the Declarant to be Association Property or, all tangible personal property that is necessary for, and has been used exclusively in, the operation and enjoyment of the Common Area, and inventories of those properties; unless Declarant has disclosed in a public offering statement that such personal property will remain the property of Declarant;
- (e) A copy of any plans and specifications used in the construction of any Improvements which were completed within two (2) years before the Declaration was recorded;
- (f) All insurance policies then in force, in which the Owners, the Association, or its directors or officers are named as insured persons;
- (g) Copies of any certificates of occupancy that may have been issued with respect to any Improvements comprising the Village;
- (h) Any other permits and approvals issued by governmental bodies applicable to the Village which are in force or which were issued within one (1) year before the Declarant's Control Termination Date;
- (i) Written warranties of the contractor, subcontractors, suppliers and manufacturers that are still effective;
- (j) A roster of Owners and mortgagees of Lots, if known, and their addresses and telephone numbers, if known, as shown on Declarant's records;
- (k) Contracts of employment in which the Association is a contracting party;
- (l) Any contract for service in which the Association is a contracting party or in which the Association or the Owners have any obligation to pay a fee to the persons performing the services.
- (m) A complete study of the reserves of the Association, conducted by a person qualified by training and experience to conduct such a study;
- (n) A reserve account that contains the Declarant's share of the amounts then due, and control of the account; and
- (o) A disclosure, in writing, of the amount by which Declarant has subsidized the Annual Assessments on a per Lot basis.

[Return to Table of Contents](#)

## ARTICLE VI

### ASSESSMENTS

6.1 Agreement to Pay. Declarant, for each Lot owned by Declarant, and each Owner for each Lot owned by such Owner (all such Lots owned by Declarant and such Owners collectively, at any given time, the "Assessed Lots"), hereby covenants and agrees to pay to the Association such Assessments as are made pursuant to this **Article VI**.

6.2 Personal Obligations. Each Assessment or installment thereof, together with any late charges, interest,

collection costs, and reasonable attorneys' fees, shall be the personal obligation of the person or entity who is the Owner of the Lot at the time such Assessment (or installment) became due and payable. If more than one person or entity is the Owner of the Lot, the personal obligation to pay such Assessment (or installment) respecting such Lot shall be both joint and several. Subject to the provisions of Section 9.3 hereof, a purchaser of a Lot shall be jointly and severally liable with the seller for all unpaid Assessments against the Lot, up to the time of the grant or conveyance, without prejudice to the purchaser's right to recover from the seller the amount paid by the purchaser for such Assessments. Suit to recover a money judgment for such personal obligation shall be maintainable by the Association without foreclosure or waiver of the lien securing the same. No Owner may avoid or diminish such personal obligation by non-use or abandonment of his Lot.

**6.3 Purpose and Amount of Assessments.** The Assessments levied by the Association shall be the amount estimated to be required, and shall be used exclusively, to promote the health, safety, and welfare of the Members of the Association, for the performance of the duties of the Association as set forth in this Declaration, and for the repair, maintenance and upkeep of the Common Area and any other Association Property. There shall be a reserve established for the repair and replacement of the major components of the Common Areas, and such reserve may be used only for Common Expenses that involve major repairs, replacements or restoration of such components, and not for daily maintenance.

#### **6.4 Budget and Reserve Requirements.**

**6.4.1 Definitions.** As used herein, "Annual Assessment" shall mean the amount of the Association budget ("Budget") for each fiscal year to pay the Common Expenses (defined below) as established pursuant to the provisions of this Article. The Budget must include, without limitation, the estimated annual revenue and expenditures of the Association and any contributions to be made to the reserve account of the Association. As used herein, "Common Expenses" means the expenditures made by the Association in the performance of its obligations hereunder, and the financial liabilities of the Association during the applicable fiscal year, including the costs and expenses of the daily operation of the Association and an allocation for reserves. Common Expenses include, but are not limited to, expenditures for the following purposes: (i) to operate, manage, maintain and repair the Common Area and other Association Property, and to administer the operation of the Association; (ii) to provide for reasonable reserves consistent with sound business practice for the repair, replacement and restoration of Improvements to the Common Area and any Association Property, and for such other purposes as are consistent with good business practice, and otherwise as required by NRS 116.3115(2)(b) and Section 6.4.2 of this Declaration; and (iii) to provide for the possibility that some Assessments may not be paid on a current basis. Without limiting the generality of the foregoing, Common Expenses shall include: all charges, costs, and expenses whatsoever incurred by the Association for or in connection with the Association administration, including, but not limited to, the maintenance of the Common Area; any taxes and assessments assessed against Association Property, any taxes assessed against the Association itself, insurance premiums, including fire and other casualty insurance, liability insurance, workman's compensation insurance, and other insurance obtained pursuant to this Declaration; payment of any liability of the Association whatsoever for loss or damage arising out of or in connection with the Common Area or any fire, accident, or nuisance occurring within the Common Area; the cost of repair, rebuilding and replacement of the Improvements to the Common Area; the cost of all utility services to the Common Area, including water, electricity, refuse removal, landscape maintenance services, and any other similar service attributable to the Common Area; the unpaid share of any Assessment levied during the previous fiscal year against any Owner who has defaulted in payment thereof to the extent that the same becomes uncollectible; accounting and legal fees, management fees, and cleaning, janitorial and lawn care fees, and other necessary expenses of upkeep, maintenance, management and operation incurred with respect to the Common Area and the Improvements thereon; and a contribution, on an ongoing basis, from the Association to an entity, association, agency or governmental authority chosen by the Board, which is engaged in the preservation and enhancement of mule deer habitat on the Petersen Mountain Range. Such contribution shall be at a rate of not less than \$.50 per month, per Lot.

**6.4.2 Reserve Requirements.** That portion of the Budget specific to the reserve required by NRS 116.3115(2)(b) must include, without limitation:

- (a) The current estimated replacement cost, estimated remaining life and estimated useful life of each major component of the Common Areas;
- (b) As of the end of the fiscal year for which the Budget is prepared, the current estimate of the amount of cash reserves that are necessary and the current amount of accumulated cash reserves that are set aside, to repair, replace or restore the major components of the Common Areas;
- (c) A statement as to whether the Board has determined or anticipates that the levy of one or more special assessments will be required to repair, replace or restore any major component of the Common Areas or to provide adequate reserves for that purpose; and
- (d) A general statement describing the procedures used for the estimation and accumulation of cash reserves pursuant to subsection (b) immediately above, including, without limitation, the qualifications of the person responsible for the preparation of the study required below in this Section.

In addition to the foregoing, the Board shall:

- (1) Cause to be conducted at least once every five (5) years, a study of the reserves required to repair, replace and restore the major components of the Common Areas;
- (2) Review the results of that study at least annually to determine if those reserves are sufficient; and
- (3) Make any adjustments it deems necessary to maintain the required reserves.

The study required by subparagraph (1) immediately above must be conducted by a person qualified by training and experience to conduct such a study, including a member of the Board, an Owner or the property manager of the Association who is so qualified. The study must include, without limitation:

- (i) A summary of an inspection of the major components of the Common Areas the Association is obligated to repair, replace or restore;
- (ii) An identification of the major components of the Common Areas that the Association is obligated to repair, replace or restore which have a remaining useful life of less than thirty (30) years;
- (iii) An estimate of the remaining useful life of each major component identified pursuant to item (ii) immediately above;
- (iv) An estimate of the cost of repair, replacement or restoration of each major component identified pursuant to item (iii) immediately above during and at the end of its useful life; and
- (v) An estimate of the total Annual Assessments that may be required to cover the cost of repairing, replacement or restoration the major components identified pursuant to item (ii) immediately above, after subtracting the reserves of the Association as of the date of the study.

Money in the reserve account required by this Section 6.4.2 may not be withdrawn without the signatures of at least two (2) members of the Board or the signatures of at least one member of the Board and one officer of the Association who is not a member of the Board. The reserve account may be used only for Common Expenses that involve repairs, replacement or restoration of the major components of the Common Areas, including, without limitation, repairing and replacing roofs, roads and sidewalks, and must not be used for daily maintenance.

6.4.3 Allocation of Annual Assessments. The Annual Assessments shall be allocated among the Assessed Lots on the date the Annual Assessment for the applicable fiscal year is deemed approved, on the following basis:

(a) Residential Lots shall be assessed at the rate of one assessment unit per Lot.

(b) Commercial Lots shall be assessed at the rate of one assessment unit, plus one-seventh (1/7th) multiples thereof, based on the gross square footage of the Improvements constructed on such Commercial Lot from time to time.

(c) As used in this Section 6.4.3, "assessment unit" shall mean 1,400 square feet; provided, however, that Residential Lots, regardless of the square footage of Improvements located thereon, shall be levied with one assessment unit. Commercial Lot assessment rates will vary according to the square footage of the Improvements on such Lots. For example, (i) if the gross square footage of the Improvements on a Commercial Lot is 1,400, then the assessment rate will be one (1) assessment unit, or (ii) if the gross square footage of the Improvements is 1,800, then the assessment rate will be one and two-sevenths (1-2/7ths) or (iii) if the gross square footage of the Improvements is 1,940, then the assessment rate will be one and three-sevenths (1-3/7ths) (round to the nearest one-seventh (1/7th)).

(d) Assessment rates shall remain constant for each fiscal year once set. In the absence of another reasonably reliable source for such square footage number, the gross square footage of Improvements shall be determined as the total square footage of improvements disclosed in the Washoe County Tax Assessor's records for such Commercial Lot. Each Commercial Lot shall be levied a minimum of one (1) assessment unit, regardless of the square footage of, or lack of, Improvements on such Lot.

6.4.4 Procedure for Establishing Annual Assessments. Not less than ninety (90) days before the beginning of each fiscal year of the Association, the Board shall meet for the purpose of preparing the proposed Budget for the next succeeding fiscal year and establishing the Annual Assessment for such fiscal year. Not less than thirty (30) nor more than sixty (60) days before the beginning of each fiscal year of the Association, the Board shall adopt a proposed Budget for such fiscal year, provide and distribute a copy of such proposed Budget to each Owner, and set a date for a meeting of the Owners to consider ratification of the Budget, which date shall be not less than fourteen (14) nor more than thirty (30) days after mailing of the proposed Budget. Unless at that meeting sixty-six and two-thirds percent (66-2/3%) of all Owners vote to reject the proposed Budget, the proposed Budget shall be deemed ratified by the Owners, whether or not a quorum is present at such meeting. If the proposed Budget is so rejected, the Budget last ratified by the Owners shall be continued until such time as the Owners ratify a subsequent Budget proposed by the Board.

In lieu of distributing copies of the Budget required by this Section 6.4.4, the Board may distribute to each Owner a summary of the Budget, accompanied by a written notice that the Budget is available for review at the business office of the Association or other suitable location and that copies of the Budget will be provided upon request.

6.5 Special Assessments. If the Board determines that the estimated total amount of funds necessary to defray the Common Expenses for a given fiscal year is or will become inadequate to meet the Common Expenses for any reason, including, but not limited to, delinquencies in the payment of Assessments, or in the event the Association has insufficient reserves to perform its obligations under this Declaration, then the Board shall determine the approximate amount of such shortfall, shall provide a summary thereof to all of the Owners with the Board's recommendation for a special assessment ("Special Assessment") to meet such shortfall, and shall set a date for a meeting of the Owners which is not less than fourteen (14) nor more than thirty (30) days after the mailing of the summary. Unless at that meeting a majority of all Owners votes to reject the proposed Special Assessment, the proposed Special Assessment shall be deemed ratified by the Owners, whether or not a quorum is present at such meeting, and shall become a Special Assessment against, and allocated equally to, the Owners of the Lots. The Board may, in its discretion, provide for payment of any Special Assessment in any number of installments or provide that it is payable in one (1) installment within such time period as the Board deems reasonable.

6.6 Capital Improvement Assessments.

6.6.1 Association's Power to Levy; Definition. The Association shall have the power to levy assessments for Capital Improvements ("Capital Improvement Assessments") on the terms and conditions set forth below. As used herein "Capital Improvement" means (i) any Improvement upon the Common Area which is not a repair or replacement of an existing Improvement, or (ii) any expenditure relating to the Common Area which is outside the ordinary course of business of the Association.

6.6.2 Petition; Association Approval.

(a) Owners of not less than twenty-five percent (25%) of the Lots comprising the Village from time to time may petition the Association for the construction, installation, or acquisition of, or expenditure for, a Capital Improvement. Such petition shall be in writing and be in such form and shall contain such information as the Board may reasonably require. The Board may, on its own motion, move for the construction, installation, or acquisition of, or expenditure for, a Capital Improvement, in which case such motion shall be treated as if it were a petition duly submitted by Owners of three (3) or more of the Lots.

(b) Upon receipt of a petition for a proposed Capital Improvement or if the Board desires to propose a Capital Improvement, the Board shall obtain three (3) estimates from licensed contractors for the construction of the Capital Improvement.

(c) The Board shall submit the Capital Improvement proposal to the Members at the annual meeting, or a special meeting called for such purpose. Written notice of any meeting during which an assessment for a capital improvement is to be considered shall be delivered to each Owner not less than twenty-one (21) calendar days prior to such meeting and otherwise as required by this Declaration, the Bylaws and the Act. The Capital Improvement Assessment shall be deemed approved upon the affirmative vote of two-thirds (2/3rds) of the voting power of the Association and Declarant unless Declarant owns no Lots within the Property.

6.6.3 Levy of Capital Improvement Assessments. Capital Improvement Assessments shall be levied in equal proportions against the Owners of all of the Lots. The Owners of each Lot shall be assessed a fractional portion of such Assessment, the numerator of which fraction shall be one and the denominator of which shall be the sum of the number of Lots within the Property on the date such Assessment is levied. A Capital Improvement Assessment shall be paid in such installments and during such period or periods as shall be voted upon by the Members at the time such Assessment is approved. If no terms of payment are specified by such vote of the Membership, then the Capital Improvement Assessment shall be due and payable upon terms set by the Board.

6.6.4 Expenditure for Capital Improvement. After the levy of the Capital Improvement Assessment and the collection of the entire Capital Improvement Assessment, or a sufficient portion thereof as the Board deems prudent, then the Board shall cause the Capital Improvement to be constructed, installed, or acquired, or shall contract for the extraordinary expenditure constituting the Capital Improvement.

6.6.5 Deficiency in Capital Improvement Assessment. If at any time and from time to time a Capital Improvement Assessment proves or appears likely to be inadequate for any reason, including nonpayment of any Owner's share thereof, the Board may, subject to the limitations set forth in this Section 6.6.5 levy a further Capital Improvement Assessment in the amount of such actual or estimated inadequacy, which shall be assessed to the Owners of all of the Lots within the Subject Property and any Annexed Property in the ratios defined in Section 6.6.3 hereof. If such additional assessment is in excess of five percent (5%) of the original Capital Improvement Assessment, the affirmative vote or written consent of a majority of the voting power of the Association shall be required for any such further assessment.

6.7 Violation Assessments. The Board shall have the power to levy "Violation Assessments" against Owners as authorized by this Declaration and for the purpose of collecting reasonable fines imposed by the Association or the Board as allowed by the Act and in accordance with the terms and provisions of this Declaration or pursuant to the Rules and Regulations. The Board shall levy a Violation Assessment against the Owners of a Lot: (i) to pay for the cost of curing any Maintenance Violation of such Owners and/or any other work performed by the

Association for such Owners' account pursuant to the provisions of this Declaration, and any costs or expenses incident thereto, including, but not limited to, attorneys' fees and court costs, and (ii) to collect liquidated damages and fines levied by the Association pursuant to the terms of this Declaration and any and all attorneys' fees and court costs.

**6.8 Utilities Assessments.** Any utility service delivered to the Lots for which the Association is billed shall, in turn, be billed by the Association to such Lots, at a uniform rate, on a monthly basis. Such billings shall be considered an assessment levied against each such Lot, and shall be enforced in accordance with the terms and provisions of this **Article 6**.

**6.9 Rate of Assessment.** Except as otherwise specifically provided in this Declaration, all Assessments levied by the Association must be fixed at an equal rate for all Lots; and the amount assessed to each Lot shall be determined by dividing the total amount assessed by the total number of Lots then within the Village and subject to assessment.

**6.10 Assessment Period.** The Annual Assessment period shall coincide with the fiscal year of the Association, which shall commence on January 1 of each year and shall terminate on December 31 of such year. However, the initial Annual Assessment period shall commence on the first day of the calendar month following the earlier of (i) the date the Common Area or any portion thereof is transferred to the Association and (ii) the date on which the sale of the first Lot in the initial phase of the Village is closed and recorded; and the Annual Assessment period as to all Lots in each subsequent phase of the Village, respectively, shall commence on the first day of the calendar month following the date on which the sale of the first Lot to a purchaser in such phase is closed and recorded, and shall terminate on December 31 of the year in which such sale is closed and recorded. The first Annual Assessment and all Special Assessments shall be adjusted according to the number of months remaining in the fiscal year and shall be payable in equal monthly installments unless the Board adopts some other basis for collection.

**6.11 Notices of Assessments; Delinquencies.** Any Assessment installment hereunder which is not paid within fifteen (15) days following the date it is due shall be deemed delinquent. All delinquent Assessments shall bear interest at the rate of eighteen percent (18%) per annum (or such higher or lower rate as is proscribed by the Act) from the date the Assessment becomes delinquent hereunder until paid, and, in addition, a late charge of TWENTY-FIVE AND NO/100THS DOLLARS (\$25.00) shall be due for each delinquent installment. The Association shall give written notice of all Assessments, except Violation Assessments, to the Owners of the Lots, which notice shall specify the amount of the Assessment and the date or dates payment of the same is due and shall be given in the manner provided for notices in this Declaration. Notice of a Violation Assessment is required to be given only to the Owners of the Lot against whom the Violation Assessment is made. Nothing contained herein shall be construed so as to require the Association to give periodic notices of the same Assessment; and one notice of an Assessment shall be sufficient to meet the requirements of this Section, even though the Assessment may be payable in installments. Failure of the Association to give notice of any Assessment shall not affect the liability of the Owners of the Lot for such Assessment; provided, however, that the date when payment of the first installment of such Assessment shall become due in such a case shall be deferred to a date fifteen (15) days after such notice shall have been given, and the first installment of such Assessment shall not be deemed delinquent until fifteen (15) days after such deferred due date.

**6.12 Statement of Account.** Upon payment of a reasonable fee, not to exceed TWENTY-FIVE AND NO/100THS DOLLARS (\$25.00), and upon written request of any Owner or any mortgagee, prospective mortgagee, or prospective purchaser of a Lot, the Association shall issue a written statement setting forth the amount of the unpaid assessments, if any, with respect to such Lot, the amount of the current periodic assessment, and the date that such assessment becomes or became due, and if there is any credit for advance payments. Such statement shall be conclusive upon the Association in favor of persons who rely thereon in good faith. Unless such request for a statement of account shall be complied with within ten (10) business days following receipt of the written request and fee, all unpaid assessments which became due prior to the date of making such request shall be subordinate to the lien of a mortgagee which acquired its interest subsequent to

requesting such statement.

6.13 Collection of Assessments. The right to collect and enforce Assessments is vested in the Board acting for and on behalf of the Association. The Board or its authorized representative can enforce the obligations of the Owners to pay Assessments provided for in this Declaration by commencement and maintenance of a suit at law or in equity; or the Board may enforce by judicial proceedings or, to the extent permitted by applicable law, through the exercise of the power of sale granted to the Board pursuant to applicable statutes and laws, and this Declaration. Suit to recover a money judgment against an Owner for unpaid assessments together with all other amounts due hereunder shall be maintainable without first foreclosing against the Lot which is subject to the lien for such assessment or waiving the lien rights granted hereby.

6.14 Lien for Assessments; Priority. All sums assessed to any Lot pursuant to this Declaration, and all fines imposed by the Association against the Owners of a Lot, together with interest thereon as provided herein, shall be secured by a lien on such Lot in favor of the Association from the date the Assessment or fine becomes due. If an Assessment or fine is payable in installments, the full amount of the Assessment or fine is a lien from the time the first installment thereof becomes due. Such lien shall be prior to all other liens and encumbrances on such Lot, except for: (a) valid tax and special assessment liens in favor of any governmental assessing authority; (b) liens and encumbrances recorded before the recordation of the Declaration; and (c) a First Deed of Trust recorded before the date on which the Assessment or fine sought to be enforced became delinquent. The lien created by this Declaration for unpaid Annual Assessments is also prior to a First Deed of Trust to the extent of the amount of such Annual Assessments which would have become due during the six (6) month period immediately preceding institution of an action to enforce the lien.

6.15 Enforcement of Lien.

6.15.1 Notice of Delinquent Assessment and Notice of Default. Except for liens attributable to an Owner's failure to pay a fine or fines imposed for a violation which does not threaten the health, safety or welfare of the residents of the Village, which lien must be foreclosed judicially, the Association may foreclose all liens by sale pursuant to NRS Chapter 116 after:

(a) The Association has mailed in accordance with NRS 116.31162, or any successor statute, a notice of delinquent assessment (herein "Notice of Delinquent Assessment"), which states the amount of the Assessments or fines which are due together with all interest and late charges thereon in accordance with the provisions of this Declaration, a description of the Lot against which the lien is imposed, and the name of the record Owner of the Lot; and

(b) The Association or other person conducting the sale has executed and caused to be recorded with the County Recorder, a notice of default and election to sell the Lot to satisfy the lien ("Notice of Default"), which shall contain the same information as the Notice of Delinquent Assessment, but which shall also describe the deficiency in payment and the name and address of the person authorized by the Association to enforce the lien by sale; and

(c) The Owners of the Lot or their successors in interest have failed to pay the amount of the lien, including interest and late charges, and costs, fees and expenses incident to its enforcement for a period of sixty (60) days which commences on the first day following the later of:

(i) The day on which the Notice of Default is so recorded; and

(ii) The day on which a copy of the Notice of Default is mailed by certified or registered mail, return receipt requested, to the Owners of the Lot or their successors in interest at their address if known, or otherwise to the address of the Lot.

6.15.2 Notice of Sale. The Association or other person conducting the sale shall, at any time after the expiration of such sixty (60) day period and before selling the Lot, give notice of the time and place of the sale ("Notice of

Sale") in the manner and for a time not less than that required by law for the sale of real property upon execution, except that a copy of the Notice of Sale must be mailed, on or before the date of first publication or posting, by certified or registered mail, return receipt requested, to the Owners of the Lot or their successors in interest at their address if known, or otherwise to the address of the Lot. Such sale shall be conducted in any manner permitted by law. Each Owner who is liable for payment of the Assessment shall be required to pay the costs and expenses of such foreclosure proceeding including, but not limited to, the cost of preparation of all notices (whether or not such notice has been given to the Owners at the time payment is made), reasonable attorneys' fees, and title insurance costs.

All such costs and expenses of the foreclosure shall be secured by the lien being foreclosed. Each Owner who is liable for payment of the Assessment shall be required to pay to the Association any and all Assessments against such Owner which shall become due during the period of foreclosure. The Association shall have the right and power to bid at the foreclosure sale or other legal sale and to acquire, hold, convey, lease, rent, encumber, use, and otherwise deal with the Improved Lot. The Association shall be entitled to bid on credit up to and including the amount secured by the lien being foreclosed.

A further notice stating the satisfaction and release of any such lien shall be executed by the Association and recorded in the Washoe County, Nevada, real estate records, upon payment of all sums secured by such lien.

Any encumbrancer holding a lien on a Lot may, but shall not be required to, pay any amounts secured by a lien for unpaid assessments, and upon such payment, such encumbrancer shall be subrogated to all rights of the Association with respect to such lien, including rights of priority.

6.16 Surplus Funds. Any surplus funds of the Association remaining after payment of or provision for Common Expenses and any prepayment of reserves must be paid to the Owners in proportion to their liabilities for Common Expenses or credited to them to reduce their future assessments for Common Expenses.

Return to Table of Contents

ARTICLE VII

INSURANCE

7.1 Insurance to be Obtained. The Association shall obtain and maintain in full force and effect at all times insurance coverage, provided by companies duly authorized to do business in Nevada, generally as set forth in this Article, and specifically as required by NRS §§ 116.3113 and 116.31133 and the United States Department of Veterans Affairs ("VA") and the United States Department of Housing and Urban Development ("HUD") if the Village has been, or is intended to be, qualified with such entities.

7.2 Casualty Insurance. The Association shall obtain a master policy of insurance equal to full replacement value (i.e., 100% of current "replacement cost" exclusive of land, foundation, excavation, and other items normally excluded from coverage) on all insurable Improvements upon the Common Area and any other Improvements under the control of the Association (including all building service equipment and the like and any fixtures or equipment within such improvements) and all other personal property commonly owned by the Owners. Such insurance shall include fire and extended coverage, vandalism and malicious mischief, and such other risks and hazards against which the Association shall deem it appropriate to provide insurance protection. The Association shall comply with the above requirements by the purchase of a policy containing such coverage with "deductible" provisions as in the Association's opinion are consistent with good business practice, provided that in no event shall such deductible be in an amount greater than the lesser of \$10,000.00 or one percent (1%) of the face amount of such policy.

7.3 Liability Insurance. The Association shall purchase broad form comprehensive liability coverage in such amounts and in such forms as it deems advisable to provide adequate protection. Such coverage shall be in an amount generally required by private institutional mortgage investors for projects similar in construction,

location, and use, and in no event shall be less than \$1,000,000.00 for bodily injury, including deaths of persons and property damage arising out of a single occurrence. Coverage shall include, without limitation, liability for personal injuries, operation of automobiles on behalf of the Association and activities in connection with the ownership, operation, maintenance, and other use of the Village. The liability insurance shall name as separately protected insured's Declarant, the Association, the Board, and their representatives, members, and employees, with respect to any liability arising out of the maintenance or use of any Association property. Every policy of insurance obtained by the Association shall contain an express waiver, if available, of any and all rights of subrogation against Declarant, the Board, and their representatives, members, and employees. After Declarant has no further interest in any portion of the Village, then the above insurance provisions regarding Declarant shall not apply.

7.4 Workmen's Compensation and Employer's Liability Insurance. The Association shall purchase workmen's compensation and employer's liability insurance and all other similar insurance in respect of employees of the Association in the amounts and in the forms now or hereafter required by law.

7.5 Fidelity Insurance. The Association shall purchase insurance covering officers and employees of the Association and employees of any manager or managing agent, whether or not any such persons are compensated for their services, against dishonest acts on their part, or in lieu thereof, a fidelity bond, naming the Association as obligee, written in an amount equal to at least the estimated maximum of funds, including reserves in the custody of the Association or the management agent at any give time during the term of the fidelity bond. However, the bond shall not be less than a sum equal to three (3) months aggregate assessments on all Lots, plus reserve funds.

7.6 Other Insurance. The Association may obtain insurance against such other risks, of a similar or dissimilar nature, as it shall deem appropriate with respect to the Village, including any personal property of the Association located thereon.

7.7 Premiums and Reviews. Except as provided above, premiums for all of the foregoing insurance carried by the Association shall be a common expense and shall be included in the assessments or charges made by the Association. The Board shall review the limits of all insurance policies of the Association at least once a year and adjust the limits as the Board deems necessary or appropriate.

7.8 Form. Casualty insurance shall be carried in a form or forms naming the Association the insured. Each policy shall also provide that it cannot be canceled by either the insured or the insurance company until after ten (10) days' written notice is first given to the Association and to each first mortgagee. All policies of insurance shall provide for a waiver of subrogation by the insurer as to claims against the Association, the Board, employees, and agents, and against each Owner and each Owner's employees, agents, and guests, and shall provide that the insurance cannot be canceled, invalidated, or suspended on account of the conduct of the Association, the Board, employees, and agents or of any Owner or such Owner's employees, agents, or guests, and shall provide that any "no other insurance" clause in the insurance policy shall exclude any policies of insurance maintained by any Owner or mortgagee and that the insurance policy shall not be brought into contribution with insurance maintained by any Owner or mortgagee.

7.9 Owner's Insurance Responsibilities. The following insurance coverages shall be the responsibility of each respective Owner: insurance on items of personal property placed in an Improvement by Owner; insurance for hazard, casualty and public liability coverage within each Lot, including, without limitation, all structures located therein; and insurance coverage for activities of the Owner, not acting for the Association, with respect to the Common Area.

[Return to Table of Contents](#)

ARTICLE VIII

8.1 Design Committee. There shall be a committee ("Design Committee"). During any time that Declarant retains Special Declarant's or Developmental Rights pursuant to **Article X** hereof, the Design Committee shall be comprised of not less than three (3) members who shall be appointed by Declarant; and such members need not be Members and may be employees, agents or representatives of Declarant. After Declarant no longer retains any Special Declarant's or Developmental Rights, or at any earlier time as Declarant relinquishes its right to appoint the Design Committee by written notice of such relinquishment to the Board, the Design Committee shall be comprised of the Board; provided, however, that the Board may appoint a committee of not less than five (5) members, at least two (2) of whom must be Members, and remainder of whom need not be Members.

8.2 Duties. It shall be the duty of the Design Committee to consider and act upon such proposals or plans submitted to it pursuant to the terms hereof, to adopt Design Committee Rules, to enforce, amend and supplement the Landscape Manual (below defined), to perform other duties delegated to it by the Association, and to carry out all other duties imposed upon it by this Declaration.

8.3 Meetings. The Design Committee shall meet from time to time as necessary to properly perform its duties hereunder. The vote or written consent of any two (2) members shall constitute an act by the Design Committee unless the unanimous decision of its members is otherwise required by this Declaration. The Design Committee may charge a filing fee to be used to pay an architect, who may or may not be a member of the Design Committee, to review the submitted plans and specifications. The Board may reimburse members for reasonable expenses incurred by them in the performance of any Design Committee function.

8.4 Design Committee Rules; Landscape Manual. The Design Committee shall from time to time and in its sole discretion adopt, amend, supplement and repeal by unanimous vote rules and regulations to be known as "Design Committee Rules" interpreting and implementing the provisions of this **Article VII** and setting forth fees to be charged and procedures, and design, and construction criteria to be followed in submitting proposals to the Design Committee. As part of the original Design Committee Rules, Declarant has prepared a landscape manual (the "Landscape Manual") for the Village, a copy of which is attached hereto as Exhibit "D" and incorporated herein by this reference. The Landscape Manual is deemed a part of this Declaration for all purposes and is enforceable in the same manner as the terms and provisions of this Declaration.

The terms and provisions of the Landscape Manual may be amended and supplemented by the Design Committee from time to time as part of its power and authority to enact the Design Committee Rules, provided any such amendment or supplement may not impose any new or additional material burden, economic or otherwise, on any Owner of a Lot which has been sold previously by Declarant; but such amendments or supplements may apply to Lots owned by Declarant and may impose new or additional material landscape requirements and restraints, provided Declarant consents to such retroactive application in writing to the Association. Notwithstanding the foregoing to the contrary, even as to existing Owners changes or addition to the terms and provisions of the Landscape Manual shall be applicable to any replacement of landscaping or portions thereof on a Lot including, without limitation, trees, shrubs, ground cover materials, irrigation facilities and all other matters which are the subject of the Landscape Manual. A copy of the Design Committee Rules and Landscape Manual, as they may from time to time be adopted, amended, or repealed, certified by any member of the Design Committee, shall be maintained by the office of the Association and shall be available for inspection and copying by any Owner at any reasonable time during the business hours of the Association.

8.5 Application for Approval of Plans and Specifications. Any Owner of a Lot proposing to make any Improvements or to perform any other work that requires the prior approval of the Design Committee shall apply to the Design Committee for approval by notifying the Design Committee of the nature of the proposed Improvement(s) and work. Prior to the commencement of construction, the Owner shall submit to the Design Committee for its review and approval such information and materials as the Design Committee in the exercise of its reasonable discretion deems necessary for it to be adequately informed with respect to the Improvement(s) and work to be undertaken by such Owner. The Board, upon request from the Design Committee, may deliver a Violation Notice to any Owner who commences or prosecutes the construction or installation of any

Improvement on a Lot without complying fully with the terms and provisions of this **Article VIII**, or who fails to complete any such Improvement in the time and manner required pursuant to this **Article VIII**, the Design Committee Rules or the Landscape Manual.

8.6 Basis for Approval of Improvements. The Design Committee shall grant the required approval only if:

8.6.1 The Owner shall have strictly complied with the provisions of Section **8.5**; and

8.6.2 The Design Committee finds that the plans and specifications conform to this Declaration, the Design Committee Rules and the Landscape Manual, as applicable, as in effect at the time such plans were submitted to the Design Committee; and

8.6.3 The Design Committee in its reasonable discretion determine that the proposed Improvements would be compatible with the other property in the Village and the purposes of the Declaration as to the quality of workmanship and materials, as to harmony of external design with existing structures, and as to other existing aesthetic characteristics of the Village.

8.7 Basis for Disapproval of Improvements. The Design Committee may disapprove any application on aesthetic grounds, and more specifically: (a) because of the reasonable dissatisfaction of the Design Committee with the Improvement proposed to be erected or installed, because of the materials of which it is to be built or comprised, the harmony thereof with its surroundings, or any additional maintenance, repair or replacement burden such matter would impose upon the Association; or (b) because of non-compliance with any of the specific conditions and restrictions contained in this Declaration, the Design Committee Rules or the Landscape Manual.

8.8 Form of Approval. All approvals or disapprovals given under Sections **8.5** or **8.6** shall be in writing; provided, however, any request for approval which has not been rejected within sixty (60) days from the date of submission thereof to the Design Committee shall be deemed approved. The approval may be conditioned upon the deposit by the Owner of a performance bond, cash deposit, or other undertaking to assure completion of the approved Improvement in accordance with the terms of the approval once construction thereof is commenced.

8.9 Proceeding with Work. Upon receipt of approval from the Design Committee pursuant to Section **8.6**, the Owner shall, as soon as practicable, satisfy all conditions thereof and diligently proceed with the commencement and completion of all construction, reconstruction, installation, refinishing, alterations, and excavations pursuant to the approval. Except as may be required otherwise by the Landscape Manual, construction and installation of the approved Improvements shall commence, in all cases, within one year from the date of such approval. If the Owner shall fail to comply with this Section, any approval given pursuant to Section **8.6** shall be deemed revoked unless the Design Committee, upon written request of the Owner made prior to the expiration of the one-year period, extends the time for such commencement. No such extension shall be granted except upon a finding by the Design Committee that there has been no change in the circumstances upon which the original approval was granted.

8.10 Failure to Complete Work. Except for such shorter period of time as may be provided for in the Landscape Manual, the Owner shall complete the construction, reconstruction, installation, refinishing or alteration of any such Improvement within one year after commencing construction thereof, except and for so long as such completion is rendered impossible or would result in great hardship to the Owner due to strikes, fires, national emergencies, natural calamities, or other supervening forces beyond the control of the Owner or his agents.

8.11 Waiver. The approval by the Design Committee of any plans, drawings, or specifications for any work done or proposed or for any other matter requiring the approval of the Design Committee under this Declaration or any Supplemental Declaration shall not be deemed to constitute a waiver of any right to withhold approval of any similar plan, drawing, specification, or matter subsequently submitted for approval.

8.12 Liability. Provided that the Design Committee or a particular member of the Design Committee has acted in good faith on the basis of the information as may be possessed by the Design Committee or the member, as the

case may be, then neither the Design Committee nor any member thereof shall be liable to the Association, to any Owner, or any other person for any damage, loss, or prejudice suffered or claimed on account of: (a) the approval or disapproval of any plans, drawings, and specifications, whether or not defective, with respect to the construction or performance of any work, whether or not such performance complied with approved plans, drawings, and specifications; (c) the development of any property subject to this Declaration. Without limiting the generality of the foregoing, the Design Committee and any member thereof may, but it is not required to, consult with or hear the views of the Association or any Owner with respect to any plans, drawings, specifications, or any other proposal submitted to the Design Committee.

[Return to Table of Contents](#)

## ARTICLE IX

### PROTECTION OF LENDERS

9.1 Encumbrance of Lots Permitted. Any Owner may encumber such Owner's Lot with a Deed of Trust.

9.2 Subordination. Except as provided otherwise by the Act or **Article VI** hereof, any lien created or claimed under **Article VI** of this Declaration is subject and subordinate to the lien of any First Deed of Trust encumbering any Lot, unless the priority of such First Deed of Trust is expressly subordinated to such assessment lien by a written instrument duly recorded.

9.3 Non-Liability for Unpaid Assessments. Any beneficiary of a First Deed of Trust who acquires title to a Lot pursuant to the judicial or non-judicial foreclosure remedies provided in the Deed of Trust shall take the Lot free of any claims for unpaid assessments or Association charges against the encumbered Lot that accrue greater than six (6) months prior to the time such beneficiary so acquires ownership of the Lot; provided, however, after the foreclosure of any such Deed of Trust, such Lot shall remain subject to the Declaration; and the amount of all regular and special assessments, to the extent they relate to expenses incurred subsequent to such foreclosure sale, shall be assessed hereunder to the grantee or purchaser thereunder.

9.4 Breach of Covenants. A breach by an Owner of any of the provisions of this Declaration, shall not defeat or render invalid the lien of any Deed of Trust made in good faith and for value as to the Village or any portion thereof; provided, however, the provisions of this Declaration shall be binding upon the Owners whose title thereto is acquired under foreclosure, trustee's sale, or otherwise.

9.5 Notice to Eligible Mortgage Holders, Insurers and Guarantors. The holder of any First Deed of Trust shall be entitled to become an "Eligible Mortgage Holder" pursuant to the provisions of this Declaration and any insurer or guarantor of a First Deed of Trust shall be entitled to become an "Eligible Insurer" hereunder by notifying the Association of its name, address and the address of the Lot encumbered by the First Deed of Trust which it holds or insures in the manner provided in Section **11.5** below. Such notification shall be deemed to be a request with respect to such Lot for written notice from the Association of: (i) any default in the payment of Assessments which remains uncured for a period of sixty (60) days; (ii) any condemnation or casualty loss that affects a material portion of the Village or the Lot; (iii) any lapse, cancellation or material modification of any insurance policy or fidelity bond maintained by the Association; and (iv) any proposed action described in Section **9.9** below. The Association shall give written notice to Eligible Mortgage Holders in accordance with the provisions of this Section **9.5** and in the manner prescribed in Section **11.5** below. Any holder of a First Deed of Trust encumbering any Lot or any portion of the Property who does not so request notice, shall not be deemed to be an Eligible Mortgage Holder under the terms of this Declaration. Unless and until notice is given to the Association as provided in this Declaration by a mortgage holder, insurer or guarantor, such mortgage holder, insurer or guarantor shall not be entitled to notice of default, nor to any right, distribution or notice pursuant to this Declaration.

9.6 Insurance Proceeds and Condemnation Awards. No provision of this Declaration or the Articles shall give an Owner, or any other party, priority over any rights of the holders of First Deeds of Trust in the case of a

distribution to Owners of insurance proceeds or condemnation awards.

9.7 Appearance at Meetings. Because of its financial interest in the Village, any beneficiary of a First Deed of Trust may appear (but cannot vote) at meetings of the Members and the Board, and may draw attention to violations of this Declaration that have not been corrected or made the subject of remedial proceedings or Assessments.

9.8 Examination of Records. The holders of First Deeds of Trust shall have the right to examine at reasonable times the books and records of the Association and can require the submission of financial data concerning the Association, including annual audit reports and operating statements as and when furnished to the Owners.

[Return to Table of Contents](#)

ARTICLE X

SPECIAL DECLARANT'S AND DEVELOPMENTAL RIGHTS

10.1 General. Declarant and any Successor Declarant may be undertaking the work of constructing Improvements to and upon the Village and adding real property to the Village in accordance with the terms and provisions of this **Article X**. The completion of such construction and the sale or other disposition of Lots within the Village is essential to the establishment and welfare of the Village as a planned community. The covenants contained in this **Article X** are personal to Declarant and any Successor Declarant, and may only be transferred by a written assignment duly recorded from a Declarant to a Successor Declarant, or from a Successor Declarant to another Successor Declarant.

10.2 Special Declarant's Rights. Declarant hereby reserves unto itself the rights to:

10.2.1 Complete all Improvements within the Village, including, but not limited to, those indicated on Plats or Plans or described in this Declaration;

10.2.2 Maintain at least one (1) sales office and management office within the Village which may be relocated from time to time.

10.2.3 Maintain signs advertising the Village, which signs may be maintained anywhere in the Village, excluding Lots owned by Owners other than Declarant;

10.2.4 Use easements through the Common Area for the purpose of making Improvements within the Village; and

10.2.5 Appoint or remove any officer of the Association or any member of the Board at any time and from time to time prior to the Declarant's Control Termination Date.

Nothing in this Article shall give the Declarant the right to damage any Lot or Improvement not owned by Declarant or interfere unreasonably with the Owners' use of the Common Areas; and Declarant's right to so use the Village shall terminate upon final completion of construction of the Village, including all future Phases, except as required for maintenance and repair obligations conducted by Declarant which may continue after such date.

10.3 Declarant's Developmental Rights. Declarant hereby reserves unto itself the right to add real estate to the Village and create Common Areas within such real estate as follows:

10.3.1 Property Subject to Annexation. Declarant hereby reserves unto itself the right to cause to be annexed to this Declaration as part of the Village from time to time all or a portion of the real property described in **Exhibit "B"** to this Declaration, provided that a Final Map shall have been recorded for the real property to be so annexed, and to create within the real property so annexed an additional two thousand nine hundred fifteen

(2,915) Lots and Common Area for a maximum total of three thousand (3,000) Lots. In addition, Declarant reserves the right to add unspecified real property to the Village in the manner provided for in Section 116.2122 of the Act. No assurances are made by Declarant prior to the annexation of any portion of a parcel of such real property as to the size or configuration of such portion, or the order in which any such portion may be annexed. If any portion of a lot of such real property is annexed to the Village, there are no assurances that any other portion or all of such parcel will be annexed.

10.3.2 Manner of Annexation. Such real property shall be annexed by recording in the real estate records of the County Recorder of Washoe County, Nevada, a supplemental declaration ("Supplemental Declaration") executed by Declarant describing the real property to be so annexed and declaring that such property shall thereafter be deemed to be Annexed Property as defined in this Declaration and declaring that such Annexed Property shall be held, conveyed, sold, encumbered, leased, rented, used, occupied, improved or otherwise affected in any manner subject to the provisions of this Declaration. Such Supplemental Declaration may set forth any additional restrictions or covenants which may be applicable to such Annexed Property, provided that such additional restrictions shall not be in any manner materially less restrictive or inconsistent with the provisions of this Declaration. In the event of any inconsistency between the provisions of this Declaration and those of a Supplemental Declaration, the provisions of this Declaration shall control.

10.3.3 Effect of Annexation. Upon recordation of the Supplemental Declaration described in Section 10.3.2 above, the real property described in the Supplemental Declaration shall become Annexed Property as defined herein and shall be subject to all of the provisions of this Declaration.

10.4 Rights and Obligations of Owners. Without limiting the generality and effect of the provisions of Section 10.3.3, after the required annexation procedures are fulfilled, the following shall have been effected thereby:

10.4.1 all Owners in the Village shall be entitled to use the Common Area in the Annexed Property, subject to the provisions of the Declaration and the Applicable Supplemental Declaration;

10.4.2 Owners of Lots in the Annexed Property shall thereupon become Members of the Association, shall be subject to the provisions of the Declaration and shall be entitled to use the Common Areas of the Village;

10.4.3 all Owners of Lots in the Annexed Property shall have the same membership and voting rights as other Owners. Votes shall not be cast separately by Phase; and

10.4.4 after each annexation, the Association assessments shall be reassessed with Assessed Lots in the Annexed Property being assessed for a proportionate share of the total expenses of the Village on the same basis as the other Assessed Lots in the Village; provided, however, that such reassessment shall not alter the amount of any assessment assessed to a Lot prior to such reassessment.

[Return to Table of Contents](#)

ARTICLE XI

MISCELLANEOUS PROVISIONS

11.1 Duration. The provisions of this Declaration shall continue and be effective for a period of fifty (50) years from the date of recordation hereof and shall be automatically extended for successive periods of ten (10) years each until (i) the Owners of at least eighty percent (80%) of the Lots within the Village shall execute a written instrument, which may be executed in counterparts, in recordable form declaring that the provisions of this Declaration shall terminate, and (ii) such written instrument is recorded in the office of the Recorder of Washoe County, Nevada.

11.2 Amendment. Except as otherwise provided in NRS Section 116.2117 and below, this Declaration may be amended by vote or agreement of not less than sixty-seven percent (67%) of the voting power of the

Association. Notwithstanding the foregoing to the contrary, (i) Sections **3.2.18**, **3.2.20**, **5.2.4**, **5.2.5** and **11.3.6** may not be amended without the written consent of the County and (ii) Sections **3.4.1** and **3.4.2** may be amended only by the written vote or agreement of Owners holding not less than eighty percent (80%) of the voting power of the Association. All such amendments must be in writing, and prepared, executed, recorded and certified on behalf of the Association by an officer of the Association designated for such purpose or, by the President of the Association in the absence of such designation. Such amendment shall be recorded in the office of the County Recorder of the County in which the Property is located.

11.3 Enforcement and Waiver.

11.3.1 Owner's Right of Enforcement. In addition to the rights of enforcement granted to the Association pursuant to the provisions of Section **5.1.2** hereof, any Owner shall have the right (but not the duty) to enforce any and all of the covenants, conditions, and restrictions now or hereafter imposed by this Declaration upon the Owners or upon any of the Property. Except as expressly provided otherwise in Section **11.3.6** below, nothing herein shall be construed as creating a third party beneficiary contract in favor of parties who are not Owners or Eligible Mortgage Holders.

11.3.2 Violations and Nuisance. Every act or omission whereby a covenant, condition, or restriction of the Declaration is violated in whole or in part is hereby declared to be a nuisance and may be enjoined or abated, whether or not the relief sought is for negative or affirmative action.

11.3.3 Violation of Law. Any violation of any state, municipal, or local law, ordinance, or regulation pertaining to the ownership, occupation, or use of any portion of the Property is hereby declared to be a violation of this Declaration and subject to any or all of the enforcement procedures herein set forth.

11.3.4 Remedies Cumulative. Each remedy provided by the Declaration is cumulative and not exclusive.

11.3.5 Nonwaiver. The failure to enforce the provisions of any covenant, condition, or restriction contained in the Declaration shall not constitute a waiver of any right to enforce any such provisions or any other provisions of the Declaration.

11.3.6 Enforcement by County. The County is hereby made an intended third party beneficiary as to the tree planting, maintenance and removal obligations of the Association and Owners as provided in Section **3.2.18**, and as to the Association's storm drainage, detention basin and flood control obligations as provided in Sections **5.2.4** and **5.2.5**, with full power and authority to enforce the provisions of such Sections in the same manner as the Association and Owners as provided in this Declaration and otherwise pursuant to applicable law.

11.4 Termination of Former Owner's Liability for Assessments. Upon the conveyance, sale, assignment, or other transfer of a Lot to a new Owner, the transferring Owner shall not be liable for any Assessments levied with respect to such Lot after notification of the Association of such transfer in the manner provided in Sections **4.4** and **11.5** hereof and the payment of a transfer fee as provided in Section **4.4** hereof. No person, after the termination of his status as an Owner and prior to his again becoming an Owner, shall incur any of the obligations or enjoy any of the benefits of an Owner under this Declaration.

11.5 Notices. All notices hereunder to the Association or the Board shall be sent by regular mail, or registered or certified mail, return receipt requested, addressed to the Board at the address of the Manager, or to such other place as the Board may designate from time to time by notice in writing to the Owners of all of the Lots. Until the Owners are notified otherwise, all notices to the Association or to the Board shall be addressed as follows:

Woodland Village Homeowners Association  
P.O. Box 7548  
Reno, Nevada 89510

All notices given by the Association to any Owner shall be sent by regular mail, or by registered or certified mail,  
Silver Hills Exhibits Page 105 of 991

return receipt requested, to such Owner's Lot address or to such other address as may be designated by such Owner from time to time, in writing, to the Board. All notices to Eligible Mortgage Holders shall be sent by registered or certified mail, return receipt requested, at the address to which such Eligible Mortgage Holder has last requested that notice be sent by notifying the Association in the manner provided in this Section 11.5. All notices shall be deemed to have been received within seventy-two (72) hours after the mailing thereof, except notices of change of address which shall be deemed to have been given when actually received.

11.6 Approvals. Any consent or approvals by the Board or Design Committee shall be in writing.

11.7 Construction and Severability; Singular and Plural; Titles.

11.7.1 Restrictions and Easements Construed Together. All of the covenants, conditions, restrictions and easements of this Declaration shall be liberally construed together to promote the purposes of this Declaration as set forth herein.

11.7.2 Restrictions and Easements Severable. The covenants, conditions, restrictions and easements contained in this Declaration shall be deemed independent and severable; and the invalidity or partial invalidity of any provision or portion hereof shall not affect the validity or enforceability of any other provision.

11.7.3 Singular Includes Plural. The singular shall include the plural and the plural the singular unless the context requires the contrary; and the masculine, feminine, or neuter shall each include the masculine, feminine, and neuter, as the context requires.

11.7.4 Captions. All captions or titles used in this Declaration are intended solely for convenience of reference and shall not affect that which is set forth in any of the provisions of any Section.

12. Special Rights of VA. So long as Declarant retains Special Declarant's Rights pursuant to NRS 116.3103(4), the following shall require the prior approval of VA: (i) annexation of additional real property to the Village, (ii) de-annexation, (iii) mergers and consolidations, and (iv) all special assessments and amendments to this Declaration. A draft of any amendment to this Declaration should be submitted to the VA for its approval prior to its approval by the Association.

[Return to Table of Contents](#)

IN WITNESS WHEREOF, the undersigned have executed this Declaration as of the day and year first above written.

**COLD SPRINGS 2000,  
a Nevada corporation**

**By:** \_\_\_\_\_

**Its:** \_\_\_\_\_

STATE OF NEVADA )

)ss.

COUNTY OF \_\_\_\_\_ )

This instrument was acknowledged before me on \_\_\_\_\_, 2000,  
by \_\_\_\_\_,  
as \_\_\_\_\_ of COLD SPRINGS 2000, a Nevada corporation.

Notary Public

My Commission Expires: \_\_\_\_\_

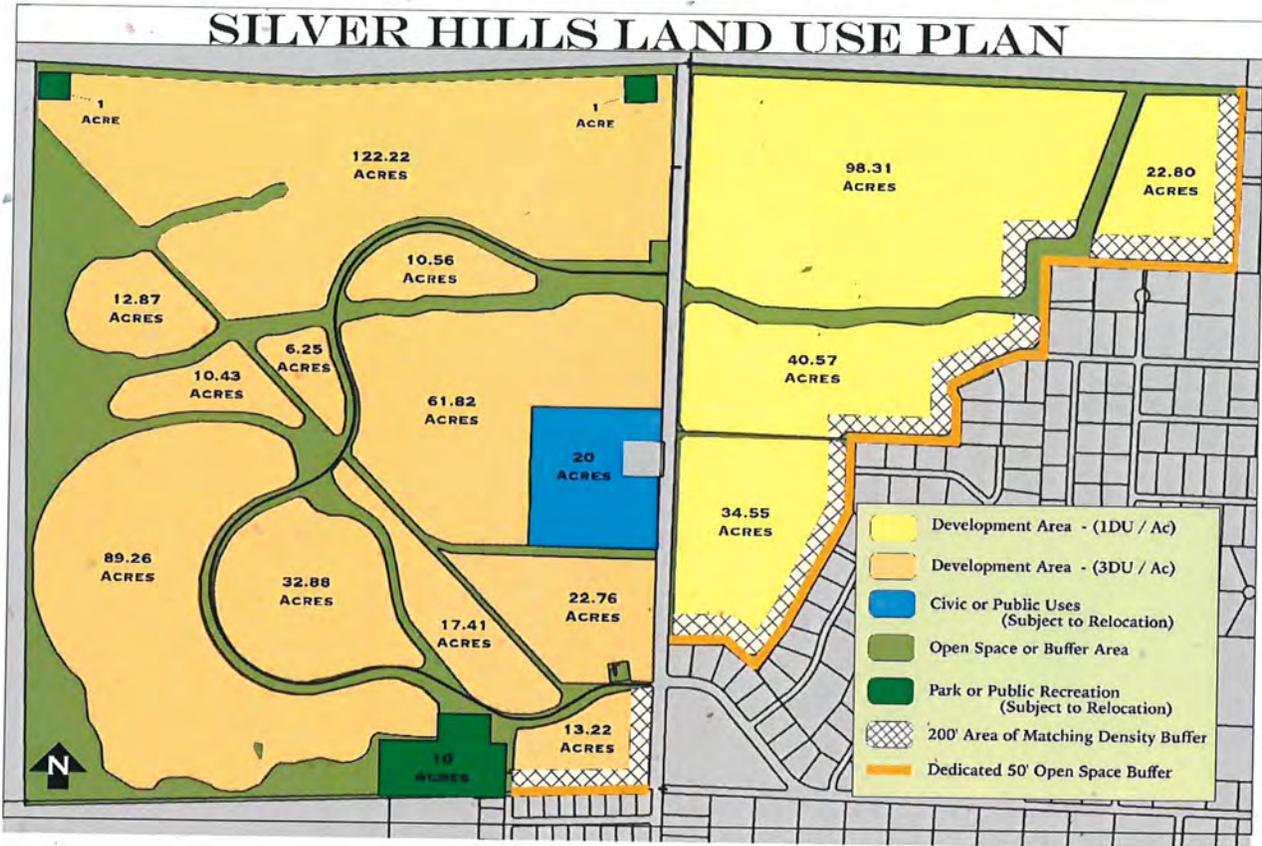
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# SILVER HILLS

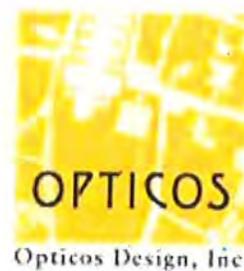
## SPECIFIC PLAN DEVELOPMENT STANDARDS



Prepared By:



With Input From:



May 2019

Job # 315-01

# **SILVER HILLS**

## **DEVELOPMENT STANDARDS HANDBOOK**

**Prepared for:**

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**May 2019**

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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## TABLE OF CONTENTS

<b>CHAPTER 1 – INTRODUCTION</b> .....	<b>1-1</b>
1.1 Specific Plan Area .....	1-1
1.2 Statement of Purpose and Plan .....	1-2
1.3 Community Theme and Vision.....	1-3
1.3.1 Agrihood Benefits .....	1-3
1.3.2 Sense of Place .....	1-4
1.3.3 Neighborhood Diversity .....	1-5
1.3.4 Missing Middle.....	1-5
1.3.5 Implementation .....	1-5
1.4 Relationship to Existing Plans .....	1-6
1.5 Silver Hills Land Use Plan .....	1-7
1.6 Site Suitability .....	1-8
1.6.1 Site Analysis .....	1-8
1.6.2 Development Code Analysis.....	1-11
1.7 Handbook Provisions .....	1-13
1.7.1 General Provisions .....	1-13
1.7.2 Binding Effect of Handbook .....	1-13
1.7.3 Individual Project Approvals .....	1-13
1.7.4 Deviations from Handbook Standards .....	1-14
1.7.5 Modifications to Handbook .....	1-14
1.7.6 Density .....	1-14
1.7.7 Permitted Unit Transfers.....	1-14
<b>CHAPTER 2 – DEVELOPMENT STANDARDS</b> .....	<b>2-1</b>
2.1 Purpose and Compliance .....	2-1
2.2 Land Use Development Standards.....	2-1
2.2.1 Silver Hills Land Use Plan .....	2-1
2.2.2 Land Use Descriptions.....	2-2
2.2.3 Density Matching .....	2-5
2.2.4 Density/Intensity Standards.....	2-6
2.3 Permitted and Conditional Uses .....	2-17
2.3.1 Supplemental Use Standards .....	2-19
2.4 Streetscape Development Standards .....	2-23
2.4.1 Circulation Plan .....	2-23
2.4.2 Roadway Design .....	2-23
2.4.3 Access Standards.....	2-25
2.4.4 Silver Hills Parkway Streetscape.....	2-26
2.4.5 Red Rock Road Streetscape.....	2-27

---

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

---

## CHAPTER 2 (continued):

2.4.6	Street Lighting .....	2-29
2.4.7	Collectors and Local Streets .....	2-30
2.4.8	Entries .....	2-32
2.4.9	Neighborhood Entries .....	2-36
2.5	Signs .....	2-38
2.5.1	Wayfinding Signs .....	2-38
2.5.2	Commercial Signs .....	2-40
2.6	Trails .....	2-41
2.7	Parks .....	2-45
2.7.1	Community/Regional Park .....	2-45
2.7.2	Neighborhood Parks .....	2-45
2.7.3	Trailheads .....	2-46
2.7.4	Agrihood Farm .....	2-46
2.8	Urban/Wildland Interface .....	2-47
2.9	Mailboxes .....	2-48

## CHAPTER 3 – SITE DESIGN AND ARCHITECTURAL STANDARDS ..... 3-1

3.1	Overview .....	3-1
3.2	Site Planning Standards and Guidelines .....	3-1
3.2.1	Site Planning and Development Standards .....	3-1
3.3	Architecture Standards and Guidelines .....	3-11
3.3.1	Background .....	3-11
3.3.2	Architectural Theme .....	3-11
3.4	Single Family Architectural Standards .....	3-12
3.4.1	Building Mass and Form .....	3-12
3.4.2	Roof Form .....	3-12
3.4.3	Materials and Colors .....	3-14
3.4.4	Building Articulation .....	3-14
3.4.5	Accessory Structures and Uses .....	3-14
3.5	Non-Residential Standards .....	3-17
3.5.1	Non-Residential Supplemental Standards .....	3-17

## CHAPTER 4 – PHASING AND INFRASTRUCTURE ..... 4-1

4.1	Phasing .....	4-1
4.2	Open Space, Trails, and Parks .....	4-1
4.3	Utilities/Infrastructure .....	4-2
4.3.1	Sanitary Sewer .....	4-2
4.3.2	Water .....	4-8
4.3.3	Effluent .....	4-10

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

---

## CHAPTER 4 (continued):

4.3.4	Storm Water Management .....	4-9
4.3.5	Roadways .....	4-13
4.3.6	Natural Gas .....	4-13
4.3.7	Cable and Telephone .....	4-13
4.3.8	Electric.....	4-15
4.4	Site Grading .....	4-15
4.5	Fire Protection .....	4-15
4.6	Police Protection.....	4-18

## CHAPTER 5 – CONSTRUCTION OPERATION, AND MAINTENANCE .....

5-1

5.1	Clean Job Site.....	5-1
5.2	Protection of Vegetation During Construction .....	5-1
5.3	Temporary Protective Fencing.....	5-1
5.4	Erosion Control Plan and Storm Water Pollution Prevention Plan (SWPP).....	5-1
5.5	Temporary Structures and Signs.....	5-1
5.6	Model Home Complexes .....	5-2
5.7	Construction Yards and Hours .....	5-3
5.8	General Construction Standards.....	5-4
5.9	Common Area Maintenance.....	5-4
5.9.1	General Maintenance Standards .....	5-4
5.9.2	Private Open Space and Common Areas .....	5-5
5.9.3	Agrihood Farms and Facilities .....	5-5

## List of Figures:

Figure 1-1	Specific Plan Area .....	1-1
Figure 1-2	Silver Hills Land Use Plan.....	1-7
Figure 1-3	Slope Analysis .....	1-9
Figure 1-4	Opportunities and Constraints Analysis .....	1-10
Figure 2-1	Land Use Plan .....	2-1
Figure 2-2	Typical Low-Density Neighborhood.....	2-7
Figure 2-2A	Typical Low-Density Neighborhood .....	2-8
Figure 2-3	Typical Mid-Range Single-Family Neighborhood.....	2-10
Figure 2-4	Typical Suburban Single-Family Prototypes .....	2-13
Figure 2-5	Typical Suburban Single-Family Prototypes .....	2-14
Figure 2-6	Typical Suburban Single-Family Prototypes .....	2-15
Figure 2-7	Typical Neighborhood Center.....	2-21
Figure 2-8	Typical Retail Concept .....	2-22
Figure 2-9	Silver Hills Parkway Section .....	2-24

---

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

---

### List of Figures (continued):

Figure 2-10	Typical Alley Detail .....	2-25
Figure 2-11	Typical Light Fixtures .....	2-31
Figure 2-12	Primary Entry Concepts .....	2-33
Figure 2-13	Primary Entry Concepts .....	2-34
Figure 2-14	Primary Entry Concepts .....	2-35
Figure 2-15	Neighborhood Entry Concepts .....	2-37
Figure 2-16	Wayfinding Sign Concepts .....	2-39
Figure 2-17	Typical Commercial Signage .....	2-40
Figure 2-18	Typical Multi-Use Trail .....	2-42
Figure 2-19	Silver Hills Master Trails Plan.....	2-44
Figure 3-1	Typical “Home Forward” Design.....	3-2
Figure 3-2	Garage Integrated Elevations .....	3-3
Figure 3-3	Mixed Residential Neighborhood Concepts .....	3-4
Figure 3-4	Cottage Court Concept .....	3-5
Figure 3-5	Silver Hills Parkway Fencing Concept .....	3-8
Figure 3-6	Privacy Fencing Concepts .....	3-9
Figure 3-7	Open Fencing Concepts .....	3-10
Figure 3-8	Typical Roofline Variation.....	3-13
Figure 3-9	Typical Accessory Dwelling.....	3-15
Figure 3-10	Multi-Generational Housing Concept.....	3-16
Figure 3-11	Commercial Architecture/Scale.....	3-18
Figure 3-12	Typical Agrihood Building Concepts .....	3-19
Figure 3-13	Typical Agrihood Greenhouse Concepts.....	3-20
Figure 3-14	Typical Non-Residential Structure .....	3-22
Figure 4-1	Sewer Alternative 1 .....	4-5
Figure 4-2	Sewer Alternative 2 .....	4-6
Figure 4-3	Sewer Future Alternative.....	4-7
Figure 4-4	Potable Water .....	4-9
Figure 4-5	Detention Pond Schematic.....	4-12
Figure 4-6	Dry Utilities .....	4-14
Figure 4-7	Slope Analysis .....	4-16
Figure 4-8	East Side Slope Analysis.....	4-17

### List of Tables:

Table 1-1 – Silver Hills Land Use Summary.....	1-8
Table 2-1 – Land Use Summary .....	2-5
Table 2-2 – Allowed Uses .....	2-18
Table 2-3 – Silver Hills Streetscape Standards.....	2-29
Table 2-4 – Streetscape Lighting Standards .....	2-32
Table 4-1 – Sewer Design Criteria for City of Reno and Washoe County .....	4-4

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# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

## CHAPTER 1 – INTRODUCTION

### 1.1 Specific Plan Area

The Silver Hills Specific Plan area consists of 780.32± acres located within the North Valleys Areas Plan. Specifically, Silver Hills (APN #'s 087-390-10, 087-390-13, 086-232-31, and 086-203-05) is located on the east and west sides of Red Rock Road, north of Silver Knolls. The project site is separated from the Cold Springs Valley by a large ridgeline that runs along the western boundary of the project. Figure 1-1 (below) depicts the Specific Plan Area covered by this Handbook.

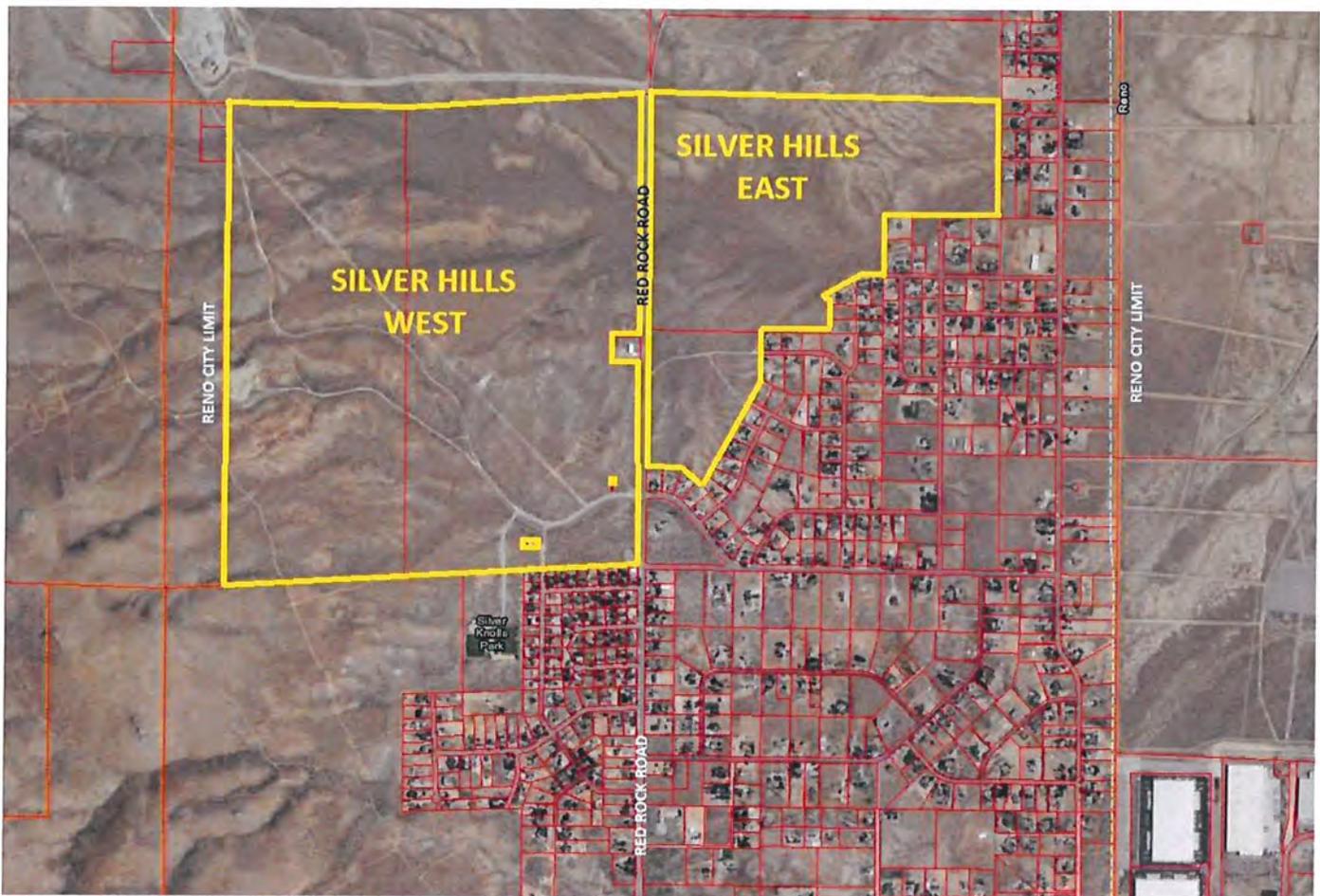


Figure 1-1 – Specific Plan Area



### 1.2 Statement of Plan and Purpose

The purpose of this Development Standards Handbook (Handbook) is to provide for the orderly development of the Silver Hills Specific Plan Area (Specific Plan) and ensure that the high-quality development contemplated with this Handbook is carried forward through all phases of the project. This is accomplished through the implementation of the uses, design standards, and improvements defined within this Handbook.

Since implementation of public and private improvements will occur in multiple phases, over many years, the standards and guidelines contained herein establish a common framework to guide future tentative maps and improvement plans. Development of Silver Hills is ultimately controlled and restricted by these development standards as well as the applicable policies of the North Valleys Area Plan and requirements of the Washoe County Development Code.

Upon adoption, Washoe County shall review future tentative map and/or development requests in context with the uses and regulations provided herein. The purpose of this Handbook is not intended to limit creativity or prevent variation necessary to respond to unique site conditions, etc. Instead, the Handbook ensures consistency and quality throughout Silver Hills. Additionally, the Handbook includes enforceable standards to ensure that all new development within Silver Hills properly relates to the surrounding uses and existing conditions.

The Silver Hills Specific Plan and this Handbook have been developed to meet the ever-growing need for housing within the North Valleys. Specifically, the plan provides for a wider mix of housing opportunities to meet the needs of a broad range of the area's population. The North Valleys is, and is planned to be, one of the largest employment centers in the region. As such, Silver Hills will serve to provide a jobs/housing balance within the North Valleys. The benefits to this planning approach are numerous and include:

- The opportunity to reduce commute times and commuter trips.
- The ability to live in close proximity to jobs, schools, parks, and open space.
- Creating a sense of community through common design elements.
- The ability to provide housing for multiple segments of the market.
- Preservation of key natural features.
- Provision of parks, open space, public facilities, and community amenities that can be enjoyed by all residents.
- Implementation of "smart growth" concepts and standards.
- Ensuring that new development properly relates to existing uses.
- Providing a high-quality community that residents and Washoe County can be proud of.

Most importantly, the purpose of the Silver Hills Specific Plan is to provide housing that results in a higher quality of life for its residents and those living within the area.

### 1.3 Community Theme and Vision

This Handbook serves to adopt a general overall theme for the Silver Hills community which includes unique development standards and the opportunity for innovative concepts such as an agrihood, varied single family housing types, etc. The Specific Plan area is characterized by rolling terrain that afford views across the valley, past Reno-Stead Airport. Although the majority of the property is less than 15% slope, topography varies from flat to steep terrain along the western ridgeline, creating the opportunity to incorporate a “mountain ranch” theme. It is planned to incorporate numerous evergreen plantings along with unique landscape and open space treatments that may include fruit orchards, gardens, ponds, and natural open spaces that accentuate the views, natural terrain, and site features. The use of wood/timbers, stone accents, evergreens, craftsman style architecture, and rustic detailings serve to reinforce a mountain feel within the project. Once again, standards are included later in this Handbook that serve to implement the project theme.

#### 1.3.1 Community Benefits

The Silver Hills Specific Plan establishes guidelines that provide opportunity for unique single family housing types and community amenities. As Silver Hills develops in multiple phases over a 15 to 20 year period, the opportunity to incorporate innovative amenities such as community gardens may occur. As the rapidly growing popularity of concepts such as agrihoods demonstrates, families are eager to reimagine these collaborative efforts in a new setting, with a variety of price points to meet the needs of various life stages. This Handbook establishes the ability to remove the pressure of seeking family-oriented activities outside of the community and invest in community lifestyle, through the provision of parks, open space, trails, and various other community amenity options. This creates a sense of place and community and provides a better quality of life for residents.

There are numerous positive “side-effects” of a master-planned community. By providing community amenities and neighborhood retail opportunities, residents are more likely to recreate and socialize within the community which can also reduce traffic impacts. Additionally, this can reduce crime naturally as neighbors feel connected to where they live and invest in caring about their community.

A central feature of the Silver Hills plan is the provision of significant open space and recreational opportunities. The standards contained herein provide opportunity for open spaces that perhaps could be planted with ancient grains which provide good low water use soil cover/stabilization and can be either harvested or cut and left to regrow the following season. This results in a clean, environmentally respectful design that utilizes precious resources with far greater efficiency by encouraging joint use, reducing overall home maintenance, providing pedestrian access to resident needs, and making an adaptable community. Resident lives can be simplified giving them more time to enjoy friends and family.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Open space and landscaping standards are designed to incorporate smart water recycling and responsible development practices in addition to neighborhood-supporting commercial and the potential for mini-farms or orchards, while placing an emphasis on a walkable neighborhood concept. The Silver Hills Specific Plan respects the surrounding environment by creating housing density with less sprawl, where resources are focused around low maintenance yards, passive solar lot placement (as feasible), solar options, and emphasis on activities within the community. The resource emphasis is placed at the center of the community where the benefit is used and enjoyed by all community members.

With full buildout estimated at 10 - 15+ years, Silver Hills will grow as the need of good community-oriented housing is required. Within Silver Hills land design practices will create retention basins that act also as a green environment for residents with high density plantings and places for children to safely explore. Concepts like a tractor park, a bike and skate park, and natural “mini- parks” such as those placed at the end of cul- de-sacs that invite rather than cut off the sense of community are all envisioned for Silver Hills.

Rather than a bedroom community or suburb of disconnected neighborhoods, Silver Hills will embody the desire for residents to feel a sense of place and community pride. Plantings that use recycled water (to the extent possible) will not only impact the question of how to manage waste water but will reduce soil erosion and transpiration by returning the water into trees, shrubs, and ground cover. The Silver Hills Specific Plan emphasizes recycled water use for common area landscape, natural pathways and potentially “micro” orchards, grapes, berries, and beneficial insect habitat plantings.

### 1.3.2 Sense of Place

Creating a sense of place is one of the key components in creating a vibrant and balanced community. A sense of place will be developed within Silver Hills through the creation of human-scale environments in which residents will feel both comfortable and safe. Open space and trail connections will tie the community together, encouraging residents to get out and explore their community, interacting with their neighbors. Uniform design standards tie the community together and provide for amenities that encourage both active and passive recreation.

### 1.3.5 Implementation

The vision for Silver Hills will be implemented through the adoption and enforcement of the design standards and requirements included within this Handbook. The Washoe County Department of Planning and Building will use this Handbook as a guide for reviewing projects (i.e. tentative maps, special use permits, etc.) proposed within Silver Hills. All new development shall comply with the standards and requirements listed herein, as applicable. In cases where a specific standard is not addressed, the provisions/requirements of the Washoe County Development Code shall be applied.

### 1.4 Relationship to Existing Plans

Silver Hills is located within the North Valleys Area Plan, an element of the Washoe County Master Plan. This Handbook and the standards contained herein are designed for compatibility with the goals, policies, and character management statement of the Silver Hills Suburban Character Management Area, as adopted concurrently with this Handbook, and incorporates input from the community as expressed at numerous community meetings and visioning workshops. The Silver Hills land use plan is consistent with both goals and policies of the North Valleys Area Plan and Truckee Meadows Regional Plan in that it provides for a jobs/housing balance within the area and serves to address the housing needs of the community as a whole through diversification in housing size, style, and density.

Consistent with the Area Plan, the overall density within Silver Hills will not exceed 2.5-dwelling units per acre. Clustering of density will occur within the boundaries of the Specific Plan to accommodate a variety of housing styles and products. However, consistent with the provisions of the Washoe County Development Code, no individual project within Silver Hills (i.e. tentative map area) may exceed the maximum dwelling units per acre permitted within the Specific Plan zone. Furthermore, multi-family housing shall not be permitted within Silver Hills. Attached single-family products such as duplexes, town homes, etc. shall be permitted in areas designated for such on the Land Use Plan adopted with this Handbook and are subject to density limitations outlined in the Washoe County Development Code. Consistent with the Truckee Meadows Regional Plan, the Silver Hills Specific Plan does not increase density on areas of slope in excess of 30%.

Silver Hills provides for consistency with the Conservation Element of the North Valleys Area Plan through the conservation and preservation of open space and prominent ridgelines within the Specific Plan boundaries. Additionally, this Handbook includes standards to address any applicable natural hazards that may arise including, but not limited to geologic hazards, flood zones, etc. The plan also preserves and implements provisions related to utility corridors contained in the Washoe County Master Plan, Development Code, and Truckee Meadows Regional Plan.

A complete traffic impact analysis has been completed for Silver Hills. Improvements triggered by new development within the Specific Plan have been identified and standards included to ensure that improvements are made at the appropriate time and that specific triggers for the improvements are defined. This ensures full compliance with transportation plans adopted by Washoe County and the Regional Transportation Commission.

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

Upon final adoption and recordation, this Handbook and its associated content, standards, and requirements shall be deemed consistent with the North Valleys Area Plan as well as with the Truckee Meadows Regional Plan. The Washoe County Board of Commissioners shall be the authoritative body to determine compliance with conformance review by the Truckee Meadows Regional Planning Agency, as applicable.

## 1.5 Silver Hills Land Use Plan

Silver Hills includes a land use plan that allows for single family detached and attached housing at various densities. Consistent with the Suburban Master Plan designation of the Specific Plan Area, overall density within the plan boundaries will not exceed 2.5 dwelling units per acre. Thus, **the maximum number of residential units within Silver Hills is capped at 1,872.**

Figure 1-2 (below) depicts the land use plan for Silver Hills. Land use designations and development standards associated with them are fully defined in the following chapter.

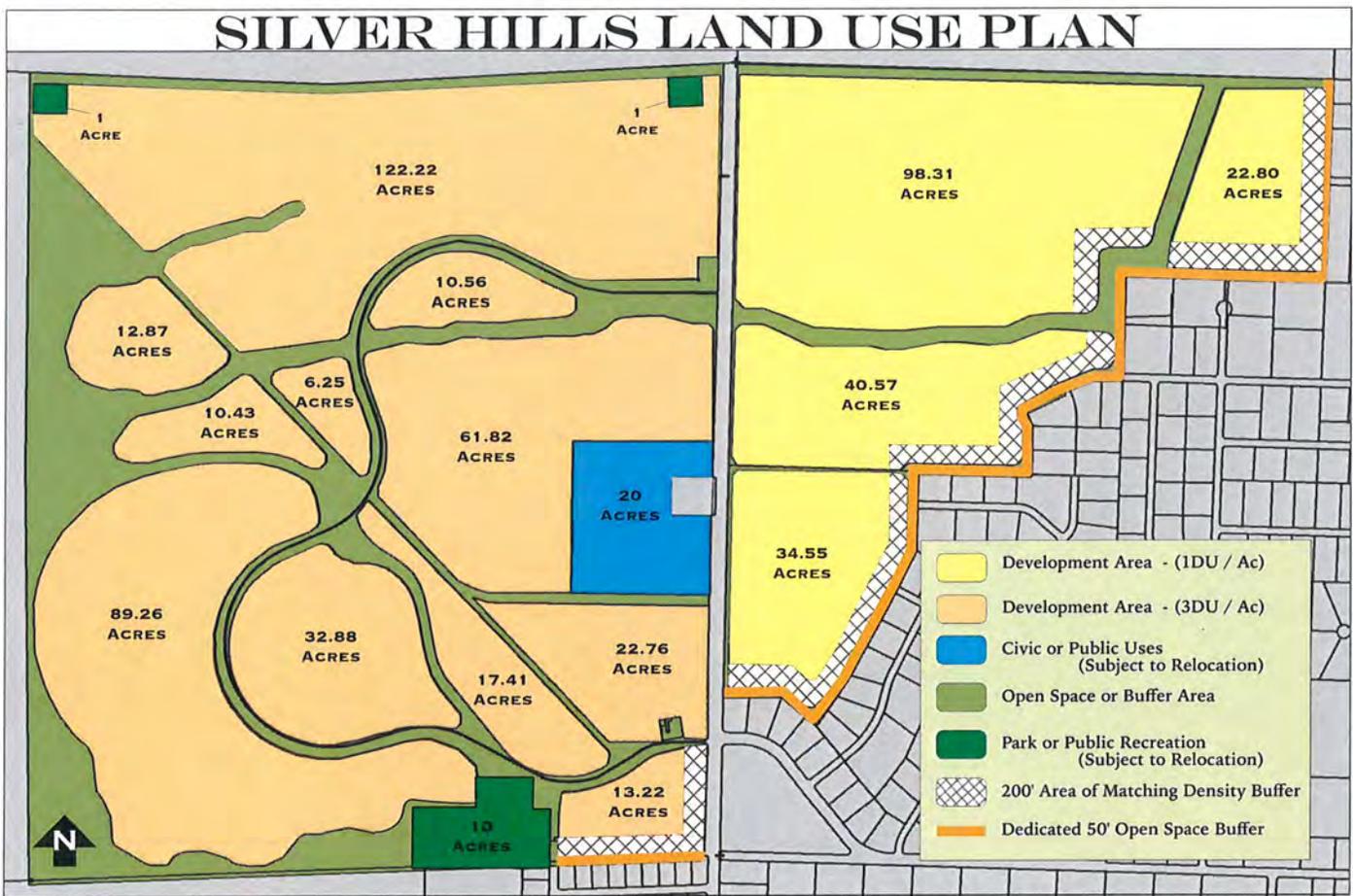


Figure 1-2 – Silver Hills Land Use Plan

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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The Silver Hills land use plan takes on an uncomplicated approach by identifying development areas based on overall suitability. Rather than creating multiple land use categories for residential areas, simplified categories are created based on community character. Specific densities are not designated for development areas. Instead, individual project densities are regulated through the provisions of the Silver Hills Development Standards as defined in Chapter 2, along with site-specific conditions. An exception to this are areas within the Specific Plan located east of Red Rock Road. This area will maintain an overall density of 1 dwelling unit per acre, subject to the provisions included in Chapter 2.

The Development Standards include specific requirements that were derived based on the development suitability analysis. Overall project density is capped at a maximum of 2.5 dwelling units per acre and total units shall not exceed 1,872. Densities within individual projects (i.e. tentative maps) are subject to the standards of the Washoe County Development Code and the requirements for Common Open Space Development, along with supplemental requirements of this handbook.

Open Space, Public Facility/Civic, and Parks/Recreation use categories are defined on the land use plan as well and are also subject to the development standards included within Chapter 2.

Table 1-1 (below) summarizes the Silver Hills land use plan.

**Table 1-1 – Silver Hills Land Use Summary**

Land Use Designation	Area (acres)	Land Use Concept
<b>Residential Development Areas</b>	<b>595.91±</b>	Provides for single-family residential uses at varying densities (as allowed per the Common Open Space Standards) along with limited community-oriented commercial uses, as regulated in Chapter 2.
<b>Public Facility/Civic Use</b>	<b>20±</b>	Reserved for public community facilities such as schools, libraries, fire station, etc.
<b>Open Space</b>	<b>152.41±</b>	Dedicated open or common areas. No development shall be permitted with the exception of recreational facilities, utilities, etc. May be public or private.
<b>Park</b>	<b>12±<sup>1</sup></b>	Reserved for public park facilities.
<b>TOTAL</b>	<b>780.32±</b>	-----

1 – Excludes interior neighborhood parks.

### 1.6 Site Suitability

The Silver Hills land use plan was developed based on a complete and thorough analysis of site conditions including topography, access, significant site features, availability of utilities, surrounding conditions, etc.

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

## 1.6.1 Site Analysis

A comprehensive site analysis was completed utilizing the criteria defined in section 110.442.30(2) of the Washoe County Development Code. This includes a comprehensive slope analysis to determine the base criteria for development suitability. Additionally, an opportunities and constraints analysis was completed to identify significant site features, logical access points, natural hazards/constraints, etc. **Adoption of the Silver Hills Specific Plan does not result in additional density on slopes greater than 30%.**

Figures 1-3 (below) and 1-4 (following page) provide the slope analysis and opportunity and constraints analysis for the Silver Hills Specific Plan area.

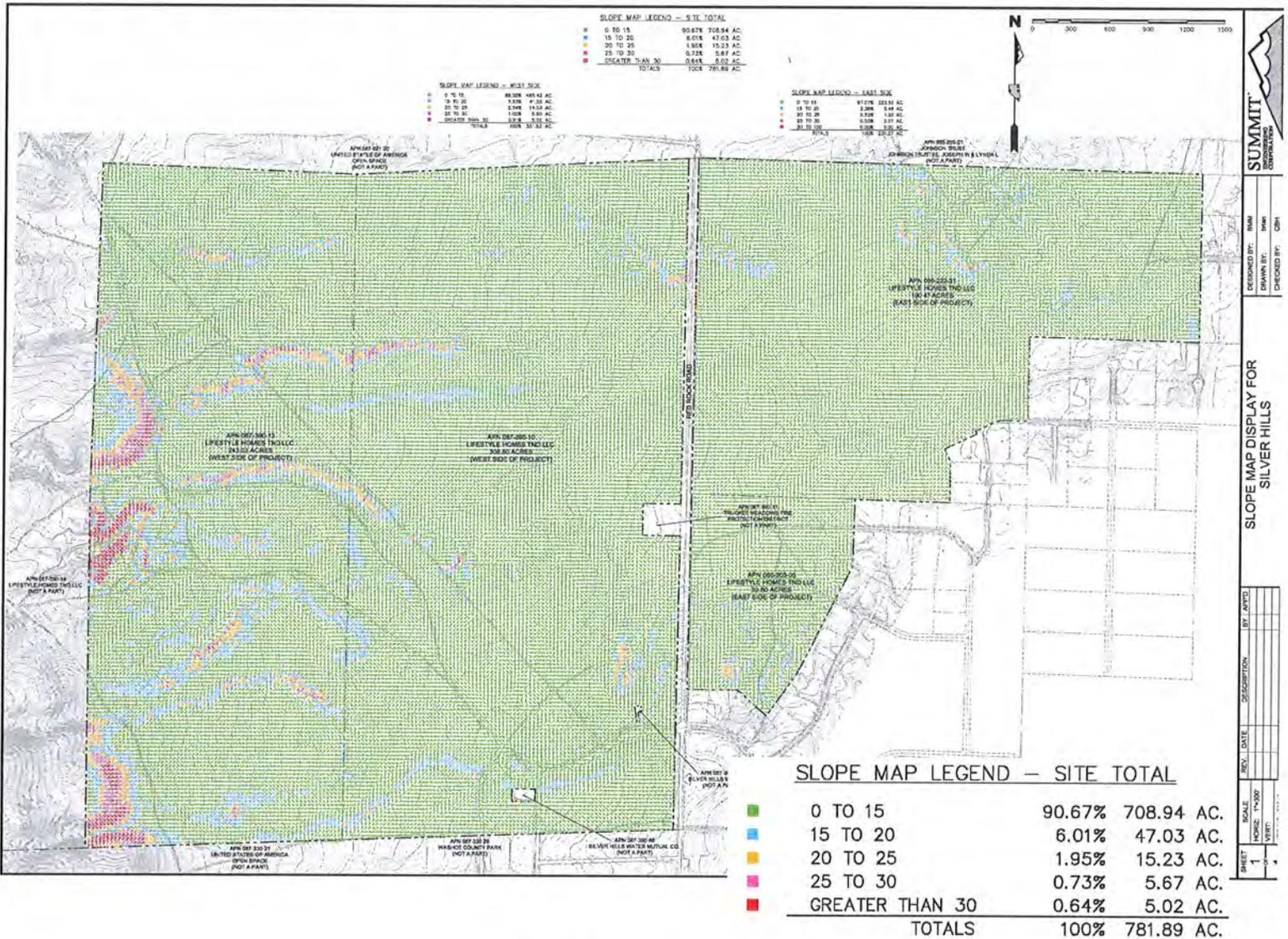


Figure 1-3 – Slope Analysis

**SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**



Figure 1-4 – Opportunities and Constraints Analysis

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 1.6.2 Development Code Analysis

Section 110.442.30(2) of the Washoe County Development Code requires a site analysis of the Specific Plan area to determine areas of constraint and common open space, as completed with Figure 1-4. Also, each of the individual considerations from the Development Code is addressed below:

- (a) **Adjacent Land Use** – Adjoining land use includes a mix of vacant, residential, and public facility uses. The Specific Plan area is bordered by public lands to the north and vacant land to the west (within the City of Reno). There is a large BLM parcel to the south along with Silver Knolls Park and approximately 10 developed single-family lots (approximately ½ acre in size) that adjoin the project at the southeast corner of the Specific Plan area. A volunteer fire station also lies adjacent to the plan area along the Red Rock Road frontage. Open space surrounds the entire perimeter of the western Specific Plan area, including a dedicated 50-foot buffer adjacent to existing homes to the south. The east side of the Specific Plan includes vacant land to the north with developed lots to the south and east, averaging approximately one acre in size. As detailed later in this Handbook, density matching standards along with a 50-foot open space buffer are included at the perimeter of Silver Hills in areas that adjoin existing development.
- (b) **Existing Structures** – There are no existing onsite structures. There are two outparcels located internal to the Specific Plan area that include utility infrastructure and structures. However, these parcels are excluded from the Specific Plan.
- (c) **Existing Vegetation** – Existing onsite vegetation is typical of the Nevada high desert and includes a mix of grasses and brush, including sagebrush, rabbit brush, etc. There are no mature trees located within the Specific Plan boundary. There is significant disturbance to native vegetation within Silver Hills that has resulted from off road vehicles, bicyclists, motorcycles, etc. including trails, berms, etc.
- (d) **Prevailing Winds** – Generally, winds blow down the eastern slope of Peavine Mountain and across the site. It is also not uncommon for winds to blow across from the north. Prevailing winds will be a consideration with the design and placement of building envelopes with future tentative map design. As detailed later, there are no uses proposed for the Specific Plan that would generate fumes or foul odors, thus ensuring no downwind impacts. All development must comply with Washoe County District Health Department requirements to ensure proper dust control/mitigation is in place during construction periods.
- (e) **Topography** – As depicted in Figure 1-5, Silver Hills is relatively flat with nearly 91% of the site containing slopes that are 15% or less. Thus, per Washoe County standards, the property is well suited for development. The terrain does rise to the west as it approaches the adjoining ridgeline. The Silver Hills land use plan accounts for the increased slope and incorporates the vast majority of steeper slopes into dedicated open space. Also, no density intensification occurs in areas where slopes are 30% or greater.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- (f) Soil – A preliminary geotechnical investigation has been included as an attachment to the Specific Plan and does not identify any soil conditions that would preclude development at the densities permitted within this Handbook.
- (g) Natural Drainageways – As a relatively flat site, there are no large defined drainageways within the Specific Plan boundaries that constitute a significant natural feature. There are smaller drainages that convey runoff from the west across the site. The Silver Hills Specific Plan along with the Washoe County Development Code establish standards in terms of providing drainage facilities and onsite detention and/or retention. In fact, as detailed later in this Handbook, Silver Hills includes standards that exceed Washoe County code by requiring a net reduction in runoff from new development within the Specific Plan.
- (h) Wetlands and Water Bodies – There are no identified wetlands or water bodies onsite.
- (i) Flood Hazards – FEMA has mapped the Silver Hills Specific Plan area as unshaded zone X. Unshaded X is defined by FEMA as an area of minimum flood hazard, outside the Special Flood Hazard Area (SFHA) or 100-year flood (1% annual-chance storm event), and also higher than the elevation of the 500-year flow (0.2% annual-chance flood).
- (j) Seismic Hazards – The preliminary geotechnical report identifies a potential fault within the plan area. The fault is included within open space and will also be addressed (per Washoe County code) with future tentative maps. As detailed in the geotechnical investigation, the standards included within this Handbook serve to properly address any new construction that will occur in the immediate vicinity of these areas.
- (k) Avalanche and Landslide Hazards – There are no landslide or avalanche hazard areas located within the Specific Plan boundaries.
- (l) Sensitive Habitat and Migration Routes – There are no known sensitive habitats located onsite. However, the site does have the potential for wildlife and deer to traverse the property. To ensure this can continue with the development of Silver Hills, open space corridors are provided throughout the Specific Plan area.
- (m) Significant Views – Silver Hills enjoys views across the valley to the east towards Reno-Stead Airport along with views of Peavine Mountain to the south and the various ranges that surround the area.
- (n) Appropriate Access Points – Access points for Silver Hills were determined based on existing development patterns in the area along with recommendations derived from a comprehensive traffic impact analysis.

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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### **1.7 Handbook Provisions**

#### **1.7.1 General Provisions**

This Silver Hills Development Standards Handbook describes in general terms when, where and how development will occur within the Silver Hills Specific Plan area. It provides ample specificity to establish base qualitative standards for all of phases of the project along with design parameters to which each individual project built within Silver Hills must conform. It is intended to offer design flexibility while at the same time maintaining minimum standards. Chapter 2 of the Handbook contains standards and regulations relative to development, which establish the development standards for Silver Hills. Chapter 3 contains standards and parameters relative to design and architecture which establish the theme and quality of new development within the Specific Plan area.

#### **1.7.2 Binding Effect of Handbook**

Pursuant to NRS 278A.520, NRS 278A.570 and the Washoe County Development Code, this Handbook cannot be modified or otherwise impaired by the action of the County without the consent of the Master Developer (Lifestyle Homes TND, LLC) and any required landowner, except as specified in NRS 278A.410. Similarly, pursuant to NRS 278.0201, the ordinances, resolutions or regulations applicable to Silver Hills and governing the permitted uses in it, the density and standards for design, improvements and construction on it are those in effect at the time of adoption of this Specific Plan and Handbook.

The standards set forth in this Handbook shall, in accordance with NRS 278A.570, supersede any zoning and subdivision statutes that may otherwise apply. In case of a conflict, this Handbook and any associated modifications/conditions required by the Washoe County Board of Commissioners at the time of adoption shall control. When not addressed by this Handbook, the provisions of the Washoe County Development Code shall control.

#### **1.7.3 Individual Project Approvals**

Individual projects within Silver Hills shall be subject to review and approval as outlined in the Washoe County Development Code. This includes tentative subdivision maps, special use permits, variances, etc. Although new development shall be reviewed in context with the standards and requirements of this Handbook, all statutory public review requirements set forth in NRS and the Washoe County Development Code shall remain in full effect and shall be applied to new development requests within Silver Hills.

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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### **1.7.4 Deviations from Handbook Standards**

All projects within Silver Hills shall comply with the standards and requirements of this Handbook. However, it is recognized that unusual or unique circumstances may arise from time to time. Therefore, deviations from standards contained herein, not to exceed 20%, may be granted on a case by case basis with the approval of the Director of the Department of Planning and Building. Additionally, any deviation from the standards of this handbook must also be approved by the Silver Hills Design Review Committee (DRC). The Design Review Committee, and its organizational characteristics, shall be established with the Silver Hills covenants, conditions, and restrictions (CC&R's) as proposed by the Master Developer and approved by the Washoe County District Attorney's Office.

### **1.7.5 Modifications to Handbook**

Upon adoption and recordation, the standards and requirements outlined within this handbook shall take full effect. Any modification to these standards, land uses, densities, etc. that exceed 20% (refer to section 1.6.4) shall require the review and approval of the Washoe County Planning Commission and Washoe County Board of Commissioners. Modifications to this Handbook or the Specific Plan boundary shall be subject to the review of a Regulatory Zone Amendment (RZA) and the associated requirements and public review defined within the Washoe County Development Code.

### **1.7.6 Density**

Gross density within the Silver Hills Specific Plan area shall not exceed 2.5 dwelling units per acre. Density within any one planning area may not exceed that allowed with Common Open Space Development, as defined in the Washoe County Development Code Article 408 or as further restricted through provisions/requirements of this handbook. The maximum number of units within the Silver Hills Specific Plan may not exceed 1,872. The Master Developer shall be responsible for providing a running-total of units to be provided with each individual tentative map request in order to demonstrate compliance with this standard.

### **1.7.7 Permitted Unit Transfers**

The Silver Hills land use plan, depicted in Figure 1-2, designates several "bubble" areas for residential uses at varying densities (through Common Open Space Development). The number of dwelling units allowed within any specific land use area is calculated by multiplying the gross acreage for such area by the maximum allowed density for the land use designation for that area.

Permitted units may be transferred from one land use area to another under the following conditions:

(1) Permitted units may be transferred from one land use area to another within the Silver Hills Specific Plan area. No such transfers will be allowed to or from development areas outside of the Specific Plan.

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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- (2) Before and after each transfer, the total permitted units for all land use areas shall not exceed 1,872; densities for residential uses may not be exchanged with or converted to non-residential uses.
- (3) Unit transfers that result in more than 228 total units east of Red Rock Road shall be prohibited.
- (4) Unit transfers that result in more than 1,644 total units west of Red Rock Road shall be prohibited.
- (5) The number of permitted units transferred to any other land use area shall not exceed the maximum density for such area, as defined within the individual land use category (refer to Chapter 2).
- (6) Any proposed density transfer shall be subject to the approval of the Master Developer.

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

## CHAPTER 2 – DEVELOPMENT STANDARDS

### 2.1 Purpose and Compliance

The purpose of Chapter 2 is to set regulatory requirements for the various land uses located within Silver Hills. These requirements include standards for land use, density/intensity, roadway design, landscaping and buffering, trails, fencing, community amenities, etc. All new development within Silver Hills shall comply with the text, policies, standards, and associated tables and exhibits of this Handbook.

The standards contained herein shall supersede those contained within the Washoe County Development Code. However, in instances where this Handbook does not specifically address a standard or remains silent, the requirements of the Washoe County Development Code shall apply.

### 2.2 Land Use Development Standards

#### 2.2.1 Silver Hills Land Use Plan

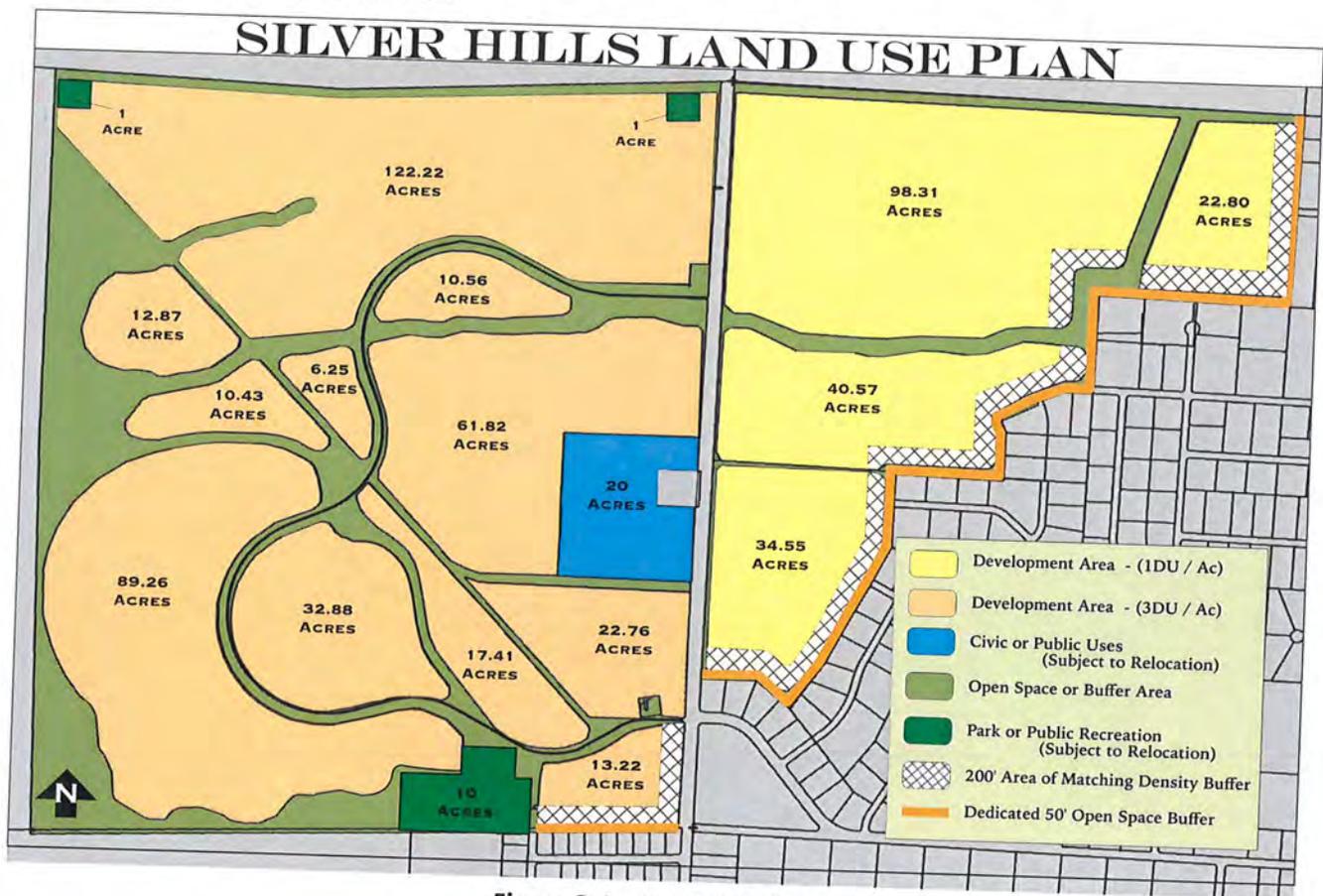


Figure 2-1 – Land Use Plan

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 2.2.2 Land Use Descriptions

Land uses with Silver Hills are identified based on their development suitability. The development suitability was determined based on natural (i.e. slopes, views, etc.) conditions as well as influencing factors such as relationship with existing homes and facilities. Residential development areas have been identified based on this analysis and are intended to provide for a range of single-family housing types.

Density ranges provide flexibility based on market conditions, housing type, etc. Individual projects may be constructed at densities consistent with those permitted under Article 408 (Common Open Space Development) for the Suburban Master Plan Designation. Lot, setback, and design standards contained herein will essentially regulate density and provide for consistency of the envisioned housing within Silver Hills, as defined within this chapter.

The Silver Hills land use plan is essentially separated into two “sides;” west of Red Rock Road and east of Red Rock Road. The overall gross density on the west side shall not exceed 3 dwelling units per acre while the gross density east of Red Rock Road shall not exceed 1 dwelling unit per acre.

In addition to the residential land use/development category, three nonresidential categories are included within Silver Hills. These include Public Facility/Civic Use, Park, and Open Space. Uses such as orchards, community barns, community gardens, recreational facilities, childcare facilities, schools, libraries, utility structures, churches, etc. that are compatible with and oriented towards the needs of residential neighborhoods, may also be allowed (refer to allowed uses – Table 2-2). The following is a description of each of the land use categories included within Silver Hills:

#### Residential Development Areas

The Residential Development Areas identified on the Silver Hills Land Use Plan are intended to provide for a wide range of single family housing types. For example, areas adjacent to existing neighborhoods as well as peripheral areas of the project that may include steeper terrain have the potential for larger lots or custom/semi-custom home sites. In peripheral areas less dense neighborhoods can serve to provide a “density transition” between suburban densities and open space areas and/or public lands. The east side of Silver Hills will take on a more rural character and maintains an overall density of 1 dwelling unit per acre. The development areas identified east of Red Rock Road shall include a mix of one-acre and half-acre homesites with half-acre lots not accounting for more than 50% of the total units.

“Mid-range” densities are also permitted within Silver Hills. These areas allow single family detached homes at traditional suburban densities. Lot sizes typically range from 5,000 to 12,000 square feet but may include larger lots in areas adjoining existing development or areas of less intense development. These types of mid-range densities shall generally be located in non-constrained areas with slopes less than 15%.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Smaller lot single family uses are also contemplated within the Specific Plan area and may include cluster development, patio homes, attached single-family, etc. serving to diversify the overall housing mix within the project, provide for new and innovative neighborhood design concepts, and appeal to a wider demographic range of the population.

As noted previously, overall residential density within the Specific Plan Area is capped at 2.5-dwelling units per acre (gross density). This is based on an allowed gross density of 3 units per acre west of Red Rock Road and 1 unit per acre east of Red Rock Road. Individual subdivisions may provide for clustering with higher densities in accordance with the Common Open Space Development regulations included within the Washoe County Development Code. Therefore, this Handbook does not establish minimum/maximum densities for the Residential Development Areas. Instead, density within individual subdivisions will be determined based on market factors and overall development opportunities such as terrain, views, relationship to surrounding areas, etc. An exception to this is the area east of Red Rock Road. Clustering east of Red Rock Road may not result in lot sizes smaller than one-half acre. Furthermore, a minimum of 50% of the total lots on the east side of Silver Hills shall be a minimum of one-acre. This flexibility will allow new housing within Silver Hills to respond to market demands and provide for new and innovative housing options. It also provides a unique ability to internally self-regulate the housing market by meeting actual demands within the marketplace and does not simply provide for a cookie-cutter approach to land development.

The development standards set forth in this Handbook serve to ensure that development within the Residential Development Areas properly relates to both the built and future environments and includes provisions that will “feather” densities from the internal core of the Specific Plan Area to the project periphery. This is achieved through site design standards, provisions for open space, trails, etc.

As mandated by the Washoe County Master Plan, Development Code, and Truckee Meadows Regional Plan, for development areas west of Red Rock Road the minimum lot size within Silver Hills will be 3,700 square feet and the overall unit count may not exceed 3 units per gross acre for a total of 1,644 units. For development areas east of Red Rock Road, the minimum lot size shall be 21,780± square feet and the overall unit count may not exceed 1 dwelling unit per gross area for a total of 228 units. Total units within the Silver Hills Specific Plan shall not exceed 1,872. Multi-family development within the Residential Development Areas shall be prohibited.

### **Public Facility/Civic Uses**

This area consists of 20± acres and generally surrounds the existing volunteer fire station on Red Rock Road. The area is envisioned for public uses that could include an elementary or middle school, expansion of the fire station, a library, etc. There is no residential land use associated with the Public Facility/Civic Use area. However, should no public use be established (or in a formal planning stage) at the 80%-buildout stage of the project, this area may be developed consistent with the Residential Development Area. Additionally, Public Facility/Civic Use areas may be relocated throughout the Specific Plan area in order to address specific community needs, better serve the public, or more properly relate to development patterns, subject to the provisions of this Handbook.

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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### **Park**

Land designated as Park provides solely for public parks and recreation, including trailheads, and consists of 12± acres. Based on meetings with the Washoe County Department of Parks and Open Space, 10± acres of park land will be provided at the southwest portion of the Specific Plan area in order to allow for the expansion of the existing Silver Knolls Park. Additionally, two public trailheads (approximately 1 acre each) will be provided within the western portion of the Specific Plan, providing staging areas and public access to the Silver Hills trail network and adjoining public lands. The Park designation is depicted on the land use plan in schematic format. Final locations will be influenced based on individual projects within the Specific Plan boundaries, input from the Washoe County Department of Parks and Open Space, and the surrounding community. The 11 acres established is a minimum and may be increased as the project develops over time.

The 10± acres of Park use adjacent to the existing Silver Knolls park at the southwest boundary of the Specific Plan area may include recreational equipment, sports fields, equestrian staging areas, etc. (subject to Washoe County Department of Parks and Open Space input/needs). Trailheads will provide parking and/or staging areas that allow public access to the Silver Hills trail system and adjoining BLM land(s).

As Silver Hills develops, additional park space and developed parks may be provided. Park projects will be presented to the Washoe County Department of Parks and Open Space for review. Smaller park facilities such as neighborhood parks may be dedicated to Washoe County or constructed and maintained by the Silver Hills Master Homeowners Association (dependent upon Washoe County review/negotiation), and shall be available for public use. Thus, Park use is permitted within all land use categories within the Silver Hills Specific Plan.

### **Open Space**

The Open Space area includes no development and serves to provide trail corridors, wildlife corridors, community aesthetic enhancement, passive recreation opportunities, and buffers between land uses. Open Space land use is located throughout the Specific Plan area including a dedicated 50-foot (minimum) open space buffer along the exterior boundary of the Specific Plan that shall include a public trail (except on the far west side where steeper terrain exists), suitable for equestrian use (as defined later in this Handbook). Open Space land use may include public or private ownership and may also include orchards, community gardens and barns, drainage channels, public infrastructure, utility corridors, etc.

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

Table 2-1 (below) summarizes the land use categories within the Silver Hills Specific Plan:

**Table 2-1 – Land Use Summary**

LAND USE	GROSS AREA
<b>RESIDENTIAL</b>	
Residential Development Area <sup>1</sup>	595.91± acres
<b>NONRESIDENTIAL</b>	
Public Facility/Civic Use (PFC)	20± acres <sup>2</sup>
Park (P)	12± acres
Open Space (OS)	152.41± acres
<b>TOTAL</b>	<b>780.32± acres</b>

1 – Note: Limited Neighborhood Commercial uses shall be permitted within Residential Development Areas. Refer to Section 2.3.

2 – If no public use is planned or established at the 80% build out stage of the Specific Plan, this area shall revert to residential.

### 2.2.3 Density Matching

In areas where new residential development adjoins an existing neighborhood or platted subdivision density matching shall occur. This shall include comparable lot sizes or increased buffers to ensure that privacy of existing homes and community character is retained. Areas subject to density matching are identified with hatching on the land use plan (refer to Figure 2-1). The required 50-foot exterior open space buffer may not be counted towards density matching requirements. At a minimum, the density match area adjoining existing subdivisions shall extend 150-feet from the open space buffer internal to the Specific Plan area.

Development areas east of Red Rock Road have a more extensive density match requirement. As depicted on the land use plan (Figure 2-1), a 50-foot buffer shall be provided along the perimeter of the Specific Plan boundary. No structures shall be erected within this buffer area. Trails, public facilities such as drainage channels/basins, utility easements, etc. may be located within the buffer area. Additionally, all future residential parcels that abut the 50-foot buffer along the southern and eastern boundary of the Specific Plan area (east of Red Rock Road) shall be a minimum of one-acre in size. All new homes located adjacent to the 50-foot buffer, within the density match area, shall be limited to single story design.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

### 2.2.4 Density/Intensity Standards

Development Density and Intensity standards for each land use suitability area within Silver Hills are defined herein. For residential uses, minimum standards are established based on Washoe County Development Code requirements but are purposely flexible in order to encourage a wide range of single-family home types and promote new and innovative design concepts.

- **Residential Development Areas**

TYPE/DESCRIPTION	<b>Lower Density Neighborhoods</b>	
	Lower density single family neighborhoods provide single family detached homes in areas where comparable densities adjoin and in peripheral areas of Silver Hills. These areas may include custom/semi-custom home sites. Detached accessory dwellings are permitted but shall not exceed 1,200 square feet or 50% of primary residence, whichever is larger.	
	<b>SINGLE FAMILY DETACHED</b>	<b>NOTES</b>
<b>BUILDING INTENSITY</b>		
Typical Lot Sizes	15,000 square feet to 1 acre	If clustering of units with lot sizes less than 15,000 square feet, a minimum of 5% common open space shall be provided. Lots 1 acre or larger may include horses.
Minimum Lot Width	100 feet	
Building Height	35 feet maximum	
<b>BUILDING SETBACKS</b>		
Front Yard	30 feet	
Side Yard	10 feet	
Rear Yard	30 feet	
<b>BUILDING PROJECTIONS</b>	Refer to Washoe County Development Code (LDS standards)	
<b>ACCESSORY USES</b>		
Accessory uses shall be permitted pursuant to Washoe County Development Code Article 306		
<b>NOTES</b>		
1 – With Common Open Space		
2 – Lots east of Red Rock Road shall be a minimum of 21,780 square feet		
3 – A minimum of 50% of lots located east of Red Rock Road shall be a minimum of 1 acre in size.		

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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**Figure 2-2 – Typical Low-Density Neighborhood (West of Red Rock Road)**

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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**Figure 2-2A – Typical Low-Density Neighborhood (East of Red Rock Road)**

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

- **Mid-Range Single Family Neighborhood**

TYPE/DESCRIPTION	<b>Mid-Range Single Family Neighborhood</b>	
	Mid-range density subdivisions provide single family detached dwellings at typical suburban densities. Densities within these areas shall provide appropriate transitions between adjoining projects. Pedestrian connections (i.e. trails or sidewalks) shall be provided in order to provide community connectivity.	
	<b>SINGLE FAMILY DETACHED</b>	<b>NOTES</b>
<b>BUILDING INTENSITY</b>		
Maximum Net Density (du/ac)	Per the Common Open Space Development standards allowed within Article 408	5% of gross project area shall be dedicated to common open space.
Typical Lot Sizes	5,000 to 15,000 square feet	
Minimum Lot Width	50 feet	
Building Height	35 feet maximum	
<b>BUILDING SETBACKS</b>		
Front Yard	15 feet <sup>1</sup>	
To Front Load Garage	20 feet	
To Side Load Garage	15 feet <sup>1</sup>	
To Alley Load Garage	5 feet	
Front Yard	15 feet	
Side Yard	5 feet	
Rear Yard	15 feet	
<b>BUILDING PROJECTIONS</b>	Refer to Washoe County Development Code (HDS standards)	
<b>ACCESSORY USES</b>		
Accessory uses shall be permitted pursuant to Washoe County Development Code Article 306		
<b>NOTES</b>		
1 – Minimum driveway depth shall be 20 feet along public rights-of-way. Setback to dwelling area may be reduced to 15 feet in order to provide building elevations that are not garage dominant.		

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS



Figure 2-3 – Typical Mid-Range Single Family Neighborhood

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

- Suburban Single-Family Neighborhoods

TYPE/DESCRIPTION	Suburban Single-Family Neighborhoods		
	Suburban Single-Family Neighborhoods are intended to provide a range of single family detached and single family attached products and may include small-lot patio homes, the use of alleyways and community greens, townhomes, and/or duplexes. These neighborhoods are located internal to the Silver Hills Parkway loop road.		
	SF – DETACHED	SF - ATTACHED	NOTES
<b>BUILDING INTENSITY</b>			
Maximum Net Density (du/ac)	Per the Common Open Space Development standards allowed within Article 408	Per the Common Open Space Development standards allowed within Article 408	Single Family attached projects shall include a sub-homeowner’s association responsible from common area maintenance, including maintenance of private streets (if any).
Lot Size	4,000 square feet <sup>1</sup>	3,700 square feet	
Minimum Lot Width	30 feet	20 feet	
Building Height	35 feet	40 feet	
<b>LANDSCAPING</b>			
Landscape Requirement		20% of total project area	Landscaped front yard areas maintained by HOA may be included in overall landscape requirement
<b>BUILDING SETBACKS FROM PROPERTY LINES</b>			
<b>FRONT YARD SETBACKS</b>			
To Main Structure w/ Front Entry Garage	10 feet	10 feet	
To Porch	10 feet	10 feet	
To Front Entry Garage (from public ROW)	20 feet	20 feet	
To Side Entry Garage	10 feet	10 feet	

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

<b>BUILDING SETBACKS FROM PROPERTY LINES</b>			
To Main Structure w/ Alley Loaded Garage	10 feet	10 feet	
<b>SIDE YARD SETBACKS</b>			10ft. min. bldg. separation
Interior Side Yard	0 or 5 feet	0 or 5 feet	
Side yard to Adjacent Street	10 feet	10 feet	
<b>REAR YARD SETBACKS</b>			* 10 feet min for cluster SFD
To Main Structure	15 feet *	10 feet	
To Alley Loaded Garage	5 feet	5 feet	
To Deep Recessed Garage	10 feet	10 feet	
<b>BUILDING PROJECTIONS</b>	Refer to Washoe County Development Code (LDU standards)		
<b>ACCESSORY USES</b>			
Accessory uses shall be permitted pursuant to Washoe County Development Code Article 306			
<b>NOTES</b>			
1 – May be reduced to 3,700 square feet for patio/cluster homes that share common vehicle courts, alleys, etc.			

It is recognized that future innovative concepts may not necessarily fit within the standard “mold” in terms of design/layout. Therefore, the residential development standards included within Section 2.2.4 may be varied by up to 20% subject to approval by the Master Developer. However, minimum lot size (3,700 square feet), maximum density (14 du/ac with Common Open Space) and required open space may not be varied.

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS



Figure 2-4 – Typical Suburban Single-Family Prototypes

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Figure 2-5 – Typical Suburban Single-Family Prototypes

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

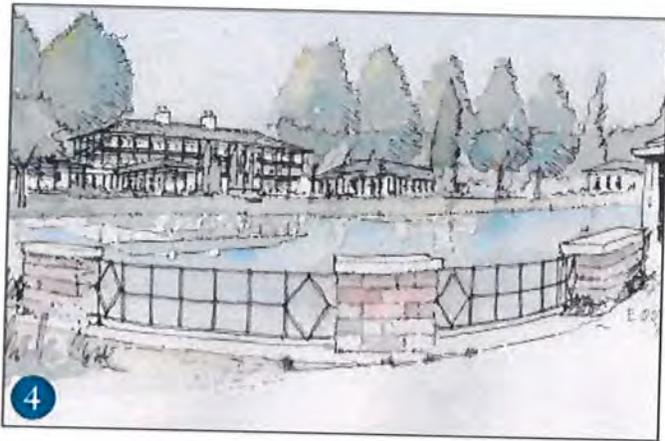


Figure 2-6 - Typical Suburban Single-Family Prototypes

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

- **Public Facility/Civic Use**

<b>TYPE</b>	<b>Public Facility/Civic Use</b>
<b>DESCRIPTION</b>	The Public Facility/Civic Use designation provides for public facilities such as schools, libraries, utility structures, fire stations, sheriff substations, etc.
<b>BUILDING INTENSITY</b>	
Building/Facility Height	40 feet maximum
Building Separation	0 feet, or 20 feet minimum
<b>LANDSCAPING</b>	
Landscape Requirement	Minimum of 20% development area <sup>1</sup>
<b>BUILDING SETBACKS</b>	
Front	20 feet minimum
Side	15 feet minimum
Rear	20 feet minimum
<b>NOTES</b>	
1 – Requirement may be reduced to 10% for Washoe County School District facilities.	
2 – Land use may be relocated/reconfigured at the discretion of the Master Developer.	

- **Park**

<b>TYPE</b>	<b>Park</b>
<b>DESCRIPTION</b>	The Park designation provides for the development of active and passive public recreational facilities. <sup>1</sup>
<b>BUILDING INTENSITY</b>	
Minimum Size	10 acres
Building/Facility Height	35 feet maximum
Building Separation	0 feet, or 20 feet minimum
<b>LANDSCAPING</b>	
Landscape Requirement	Site specific to use.
<b>BUILDING SETBACKS</b>	
Collector Roads	20 feet minimum
Internal Local and Private Roads	15 feet minimum
Property Line <sup>2</sup>	10 feet minimum
<b>NOTES</b>	
1 – Park locations may be relocated as development occurs, subject to approval by the Department of Parks and Open Space.	
2 – This includes all property lines within Silver Hills that do not border arterial or collector roads.	

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- **Open Space**

<b>TYPE</b>	<b>Open Space</b>
<b>DESCRIPTION</b>	The Open Space designation allows for passive recreation, landscape buffers, trails and trail corridors, wildlife corridors, utility corridors, drainage facilities, infrastructure, and undisturbed areas.
<b>BUILDING INTENSITY<sup>1</sup></b>	
Building/Facility Height	20 feet maximum
Building Separation	0 feet, or 20 feet minimum
<b>LANDSCAPING</b>	
Landscape Requirement	Site specific to use.
<b>BUILDING SETBACKS</b>	
Collector Roads	20 feet minimum
Internal Private Roads	15 feet minimum
Property Line <sup>1</sup>	10 feet minimum

### 2.3 Permitted and Conditional Uses

Permitted uses, and those requiring an Administrative Review or Special Use Permit within Silver Hills are provided in Table 2-2 - Allowed Uses table (following page). This table organizes potential uses within the land use categories presented within the Silver Hills Land Use Plan.

The following symbols are used in the matrix to indicate whether a proposed use is permitted, or whether an Administrative Review or Special User Permit may be required.

A – Permitted by right.

AR – Administrative Review required

S – Special Use Permit required

AN – Ancillary Use – Uses only allowed when ancillary to a permitted primary use

Empty Cell – Not permitted

The Washoe County Director of Planning and Building shall be responsible for determining the appropriate review board for uses requiring a Special Use Permit (i.e. Board of Adjustment vs. Planning Commission). Any subdivision of a parcel resulting in the creation of more than 4 lots shall be subject to the review and approval of a Tentative Subdivision Map.

Note: The Washoe County Department of Planning and Zoning shall define which residential land use designation to apply to a specific tentative map based on the lot sizes proposed, as defined in the previous tables.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

Uses not listed in Table 2-2 are not permitted within the Specific Plan area. However, in an instance where a proposed use is not listed within Table 2-2 or within Table 110.302.05.01 of the Washoe County Development Code, the Director of Planning and Building may permit such use with the approval of an Administrative Review if such use is found to be complementary to and consistent with the allowed uses and standards contained within this Handbook. Any such use shall also require the consent and approval of the Master Developer and Design Review Committee.

Note: All uses shall be defined per the definitions contained within Article 902 of the Washoe County Development Code. Home-based businesses, as defined and permitted through the Washoe County Business License Division, shall be permitted. Uses noted with an asterisk (\*) shall be subject to the supplemental use standards contained in section 2.3.1 of this handbook

**Table 2-2 – Allowed Uses**

LAND USE DESIGNATIONS	LDSF	MRSF	SFS	PFC	P	OS
<b>RESIDENTIAL USE TYPES</b>						
<b>Single Family Residential Uses</b>						
Attached Accessory Dwelling	A	A	A			
Detached Accessory Dwelling*	A	A				
Detached Accessory Structure	A	A				
Duplex			A			
Group Home	A	A	A			
Model Home Complex	AN	AN	AN			
Single Family, Attached			A			
Single Family, Detached	A	A	A			
<b>CIVIC USE TYPES</b>						
Active Recreation	A	A	A	A	A	A
Administrative Services				AR		
Child Daycare	A	A	A			A
Community Barn	A	A	A	A	A	A
Community Center				AR	AR	AR
Community Farms and Orchards	A	A	A			A
Community Garden	A	A	A	A	A	A
Convalescent Services	AR	AR	AR			
Cultural and Library Services				A		
Education				S		
Family Daycare	AR	AR	AR			
Group Care Facility	AR	AR	AR			
Large-Family Daycare	S	S	S			
Major Public Facilities	S	S	S	S	S	S
Nature Center					A	A
Passive Recreation	A	A	A	A	A	A
Postal Services				S		
Public Service Yard				S		
Religious Assembly	S	S	S			
Safety Services				S		
Utility Services	S	S	S	S	S	S
<b>COMMERCIAL USE TYPES</b>						
Administrative Offices				AR		
Commercial Antennas				S	S	S

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

LAND USE DESIGNATIONS	LDSF	MRSF	SFS	PFC	P	OS
Continuum of Care Facilities - Seniors	S	S	S			
Eating and Drinking Establishments – Convenience*						
Eating and Drinking Establishments – Full Service*			S			
Financial Services			S			
Indoor Sports and Recreation				S	AR	
Neighborhood Centers*			S			
Outdoor Entertainment*				A	A	
Outdoor Sports and Recreation				A	A	A
Personal Storage*			S	S		
Retail Sales – Convenience*			S			
Retail Sales – Specialty Stores*			S			
Satellite Dishes	Refer to Article 324 of WDCD					
Storage of Operable Vehicles*			S			
Wireless Communication Facilities	Refer to Article 324 of WDCD					

### 2.3.1 Supplemental Use Standards

Several of the uses listed in Table 2-2 include an asterisk (\*). These uses, while allowed (subject to applicable entitlements) have additional restrictions defined in this section that are above and beyond the requirements of the Washoe County Development Code. Restrictions on these uses are listed below:

**Agrihood Facilities** – Agrihood facilities, as described throughout this handbook and including components such as barns, greenhouses, orchards, etc. shall be permitted within all land use categories with the exception of PFC and P but shall require the approval of the Design Review Committee unless included concurrent with a tentative map request approved by Washoe County.

**Detached Accessory Dwelling** – Detached accessory dwellings constructed as part of the original house floor plan (i.e. detached casitas, mother-in-law quarters) shall be permitted and may not exceed 1,200 square feet.

**Eating and Drinking Establishments – Convenience**– Coffee shops, delis, or similar, up to 4,000 square feet may be permitted within Neighborhood Centers (see below) with the approval of a Special Use Permit. Establishments operating outside the hours of 6:00 am to 11:00 pm are not permitted.

**Eating and Drinking Establishments – Full Service** – Restaurants, including restaurants with alcohol service, up to 4,000 square feet may be permitted within Neighborhood Centers (see below) with the approval of a Special Use Permit. Free-standing bars, or establishments operating outside the hours of 6:00 am to 11:00 pm, are not permitted.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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**Neighborhood Centers** – The Silver Hills Specific Plan recognizes that small neighborhood commercial uses can be beneficial and can serve to create a stronger sense of community. For that reason, support retail services, up to 45,000 square feet may be located within the Silver Hills Parkway loop road (defined in Table 2-2 as the SFS zone). Individual commercial uses in excess of 5,000 square feet are prohibited. Neighborhood centers shall incorporate the architectural standards included herein and shall include clustering of smaller buildings rather than a large “strip” building structure (refer to Figure 2-8).

**Outdoor Entertainment** – Outdoor entertainment such as school events, community concerts and performance, and the like are permitted within the Public Facility and Parks land uses and shall not extend past 10:00 pm. More than 2 events per month at any given facility shall require the approval of a Special Events Permit by Washoe County.

**Personal Storage** – Personal storage shall be limited to the storage of boats, recreational vehicles, and the like. These areas shall be screened with a 6-foot minimum solid sight obscuring fence. Additionally, a minimum of 15% of the total site area shall be landscaped, including the use of evergreen trees in order to provide year-round screening. Personal storage uses do not count towards the 45,000 square foot limitation on neighborhood commercial/retail use.

**Retail Sales - Convenience** – Convenience retail is permitted within Neighborhood Centers and may not exceed 5,000 square feet. Additionally, hours shall be limited to 6:00 am to 11:00 pm only. Freestanding convenience stores and service stations are prohibited.

**Retail Sales – Specialty Stores** – Specialty stores such as boutiques, personal services, salons, and the like shall be permitted within neighborhood centers and shall not exceed 5,000 square feet.

**Storage of Operable Vehicles** – Storage of operable vehicles shall be limited to the storage of boats, recreational vehicles, and the like and shall be for the exclusive benefit of Silver Hills residents. These areas shall be located behind a minimum 6-foot sight-obscuring solid fence. Storage uses do not count towards the 45,000 square foot limitation on neighborhood commercial/retail use.

### Additional Use Restrictions:

Total commercial area may not exceed 45,000 square feet. Refer to Figure 2-7 for typical neighborhood center concept. Live/work residential units and storage facilities shall not count towards the 45,000 square foot limitation.

Standards of the Neighborhood Commercial (NC) zone shall be applied to any commercial use standard not addressed herein.

**SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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**Figure 2-7 – Typical Neighborhood Center**

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Figure 2-8 – Typical Retail Concept

### 2.4 Streetscape Development Standards

#### 2.4.1 Circulation Plan

Silver Hills will be accessed through an extension of Silver Knolls Boulevard that will circle through the west side of the Specific Plan Area, connecting back to Red Rock Road at the northern end of the project boundary. This roadway, known as Silver Hills Parkway, will be constructed to a collector roadway standard and will include two lanes with a center turn lane at intersections. At the two primary entries along Red Rock Road, the center turn lane will include a landscape island that will include evergreen plantings and shrubs.

As Silver Hills develops with future tentative maps, local roadways will connect with Silver Hills Parkway, providing access to individual neighborhoods. Neighborhoods within the project may be interconnected with local streets but all residential traffic will be directed towards Silver Hills Parkway for primary access in and out of the Specific Plan area.

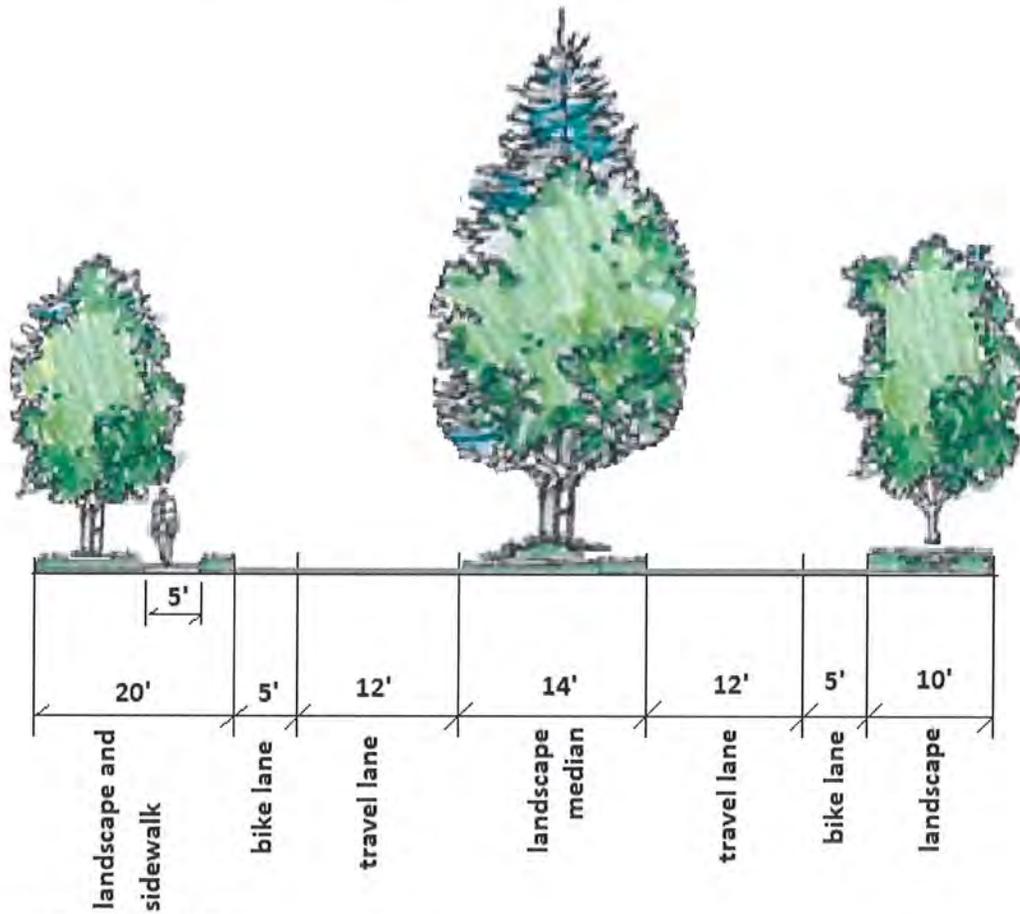
#### 2.4.2 Roadway Design

Development of roadways within Silver Hills will generally conform to the standards defined in the Washoe County Development Code. However, as noted previously, Silver Hills Parkway will include a 100-foot landscape median at its two intersections with Red Rock Road, identifying the project to residents and visitors with distinct entry monumentation (as described later). A cross section of the proposed Silver Hills Parkway is depicted in Figure 2-9 on the following page. The right-of-way section includes two 12-foot travel lanes along with a 5-foot bike lane on each side. A 14-foot center turn lane is provided (with the exception of the 100-foot entry landscape median). Additionally, a 10-foot landscaped common area will be included on one side, with 20-feet on the other (this may vary from side to side depending on site conditions). The 20-foot landscape common area shall include a 5-foot (attached or detached) asphalt or concrete pedestrian path. Roadways east of Red Rock Road shall generally conform to standard Washoe County standards/details. In areas of one-acre lots, the requirements for sidewalks may be eliminated in order to provide consistency with the existing Silver Knolls neighborhood to the south.

As an alternative to Washoe County local street standards, individual builders within Silver Hills may choose to incorporate a modified local street section. This section would provide for sidewalk on one side of the street and allow the use of rolled curbs versus sidewalk on both sides of the street and traditional squared curbs. This provides for flexibility in locating driveway cuts which then allows for flexibility in home siting. Additionally, modified local street standards may be incorporated into individual neighborhoods in order to allow for new/innovative community designs subject to the approval of the Washoe County Engineering Division and the Truckee Meadows Fire Protection District.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

Landscaping and a 5-foot pedestrian path will be provided along Silver Hills Parkway in its entirety. The pathway shall be paved or constructed of concrete and will be located within the common area that will parallel Silver Hills Parkway. The path may be attached or detached from back of curb and may cross from side to side depending on location and site conditions. A striped pedestrian crosswalk shall be required at all crossing points of the 5-foot pedestrian path.



Note: Landscape median length is 100-feet.  
Section includes center turn lane for remainder of roadway section.

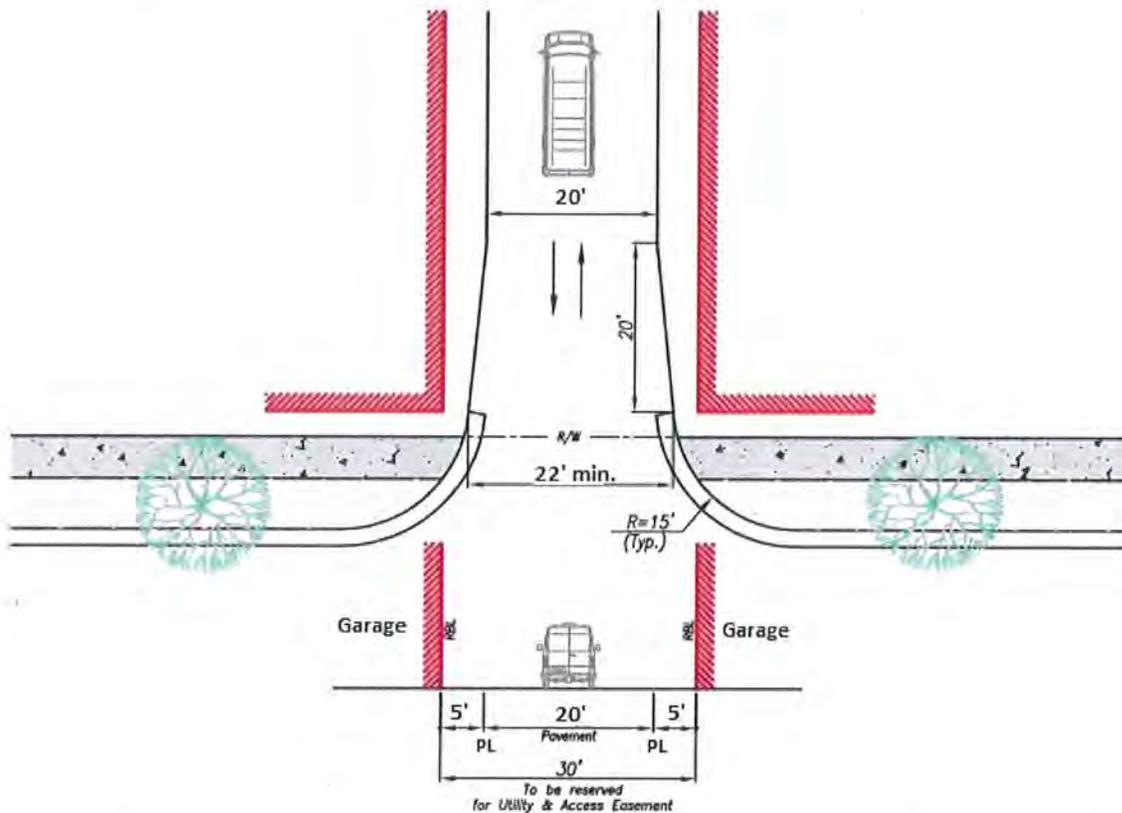
Figure 2-9 – Silver Hills Parkway Section

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

## 2.4.3 Access Standards

RTC access management standards and the Washoe County Public Works design standards shall be used to direct the design of access and layouts for individual projects within Silver Hills at the time of development. Accesses and layouts will be reviewed and approved by the Silver Hills Design Review Committee (DRC) and the Washoe County Department of Planning and Building.

Alleys are an allowed alternative within single-family residential areas of Silver Hills. An alley is a private roadway that is intended to provide access to an abutting property such as a garage or rear yard. Alleys are not intended for general traffic circulation or primary emergency access routes. Alleys shall have a minimum width of 20 feet (Refer to Figure 2-10 for more detail) and shall be maintained by the adjoining property owner (through an easement agreement) or by a sub-association established by an individual builder with the approval of the Silver Hills Master Developer.



Note: Alley design is subject to variation but shall maintain a minimum paved travel lane width of 20'.

Figure 2-10 – Typical Alley Detail

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 2.4.4 Silver Hills Parkway Streetscape

Silver Hills Parkway shall be designed to promote a sense of community through the incorporation of a landscaped median at the project entries as well as landscaping along both sides of the roadway. Additionally, a 5-foot paved pedestrian path will run adjacent to the roadway, within the landscaped common areas. The path may be detached from the roadway section and may cross over to the opposite side of Silver Hills Parkway where topography or engineering requirements dictate.

A project identifying entry feature may be permitted at the primary access points of the Silver Hill Specific Plan area along Red Rock Road. The entry feature serves to help establish the project theme and is expected to be reminiscent of a historic ranch entry. The entry may utilize a mix of timber and stone accents and will include signage to identify the project. Additional details on project entries are included later in this Handbook. A 100-foot long landscaped median shall be located at each access point along Red Rock Road. The median shall be set back from the intersection to provide proper sight distance for drivers. In areas that the landscape median does not occur, a 14-foot center turn lane shall be provided in areas where turning movements occur.

The pedestrian path along Silver Hills Parkway shall be installed with the construction of the adjacent roadway. This applies to landscaping along Silver Hills Parkway as well. Landscaping located within the right-of-way and the landscape buffer adjacent to Silver Hills Parkway shall be maintained by the Silver Hills master homeowner's association (HOA). Additionally, the HOA shall be responsible for the 5-foot pedestrian path that parallels the Silver Hills Parkway right-of-way. Washoe County shall be responsible for the maintenance of the public right-of-way areas.

The following landscape standards apply to Silver Hills Parkway:

- Landscaped common areas shall occur adjacent to both sides of Silver Hills Parkway. At a minimum, one side shall be 10 feet with the other at 20 feet. The 20-foot landscape common area shall include a 5-foot paved (or concrete) pedestrian path.
- A 100-foot landscape median shall be provided at the primary entries along Red Rock Road. The median shall be setback a minimum of 15-feet from the intersection in order to allow proper site distance for drivers.
- Evergreen trees shall be 6' minimum height with deciduous trees at a minimum 1.5" caliper, at time of planting.
- Landscaped common areas adjacent to Silver Hills Parkway may include a mix of xeriscape materials such as decomposed granite, rock mulch, etc. rather than turf.
- At time of planting, all groundcover and shrub areas must have 100% coverage with organic, rock and/or bark mulch, to protect the soil.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- Slope banks shall utilize native and/or adapted species to reduce maintenance and irrigation requirements. Adapted species refers to non-native or exotic plant species that are non-invasive and well adapted to the local climate and growing conditions.
- Large trees shall be defined as those that exceed 40 feet in height and 40 feet canopy diameter at maturity.
- Medium trees shall be defined as those that range from 20 feet to 40 feet in height and 10 feet to 40 feet in canopy diameter at maturity.
- Small trees shall be defined as those ranging from 8 feet to 20 feet in height and 6 feet to 20 feet in canopy diameter at maturity.
- Formal groupings refer to the linear or patterned arrangement of plants at a regular spacing interval.
- Informal and clustered groupings refer to the random or irregular arrangement of plants in groups of 3 or more and spaced a maximum of 60 feet between clusters.

### 2.4.5 Red Rock Road Streetscape

A 25-foot landscape buffer will be provided along Red Rock Road as it traverses the project area. This 25-foot will include enhanced native landscape in order to provide an aesthetically pleasing streetscape and will incorporate elements common to the overall project design, reinforcing a project sense of place. While trees will be included within the buffer, much of it may remain natural. The Red Rock Road frontage (west side) will include a 4 to 6-foot-decomposed granite (or similar) path that connects the north and south intersections of Silver Hills Parkway. The path may meander but shall be detached from the right-of-way by a minimum of 5 feet.

The path along Red Rock Road shall be installed with the first phases of development. This applies to landscaping within the Red Rock streetscape as well. The Red Rock Road streetscape/landscape buffer shall be maintained by the Silver Hills master homeowner's association (HOA). Additionally, the HOA shall be responsible for maintenance of the 4-6-foot (west side) and 6-foot multi-purpose path (east side) that lie within the landscaped common area. Washoe County shall be responsible for the maintenance of the public right-of-way areas.

The 25-foot landscape buffer located on the east side of Red Rock Road shall include native vegetation. Formal plantings within the east side buffer are discouraged. Any new trees shall be planted to protect privacy of existing or new homes and shall not include formal clustering of plant material.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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The following landscape standards apply to the west side of Red Rock Road:

- Landscaped common areas (minimum of 25-feet in width) shall occur adjacent to Red Rock Road.
- Located within the 25-foot streetscape shall be a detached 4-6-foot decomposed granite or similar path. These facilities shall be setback a minimum of 5-feet from the Red Rock Road right-of-way.
- Evergreen trees shall be 6' minimum height with deciduous trees at a minimum 1.5" caliper, at time of planting.
- Landscaped common areas adjacent to Red Rock Road may include xeriscape materials such as decomposed granite or rock mulch rather than turf.
- At time of planting, all groundcover and shrub areas must have 100% coverage with organic, rock and/or bark mulch, to protect the soil.
- Large trees shall be defined as those that exceed 40 feet in height and 40 feet canopy diameter at maturity.
- Medium trees shall be defined as those that range from 20 feet to 40 feet in height and 10 feet to 40 feet in canopy diameter at maturity.
- Small trees shall be defined as those ranging from 8 feet to 20 feet in height and 6 feet to 20 feet in canopy diameter at maturity.
- Formal groupings refer to the linear or patterned arrangement of plants at a regular spacing interval.
- Informal and clustered groupings refer to the random or irregular arrangement of plants in groups of 3 or more and spaced a maximum of 60 feet between clusters.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

**Table 2-3- Silver Hills Streetscape Standards**

Roadway	Landscape Buffer	Required Landscape	Pedestrian Amenities
Silver Hills Parkway	10 feet/20 feet	<p><b>Tree Type:</b> Mix of Evergreen and Deciduous</p> <p><b>Pattern/Spacing:</b> Average of 50' on Center</p> <p><b>Other:</b> 60% shrub/40% ground cover mix</p>	5-foot attached or detached asphalt or concrete path <sup>1</sup>
Red Rock Road (applies to west side only)	25 feet/25 feet	<p><b>Tree Type:</b> Mix of Evergreen and Deciduous</p> <p><b>Pattern/Spacing:</b> Average of 70' on Center</p> <p><b>Other:</b> Native ground cover mix</p>	4 to 6-foot detached multi-purpose path

<sup>1</sup> – Pedestrian path to be located within 20-foot landscape buffer.

### 2.4.6 Street Lighting

Lighting within Silver Hills is designed to enhance the quality and safety of the streetscape corridors while maintaining dark skies standards. Lighting located within the right-of-way of collector roads, local streets, and other public common areas will be installed by the Master Developer or individual builders and maintained by NV Energy or Washoe County (for standards poles/fixtures). Lighting located within alleys, associated with commercial or privately maintained parking lots, or non-NV Energy standards, shall be the responsibility of the property owner or a sub-homeowner's association (subject to approval by the Master Developer and Design Review Committee).

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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This section provides lighting standards for collectors and local streets, as well as pedestrian, landscape and sign lighting within Silver Hills.

The goals of the Silver Hills lighting standards are to:

- (1) Provide a safe level of illumination for both motorists and pedestrians;
- (2) Reinforce the pedestrian scale of the community;
- (3) Provide appropriate lighting in context with the surrounding built environment; and
- (4) Allow for quality lighting design that reflects the theme of the community

### 2.4.7 Collectors and Local Streets

The following standards apply to collector and local streets within of Silver Hills:

- Lighting fixture types shall be of a consistent scale, design and color along street corridors
- Street lighting shall be directionally shaded to reduce spill-over and glare and include “dark skies” standards.
- Light fixture height shall not exceed 20 feet.
- Refer to Table 2-4 for additional lighting standards.
- Street lights shall be maintained by NV Energy or Washoe County. Non-NV Energy standard fixtures and lights within private parking lots or alleyways shall be maintained by individual property owners or a sub-HOA (to the approval of the Master Developer and Design Review Committee).
- All street lights shall incorporate dark skies technologies and fixtures.
- All collector and local roadways shall include NV Energy “decorative” light fixtures (refer to Figure 2-11).
- For local streets, individual builders may utilize non-NV Energy standard fixtures. These fixtures shall be maintained by the HOA (or a sub-HOA) and must be approved by the Master Developer/Design Review Committee.
- Individual projects east of Red Rock Road may reduce required street lighting by up to 50% (based on Washoe County code standards) in order to complement existing adjoining neighborhoods.



**NV Energy Decorative Head Light Fixture**

**Figure 2-11 – Typical Light Fixtures**

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

**Table 2-4 – Streetscape Lighting Standards**

Roadway Designation	Roadway	Location	Standards		
			Model (Luminaire, mast arm and pole)	Placement	Spacing
Collector	Silver Hills Pkwy.	NV Energy Standards <sup>1</sup>	NV Energy approved decorative fixture (see Figure 2-9)	Alternating <sup>1</sup>	Spaced at regular intervals
Neighborhood Local	All public streets within a parcel or subdivision	NV Energy Standards <sup>1</sup>	NV Energy approved decorative fixture (see Figure 2-9) <sup>2</sup>	Alternating <sup>1</sup>	Spacing Varies

<sup>1</sup> – Placement and Spacing of street lighting is subject to approval by NV Energy and Washoe County, as specified in the Washoe County Development Code.

<sup>2</sup> – Non-NV Energy fixtures may be used subject to the approval of the Master Developer/Design Review Committee and shall be maintained by the HOA or approved sub-HOA.

### 2.4.9 Entries

The consistent treatment of neighborhood entries will help establish a consistent community character within Silver Hills. Two primary entries will occur along the west side of Red Rock Road and will include a formal entry feature that spans the roadway, providing project identification. The entry feature is expected to be modeled after a traditional ranch gate entry and shall include the use of timbers with stone base accents.

The following standards shall apply to primary entry monuments:

- Maximum height of any roadway span shall be 20 feet. Roof structures may be incorporated into spans (refer to Figure 2-14) but are not required.
- Decorative lighting such as lanterns or similar may be included on primary entry features.
- Project signage, including the project name and/or logo may be included on the span structure and side base structures.
- All signage shall include internal or indirect illumination. Up-lighting of entries is permitted only when spill-over past the Specific Plan boundary does not occur.
- A formal entry(s) shall not be required for areas east of Red Rock Road.

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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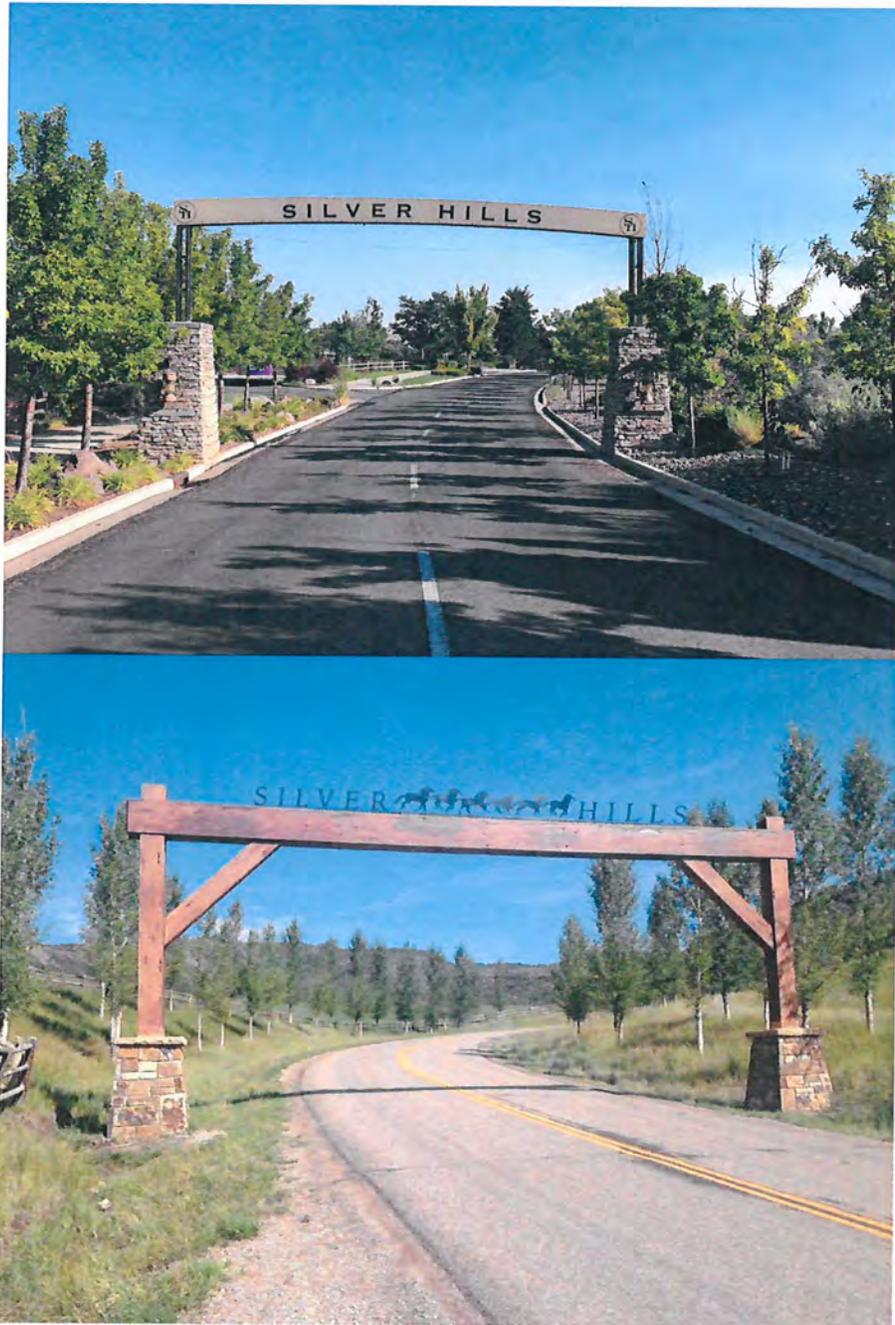


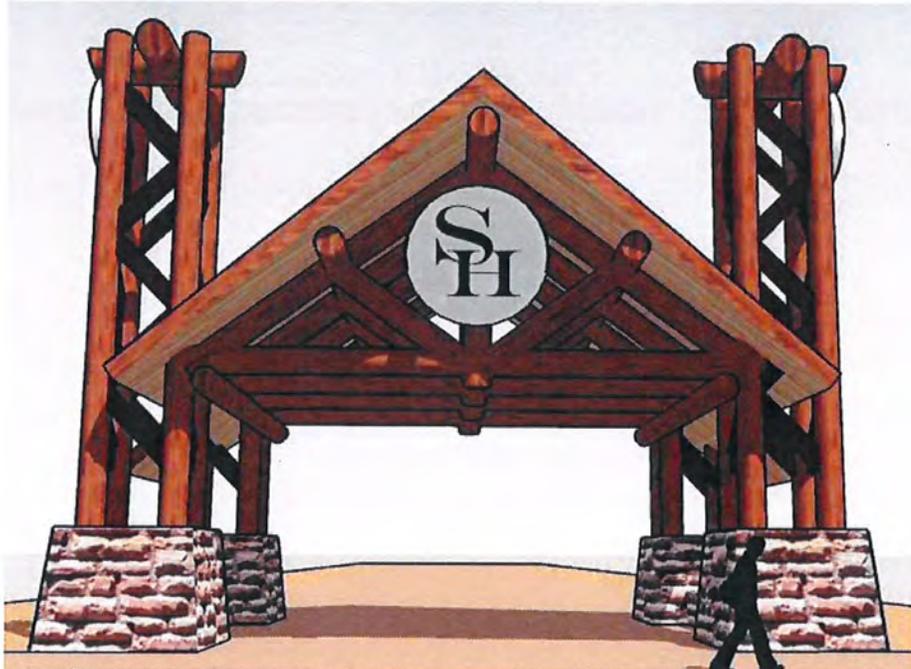
Figure 2-12 – Primary Entry Concepts

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Figure 2-13 – Primary Entry Concepts



Note: Roof structures (as depicted above) are allowed as an option for project entries.

Figure 2-14 – Primary Entry Concepts

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 2.4.9 Neighborhood Entries

Silver Hills will incorporate entry monumentation for all individual neighborhoods within the Specific Plan area. The following standards shall apply to neighborhood entry signs:

- A neighborhood entry treatment shall be placed at the primary entrance to each neighborhood.
- Entry monuments shall be located outside the sight visibility triangle of the road intersection.
- Neighborhood entry treatments shall be designed with similar characteristics to that of primary entries, but on a smaller scale. Entry monuments may incorporate the use of stone, timbers, barn wood, etc. in order to carry on the Silver Hills theme.
- Entry monuments shall be located within dedicated common area and not within individual lots.
- Landscaping adjacent to neighborhood entries shall incorporate native materials, predominantly designed to look natural and wild, with some manicured ornamental landscaping where necessary.
- Neighborhood entry landscape treatments shall be reviewed and approved by the Design Review Committee as well as Washoe County (with associated tentative map, Special Use Permit, etc.).
- Neighborhood entries shall not exceed 6 feet in height.
- Up-lighting or indirect lighting of monument signs shall be permitted.
- Neighborhood/project entry signs shall have a consistent design within each project.
- Monument signs shall be maintained by the homeowner's association or a sub-homeowner's association (with the approval of the Master Developer).
- Neighborhood entries are optional for neighborhoods east of Red Rock Road.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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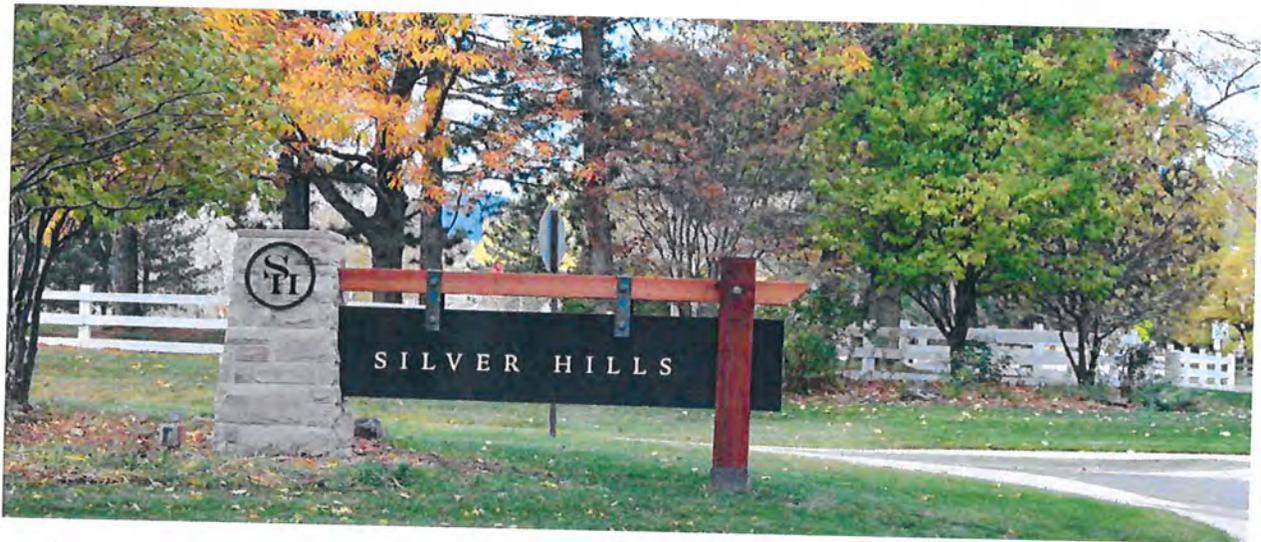


Figure 2-15 – Neighborhood Entry Concepts

### 2.5 Signs

Signage within Silver Hills shall be limited to project entries (refer to section 2.4), internal wayfinding signs, and limited commercial signage within the MR zone. The following general standards apply to all signs within the Specific Plan area:

- Signs within Silver Hills shall comply with the regulations governing signs contained within the Washoe County Development Code. Where a conflict exists between these development standards and the Development Code, the standards contained herein shall apply.
- Monument signs shall have a maximum height of six (6) feet. No additional freestanding signs shall be permitted with the exception of directional wayfinding signs or traffic control signs. Pylon or pole signs are specifically prohibited.
- Internally lit signs shall not result in spill-over or glare upon adjoining properties.
- Refer to section 2.5.2 for non-residential sign standards.

#### 2.5.1 Wayfinding Signs

A wayfinding sign is a sign that directs the flow of pedestrians or vehicles to community elements such as neighborhoods, parks, schools, etc. The following standards apply to wayfinding signs within Silver Hills:

- Wayfinding signs shall have a maximum height of 6 feet.
- Wayfinding signs shall not be placed within 100 feet of an intersection or nearer than 50 feet from a required regulatory sign (i.e. traffic control sign) on collector roadways.
- Wayfinding signs will be maintained by the Silver Hills homeowner's association and shall be approved by the Master Developer prior to installation.
- Temporary wayfinding signs may be used to identify individual projects, model home complexes, etc. within Silver Hills.
- Wayfinding signs shall be consistent with the concepts/examples presented in Figure 2-16.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Figure 2-16 – Wayfinding Sign Concepts

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 2.5.2 Commercial Signs

Limited commercial areas are permitted within residential development areas as detailed previously in this Handbook. It is the intent that commercial areas not be dominated with signage. Rather, signs will be used for business identification and shall be incorporated with building architecture. The following standards apply to commercial uses within Silver Hills:

- Unless specifically addressed within this handbook, signage area shall comply with the standards included in the Washoe County Development Code for the Neighborhood Commercial zone.
- For retail uses, a common monument sign, not to exceed 8 feet in height, shall be permitted with up to 10 individual tenant panels. This sign may be internally illuminated if faced away from residential uses.
- Building signs shall be downlit or indirectly lit. Internal illumination shall be prohibited.
- Roof signs shall be prohibited.
- The use of flashing signs, reader boards, or scrolling message signs shall be prohibited.
- Refer to Figure 2-17 for examples of sign character for limited commercial uses within Silver Hills.



Figure 2-17 – Typical Commercial Signage

### 2.6 Trails

Trails are provided throughout the Silver Hills Specific Plan area and serve to provide pedestrian and equestrian links within the community. Trails are located within open space areas and shall be constructed in phases as adjoining development occurs. There are two primary trail types within Silver Hills; pedestrian trails and multi-use trails.

Pedestrian trails are intended solely for pedestrian and bicycle use and are located to provide links to neighborhoods and community facilities such as parks and schools. Multi-use trails are located within the perimeter open space buffer and are intended for use by pedestrians/hikers, bicyclists, and equestrian users. Specifically, multi-use trails provide access to public lands that surround Silver Hills and allow for horseback riders to access these lands through the Silver Hills Specific Plan area.

Figure 2-20 provides a backbone trail plan for Silver Hills. It is anticipated that as individual neighborhoods within the Specific Plan develop, links to the primary trail network will be provided within common open space. The intent is to provide pedestrian connections from within individual neighborhoods to the overall trail network, allowing residents to access various parts of the community without interaction with automobiles.

The following trail standards shall apply within the Silver Hills Specific Plan

- A 6-foot multi-use trail (decomposed granite or similar) shall be located within the open space buffer on the northern and southern perimeters of the Specific Plan area. This trail shall allow for both pedestrian and equestrian traffic.
- A minimum of two developed public trailheads (approximately 1-acre in size) shall be located west of Red Rock Road within the Specific Plan boundaries. Final trailhead locations shall be determined with input from the Washoe County Department of Parks and Open Space.
- A 5-foot paved pedestrian trail shall be located within the utility corridor open space, connecting the western and eastern sides of the project. A continuation of this trail shall provide a connection to Silver Knolls Park located south of the Specific Plan area.
- Refer to sections 2.4.4 and 2.4.5 for trail/pathway standards along Silver Hills Parkway and Red Rock Road.
- Trails shall be constructed in phases as development occurs by the Master Developer or individual project builder.
- Trails shall be maintained by the Silver Hills homeowner's association.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- As development occurs, the Washoe County Department of Planning and Building shall require trail connections to the master trail system, as applicable in order to provide for neighborhood connectivity.
- An equestrian route through the Specific Plan area shall be maintained during construction.
- Multi-use trails/paths shall be constructed of decomposed granite (or similar) and utilize either a concrete or solid border to define the limits of the trail. Refer to Figure 2-18 below.
- A minimum of one undercrossing, capable of accommodating equestrian users, shall be provided under Red Rock Road, linking the east and west sides of the Specific Plan Area.



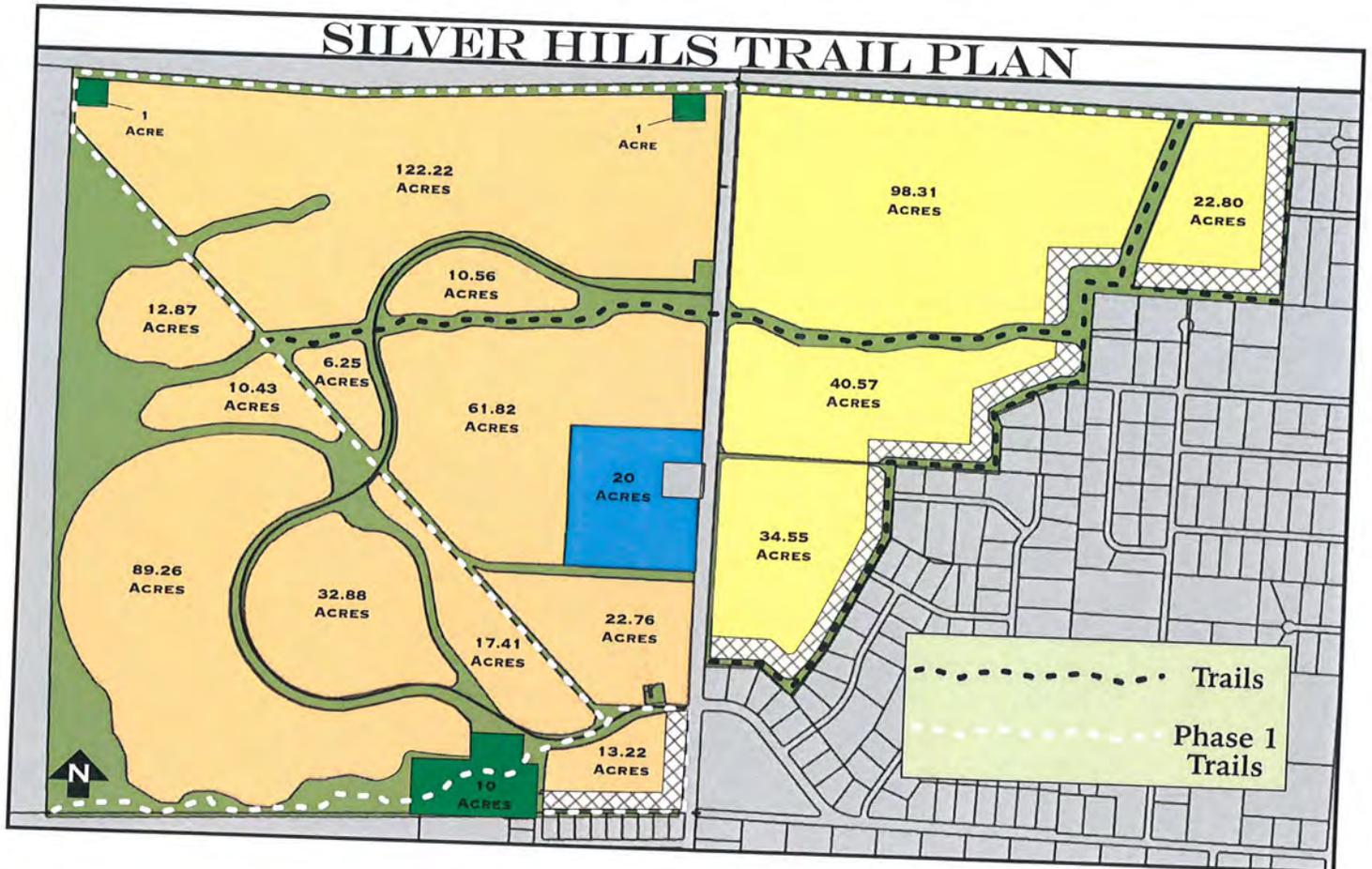
**Figure 2-18 – Typical Multi-Use Trail**

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- Trails occur within areas of natural landscape. However, plantings of evergreen and deciduous trees, at the Master Developer's discretion, shall be permitted.
- Access points to the trail system shall include barriers such as bollards, gates, or similar to prevent motorized vehicles from accessing the trail network. Use of trails within Silver Hills by motorized vehicles shall be prohibited. Vehicles necessary for trail and common area maintenance are exempt from this standard.
- Trailheads may incorporate access for off-highway vehicles to access public lands but shall prohibited motorized access on trails within the Specific Plan boundary (subject to approval by the Washoe County Department of Parks and Open Space).
- Connections to the trail system from future subdivisions including trail access points shall be reviewed and approved by the Master Developer or Design Review Committee.
- All trails shall be located within dedicated common areas.
- Bollard lighting may be used to illuminate trail access points, at the discretion of the Master Developer.
- Trails located within park areas dedicated to Washoe County shall be maintained by Washoe County.
- Neighborhoods shall be required to consider trail access in their design and provide efficient links to existing BLM trailheads, where applicable.
- A trail head parking area (site to be determined) shall be provided adjacent to public lands and provide adequate area for parking, trailers, and the loading/unloading of off-road vehicles.
- Refer to Figure 2-19 for a master trail system map.

**SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**



Trails identified in white (Phase 1 Trails) shall be constructed with initial phase of development for respective development area (i.e. east and west sides).

Note: Trails shown are in addition to pedestrian pathways and multi-use pathways that adjoin major roadways, as detailed in in Table 2-3.

Figure 2-19 – Silver Hills Master Trails Plan

### 2.7 Parks

Silver Hills will provide new park facilities to the benefit of the whole community. A minimum of 12 acres of developed park facilities shall be provided in Silver Hills. This includes 10± acres at the southwest portion of the Specific Plan area, adjoining Silver Knolls Park, along with two 1-acre trailheads. Final trailhead locations and park configuration shall be determined with input from the Washoe County Department of Parks and Open Space.

#### 2.7.1 Community/Regional Park

A minimum of 10 acres are reserved at the southern portion of the Specific Plan area, immediately adjacent to the existing Silver Knolls Park. It is envisioned that this area will serve as an extension of the existing community park and provides for expansion of the facilities for both active and passive recreation, and possibly allow Washoe County to develop Silver Knolls Park to a regional park standard. Additionally, this area has the potential to provide equestrian staging facilities including horse trailer parking, access to equestrian trail heads, etc.

Final design of the park and its associated facilities will be subject to input and direction from the Washoe County Department of Parks and Recreation. The park facilities will be constructed by the Master Developer with construction of the 500<sup>th</sup> unit within the Silver Hills Specific Plan and will be reimbursed with park tax funds collected by Washoe County. The community park site will be dedicated to Washoe County for public use and maintained by Washoe County.

#### 2.7.2 Neighborhood Parks

Neighborhood parks may be constructed within the Silver Hills Specific Plan area. Neighborhood Parks shall generally be 2 to 3 acres. Construction of neighborhood parks shall be at the discretion of the Master Developer and will be offered for dedication to the Washoe County Department of Parks and Open Space. If Washoe County does not accept dedication of park facilities, maintenance shall be provided by the Silver Hills Homeowners Association. Park facilities not dedicated to Washoe County may be private and for the use of Silver Hills residents only, at the discretion of the Master Developer.

There is no limit to the amount of neighborhood parks permitted within Silver Hills.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 2.7.3 Trailheads

A minimum of two (2) public trailheads shall be constructed within the Silver Hills Specific Plan area, west of Red Rock Road. Trailheads will be constructed by the Master Developer and reimbursed by Washoe County with park tax funds collected from within the Specific Plan area. Trailhead facilities shall be a minimum of 1-acre in size and will be dedicated to the Washoe County Department of Parks and Open Space.

Final location and configuration of trailheads, including amenities (i.e. parking, staging areas, etc.) shall be determined with input from the Washoe County Department of Parks and Open Space. The first trailhead shall be constructed at or prior to the construction of the 150<sup>th</sup> residential unit west of Red Rock Road, with the second trailhead constructed at or before the 500<sup>th</sup> residential unit west of Red Rock Road.

### 2.7.4 Agrihood Farm

The standards contained herein contemplate an agrihood/community farm concept as a possible community amenity within open space and common areas. Should this occur, the following standards shall be applied:

- Membership to the community farm may be offered to non-residents of Silver Hills through a Community Supported Agriculture (CSA) program.
- The farm shall include a designated Farm Manager who shall be responsible for the daily operations, planting of crops, and as an advisor to community/farm members. This position shall be appointed and funded by the Silver Hills homeowner's association.
- The HOA may choose to appoint an Activities Director to work with the Farm Manager to provide classes/activities for community/farm members and to coordinate volunteer activities, events, etc.
- The farm may include a greenhouse(s) for resident farm basket production as well as Community Supported Agriculture (CSA)
- Excess crops shall be donated to local food banks or sold to a coop that benefits reinvestment into agrihood facilities.
- The Agrihood Farm may provide a Children's Farm that shall include a small beginning garden environment that includes raised beds, tools, a shared garden shed, and weekly classes for families (may be subject to fees).
- The Agrihood Farm may include a large fruit orchard along with mini-orchards or mini-gathering parks. These facilities may be located outside of the main farm such as at the end of cul-de-sacs within the Specific Plan Area.

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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- An edible, low water, and beneficial insect and wildlife habitat emphasis shall be placed in all common area landscaping.
- Orchard production within the Silver Hills Agrihood Farm shall benefit the homeowner’s association community improvement fund.
- A central pavilion and/or barn is permitted to be located within the farm and may provide a commercial kitchen, meeting rooms, etc. that can be used or rented by residents.
- The use of alternative energy sources such as solar and wind turbine is highly encouraged.
- A “tractor park” that incorporates farm equipment and play areas for children may be incorporated into the Agrihood Farm.

### **2.8 Urban/Wildland/Public Lands Interface**

The Silver Hills Specific Plan area is located within an urban/wildland interface area subject to wildfires. As such, the following standards shall apply:

- New development that abuts open space and/or natural areas shall provide a minimum of 20-feet of defensible open space consistent with standards adopted by the Truckee Meadows Fire Protection District (TMFPD).
- With individual tentative maps, TMFPD shall have the ability to condition site specific fire mitigation requirements such as increased defensible space, specific plant palettes, etc.
- The Silver Hills Homeowners Association shall be responsible for the maintenance of common areas outside of individual lots to ensure weeds and other combustibles are removed in order to maintain a minimum of 20-feet of defensible space from the property line of an abutting unit.
- With new development, access to open space areas shall be coordinated with TMFPD to allow for fire equipment to access open space/common areas during a wildfire event.
- A fire hydrant shall be located at each trailhead adjacent to public lands.
- A vehicular access, for emergency purposes, shall be provided at each adjacent BLM trailhead. These access points should align with existing trails, to the extent possible and may include gates and/or barriers to prevent non-emergency access.
- A vehicle parking and staging area shall be colocated with a trailhead at the border of Silver Hills with BLM/public lands and shall provide ample area for loading/unloading of off road vehicles. Location shall be determined with input from BLM and Washoe County.

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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### **2.9 Mailboxes**

Individual mailboxes, if allowed by the United States Postal Service (USPS), shall be paired at driveways to serve adjacent homes. The style of the mailboxes, including address numbers shall be compatible with the architectural styles of the homes and shall be consistent throughout each project within Silver Hills. Mailbox designs shall be approved by the Silver Hills Design Review Committee and the USPS. Mailboxes shall be provided and installed by individual builders prior to the issuance of certificates of occupancy for the individual homes.

When individual mailboxes are not permitted, clustered boxes shall be located in convenient areas conducive to temporary on-street parking. Placement of cluster boxes shall not be near intersections and shall not conflict with individual driveways or utilities. Locations shall be approved by the USPS and the Silver Hills Design Review Committee.

The United States Postal Service (USPS) shall be responsible for the maintenance of mailboxes/mailbox cluster boxes within Silver Hills.

## **CHAPTER 3 – SITE DESIGN AND ARCHITECTURAL STANDARDS**

### **3.1 Overview**

The purpose of this chapter is to establish base standards and design parameters for which future development within Silver Hills shall follow. These standards will guide the development of the Specific Plan area by providing specific design criteria for grading, building orientation, landscaping, lighting, signs, walls and fences, and other design elements that tie the community together, and helping to create the sense of place discussed in Chapter 1.

Architectural standards and guidelines are provided to ensure projects within Silver Hills are attractive, relate to one another, and reinforce the project theme. The pictures contained in this chapter are provided to convey “imagery” of the standards and guidelines but are not intended to require the specific design style depicted. Alternative themes with respect to design and architecture are encouraged in order to promote diversity of housing styles within Silver Hills as a whole.

As new projects (i.e. tentative maps) move ahead within Silver Hills, they shall be reviewed in context with the standards included within this chapter. This includes review by the Silver Hills Design Review Committee (DRC) and Washoe County to determine consistency with site design and architectural standards.

### **3.2 Site Planning Standards and Guidelines**

The purpose of the site planning standards and guidelines is to address general provisions of site development which include building orientation, grading and drainage, parking areas, landscape, lighting, signs, walls and fences, and service areas. Site planning controls the proper placement of buildings and internal roads that service and access the various uses in the community. It addresses the linkages and land use relationships at a human-scale, in order to create a stimulating and visually pleasant community. The goal is to promote pedestrian activity and safety, create visual compatibility with surrounding neighborhoods and minimize negative impacts on the natural environment.

#### **3.2.1 Site Planning and Development Standards**

Site planning, architectural design, and landscape design shall be consistent throughout Silver Hills in order to encourage neighborhoods that fully integrate with one another. There are a variety of methods to accomplish this including the use of consistent fencing, landscape treatments, design elements such as neighborhood entries, etc.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Individual neighborhoods within Silver Hills shall promote visual diversity and avoid monotonous development patterns. Methods to achieve this include, but are not limited to: not repeating floor plans/elevations directly next to each other, providing for a minimum of three distinct elevations for each home plan, designing homes so that the garages are integrated into front elevations, varying setbacks within the neighborhood, including design elements such as porches, overhangs, etc.

### Site Design

The following standards and guidelines promote visual diversity within individual neighborhoods:

- “Home forward” architecture shall be encouraged in the design of new home elevations. This includes integrating the garage into the elevation or placing home elements such as porches, entries, and windows to the front, as depicted in Figure 3-1.



Figure 3-1 – Typical “Home Forward” Design

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- To the extent practical, mirroring of facades shall occur between lots so that garages and entries are adjacent to each other. This creates variations in setback, providing for a more visually diverse streetscape. The pattern shall include breaks so that it creates variation with patterns across the street and does not become overly repetitious. This standard shall not apply to zero lot line products.
- Front elevations that face the street shall integrate garages to the extent possible. Methods to achieve this include off-setting the garage (refer to Figure 3-1), matching the garage architecturally with the primary façade, or incorporating alternatives such as side load or split garages (i.e. two car front load with a separate one car side load garage), alleys, etc. Refer to Figure 3-2.



**Figure 3-2 – Garage Integrated Elevations**

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

- Setbacks shall be varied to the extent possible in order to eliminate a monotonous appearance along the street.
- Neighborhoods that border the community trail system shall provide for a point of connection with final neighborhood design. Connection points can occur at the end of cul-de-sacs or within dedicated public access easements located within common open space. Trail connection points shall be a minimum of 8 feet in width and include a 4-foot multi-purpose path (decomposed granite or similar) that provides a link to the community trail.
- Neighborhoods with smaller lot sizes are encouraged to utilize alleys and provide homes that open up on a community green in order to promote walkability and encourage interaction between neighbors. Refer to Figure 3-3.



Figure 3-3 – Mixed Residential Neighborhood Concepts

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- Alleys within single-family residential developments shall have a minimum width of 20 feet with no parking. Alleys shall not be used as an emergency access road.
- Alleys shall be maintained by the adjoining property owner through an easement agreement or by a sub-association to be set up by an individual builder with the approval of the Master Developer.
- Single family lots that abut common areas and open space shall utilize open rear yard fencing. This is intended to provide a sense of openness within common areas and avoids a “walled off” appearance. A solid 3-base with open top may be permitted as an alternative to open fencing with approval by the Design Review Committee.
- Cottage Court design (as depicted in Figure 3-4) may be incorporated into areas of smaller homesites. This building type consists of smaller, detached structures, providing multiple units arranged to define a shared court which takes the place of a private rear yard. Units shall front onto and be accessed from the shared court.



Figure 3-4 – Cottage Court Concept

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### Grading

- Design of residential neighborhoods shall be sensitive to the natural terrain. Structures shall be located in such a manner so as to minimize necessary grading and preserve natural site features including drainageways, rock outcroppings, etc.
- Grading of subdivisions or pad sites shall be designed to blend the edges of development with the adjoining natural terrain. This may be accomplished through the use of rockery walls in order to reduce the length of man-made slopes, etc.
- Landscaping and native revegetation shall be the preferred method of slope stabilization as opposed to rip rap on all manmade slopes.
- Graded slopes shall be rounded resulting in smooth, harmonious transitions between the man-made terrain and the natural terrain.
- Graded slopes shall be revegetated prior to the issuance of a certificate of occupancy for new homes. This standard may be phased with the phased development of individual projects (i.e. slopes shall be revegetated concurrently with development within any given phase). If climatic conditions or other circumstances prevent planting at the time of occupancy, a bond shall be provided for landscaping during the subsequent growing season to the satisfaction of the Washoe County Department of Planning and Building.
- Drought tolerant plant species and native reseeding shall be utilized to help minimize erosion.
- Slopes contained within individual lots as a result of terracing shall be maintained by the property on the down slope side.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### Landscaping

- Individual builders or homeowners shall be responsible for landscaping the front yards of new homes within Silver Hills and shall be completed within one year from the issuance of the final certificate of occupancy.
- Homeowners shall be required to submit front yard landscape designs to the Design Review Committee for review and approval.
- Front yard landscaping, shall include an automatic irrigation system.
- At a minimum, each individual front yard shall include one tree per 400 square feet of yard area.
- Neighborhoods with common yards (i.e. community greens) shall provide trees at intervals not to exceed 30 feet.
- Landscape character may vary from neighborhood to neighborhood. Each neighborhood may use a unique plant palette with the approval of the Design Review Committee. Project entries shall retain a common theme, as previously described in Chapter 2.
- As an alternative to turf, natural xeriscaping and low-water plant materials may be used for front yards and common yards with the approval of the Design Review Committee.

### Lighting

- Single family residences shall incorporate exterior lighting that is compatible with the architectural design of the home and includes fixtures that eliminate spill-over of light to adjoining parcels.
- Projects with community greens or common yards may choose to include bollard lighting. Bollards shall not exceed 4-feet in height.
- As detailed in Chapter 2, street lights shall include NV Energy approved fixtures and shall be spaced per Washoe County standards. Neighborhoods with community greens, alleyways, etc. may vary fixture standards with the approval of the Design Review Committee. Non-standard light fixtures may be used with Design Review Committee approval and shall be maintained by the Silver Hills homeowner's association or a sub-homeowner's association.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### Walls and Fencing

- A 6-foot wood or vinyl fence with decorative pilasters (spaced at an average of 150-feet) shall be located at the rear yards of homes that back to Silver Hills Parkway. Final material and pilaster design shall be approved by the Design Review Committee and shall remain consistent throughout the Specific Plan area. Refer to Figure 3-5.
- Fencing along Silver Hills Parkway shall be placed on the property line and shall be maintained by the homeowner's association (exterior) and the adjoining property owner (interior). Fence replacement shall be the responsibility of the homeowner.



Figure 3-5 – Silver Hills Parkway Fencing Concept

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

- Wood privacy fencing may be used for individual lots and shall not exceed 6-feet in height. Refer to Figure 3-6.
- Rear yards adjoining open space may utilize open fencing. Open fencing may include split-rail, wrought iron, or similar and shall be consistent within the entire development. A solid 3-foot base with open fencing above may be permitted with Design Review Committee approval. This standard shall not apply to side yards that abut open space/common area in order to protect resident privacy. Refer to Figure 3-7. No rear yard gates are permitted directly abutting public (BLM) lands.
- Projects with common yards or community greens may include privacy walls, such as courtyard or patio walls, and shall not exceed 4 feet in height. These walls shall incorporate materials and colors consistent with the architecture of the homes.
- A 6-foot solid screen wall or fence may be used to separate any non-residential use from single family homes.
- All walls and fences associated with a project shall be installed concurrently with the project. Fences within residential lots shall be maintained by the lot owner.
- Chain link fencing shall only be permitted with temporary construction yards and is prohibited within individual lots.
- No fencing in excess of 3-feet (split-rail or picket) shall occur within the required front yard setback.

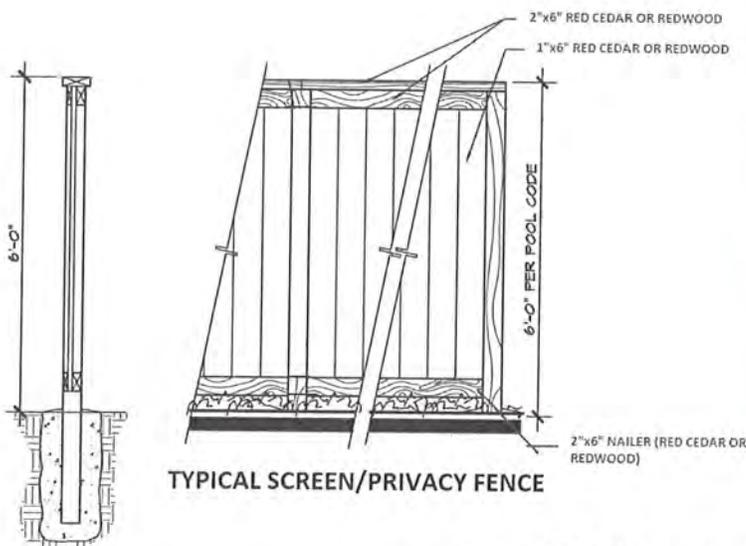


Figure 3-6 – Privacy Fencing Concepts

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

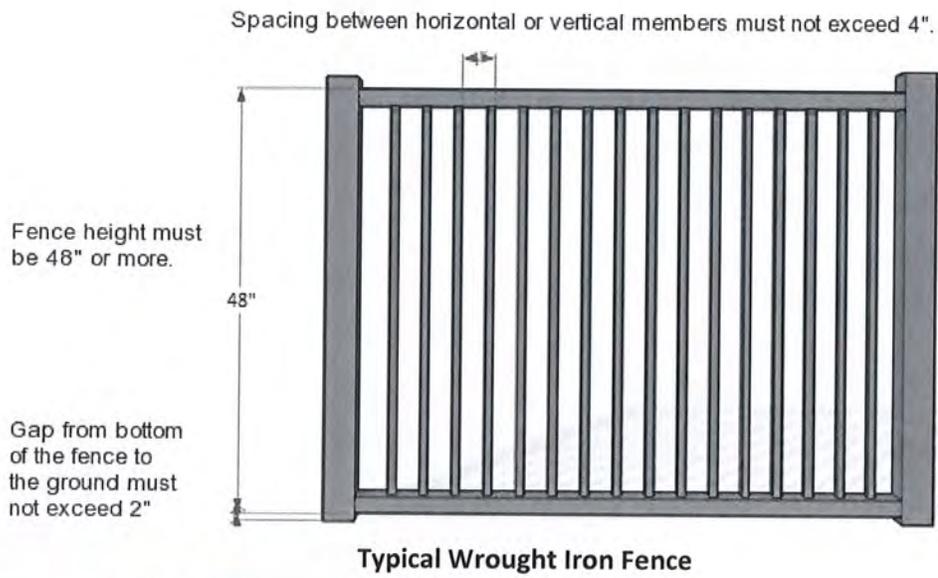


Figure 3-7 – Open Fencing Concepts

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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- Fencing for non-residential uses including neighborhood commercial, public facility, etc. shall conform with fencing standards contained in the Washoe County Development Code.
- Schools and Washoe County park facilities, may incorporate the use of chain link fencing with the approval of the Design Review Committee.

### **3.3 Architecture Standards and Guidelines**

#### **3.3.1 Background**

The purpose of these architectural guidelines is to provide general design criteria and guidance for the development of the neighborhoods within Silver Hills. The guidelines are not intended to be restrictive, but rather promote both visual compatibility and variety within the Specific Plan area by utilizing complementary traditional architectural styles. The intended result is a high level of design direction and quality.

#### **3.3.2 Architectural Theme**

As discussed in Chapter 1, Silver Hills evokes an overall mountain ranch theme which is also consistent with the agrihood concept. The theme is reinforced with evergreen plantings that will occur along Silver Hills parkway, etc. Traditional ranch and craftsman architectural styles will reinforce the overall theme and feel of the project and are complementary to the existing environment that surrounds Silver Hills. In order to allow for variety, deviations to the architectural theme, including farmhouse or more eclectic designs, shall be permitted and can complement differing styles through the inclusion of common design elements. The ultimate goal of these standards is to create a high quality, attractive community that provides diverse housing choices to suit the variable tastes and needs of future residents.

The application of these architectural guidelines and standards to individual development projects will be reviewed and approved by the Design Review Committee (DRC) and the Washoe County Design Review Committee. New interpretations of these classic combinations of materials are encouraged as they relate to a general feeling of neighborhood unity. The following sections provide guidelines and standards that will aid in the creation of a community of which residents can be proud to call home.

### 3.4 Single Family Architectural Standards

A key element of the Silver Hills architectural guidelines is to create a streetscape possessing both function and visual variety. The guidelines are intended to provide variety in appearance as well as a sense of individuality for each structure. Projects where identical buildings line the streets without variation in form and mass are prohibited.

It is recognized that all architectural styles are open to interpretation in design. Therefore, these standards are not intended to limit creativity or prevent certain types of design. Instead, they should be viewed as a baseline for review in terms of quality, general theme, etc. Deviations may be permitted with the review and approval of the Silver Hills Design Review Committee and Washoe County Design Review Committee.

#### 3.4.1 Building Mass and Form

- Facades of buildings styles shall make use of expressive structural elements such as brackets and columns, variable window types, a mixture of materials and distinctive porches.
- A minimum of three (3) distinctive floor plans shall be used within each individual subdivision within Silver Hills. A subdivision with twenty (20) or less lots may have less than three (3) distinctive floor plans.
- The architectural detailing similar to that of the front elevations may be utilized on all sides of the home.
- Any building addition or additional building(s) (over 200 square feet) on a property shall match the main structure in building design, materials, roof pitch and architectural character.
- The exterior mass and form of residential architecture should be varied within neighborhoods to improve the streetscape. This can be accomplished through (but is not limited to) varied setbacks, floorplans, facade detailing, massing and rooflines.

#### 3.4.2 Roof Form

- Roofs shall include variations in plane. This can be achieved with the use of elements such as hipped roofs, gables, dormers, porches, etc. Flat roofs are highly discouraged unless incorporated as an element to the overall architectural scheme of the building. Refer to Figure 3-8.
- Acceptable roof materials include concrete tile or architectural grade asphalt shingles. Metal roofing may be used to accent architectural features but shall not be the prominent roofing material.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Figure 3-8 – Typical Roofline Variation

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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### **3.4.3 Materials and Colors**

- Changes in materials and color are encouraged to provide visual interest and shall logically related to one another in order to avoid abrupt changes or conflicting architectural styles.
- Building materials and color schemes shall be consistent with a ranch theme and include the use of wood siding, cement fiber board, and/or stucco with accents such as stone or brick.
- The use of wood beams and/or timbers is encouraged on elevations and is reflective of the overall “upscale rustic” type of ranch style architecture.
- Color palettes for new homes shall include muted earth tones such as browns, beiges, whites, pale yellows, light greens, etc. reflective of a typical ranch style.
- The use of bright and vivid colors is prohibited.

### **3.4.4 Building Articulation**

- Front elevations and those facing streets shall include significant articulation in order to avoid the appearance of flat planes. Methods for providing articulation include porches, dormers, bay windows, building offsets, recessed entryways, etc.

### **3.4.5 Accessory Structure and Uses**

- Rain gutters shall be colored and/or painted to match the roof trip so that they are not visibly obtrusive to the main elevation. This standard may be waived with the approval of the Design Review Committee if the gutters serve as a distinctive architectural element of the home.
- Solar panels located on roofs shall either be architecturally integrated (i.e. solar tiles) or located to not be visibly obtrusive from the street.
- Patio covers and shade structures shall be approved by the Design Review Committee and shall be painted/colored to complement the primary structure. Such structures shall meet the minimum setbacks for the zone in which they are located. Refer to Chapter 2 for setback standards.
- Mounting of satellite dishes and/or antennas on the front elevation of homes shall be prohibited.
- Detached structures (where allowed – refer to Chapter 2) shall be painted to match the primary structure and are subject to the setback standards for that district.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- Sheds that extend above the fence line and are visible from the street shall be prohibited. Sheds extending above the fence line shall be screened from view of adjoining residences and approved by the Design Review Committee.
- Parking of recreational vehicles, boats, and the similar may only be permitted within side yards if fully screened behind a 6-foot minimum fence.
- Accessory dwelling units (as permitted within Chapter 2) shall be integrated with the overall design of the primary structure such as the example included in Figure 3-9.
- Multi-generational single-family housing that includes an attached accessory dwelling shall be permitted per the standards included in Chapter 2. Refer to Figure 3-10.



Figure 3-9 – Typical Accessory Dwelling

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

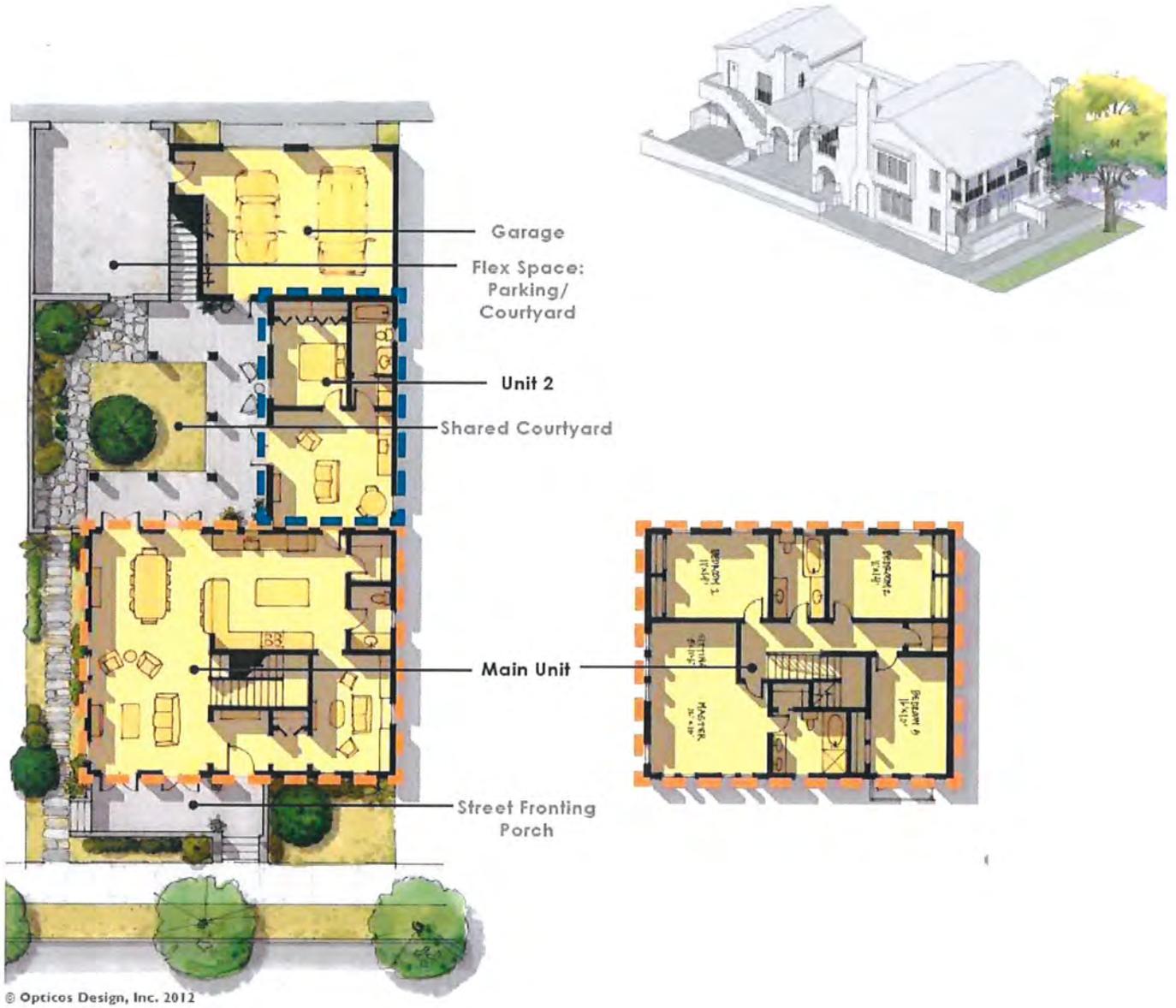


Figure 3-10 – Multi-Generational Housing Concept

### 3.5 Non-Residential Standards

Non-residential uses within Silver Hills are fairly limited and include limited neighborhood commercial uses, personal storage (intended to benefit residents of the Specific Plan area), schools, and public facilities. In general, the site planning and architectural standards provided in the Washoe County Development Code shall pertain to all non-residential uses within the Specific Plan boundary. However, the following supplemental standards shall also apply.

#### 3.5.1 Non-Residential Supplemental Standards

- Neighborhood commercial uses shall be broken into a series of smaller buildings rather than grouped into larger structures. Refer to Figure 3-11.
- Commercial buildings shall be limited in size based on the supplemental use standards described in section 2.3.1.
- Elevations for commercial buildings shall be residential in nature and incorporate elements as detailed in section 3.2. Refer to Figure 3-11.
- Commercial architecture shall be consistent with the residential standards included in section 3.2.
- In areas where non-residential uses adjoin residential uses, a 6-foot solid wall or fence shall be installed at the property line.
- Personal storage facilities and outdoor storage, subject to the supplemental standards and restrictions called out in section 2.3.1, shall be screened with a solid masonry wall. The wall shall incorporate colors earth tone colors and include decorative pilasters (as approved by the Design Review Committee) approximately every 40 feet for expanses visible from a public right-of-way.
- Agrihood facilities (if incorporated) such as barns shall be incorporated with the overall architectural theme and include common elements such as batt and board siding, rock accents, or similar rustic farm feel. Refer to Figure 3-11 for typical barn/agrihood concepts.
- Greenhouses associated with the agrihood “commons” shall be exempt from the architectural standards but shall be limited to no more than 5,000 square feet. Refer to Figure 3-13 for greenhouse concepts.
- Metal barn structures may be permitted within agrihood areas subject to approval by the Design Review Committee.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Figure 3-11 – Commercial Architecture/Scale

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

If agrihood facilities are developed within Silver Hills, Figures 3-12 and 3-13 depict facilities that are consistent with the standards contained herein.



Figure 3-12 – Typical Agrihood Building Concepts

**SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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**Figure 3-13 – Typical Agrihood Greenhouse Concepts**

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- All non-residential building elevations must be reviewed and approved by the Silver Hills Design Review Committee.
- School and public park facilities/structures shall be exempt from the architectural guidelines and shall conform with the standards included in the Washoe County Development Code.
- When reviewing public facilities (i.e. schools, libraries, etc.), the Washoe County Design Review Committee shall consider the requirements of this chapter in making recommendations on project architecture.
- Non-reflective metal roofing may be permitted on commercial and agrihood buildings with the approval of the Design Review Committee. Refer to Figure 3-12 for an example of acceptable metal roofing.
- Buildings such as churches and community centers shall incorporate elements of the design guidelines contained herein in order to reinforce the project theme. This includes elements such as earth tone colors, acceptable roofing materials and pitches, use of stone, brick, or similar, etc. Refer to Figure 3-12.
- Facades of non-residential buildings shall include articulation to avoid long monotonous planes. Methods of articulation include, but are not limited to the use of faux windows, overhangs, trellises, awnings, pilasters, columns, etc.
- The use of pre-engineered metal buildings may be permitted with the approval of the Design Review Committee. Any metal building must comply with the roof standards contained within section 3.2 and include at a minimum a brick or stone wainscoting along with non-metal accents such as stucco, EIFS, etc. Refer to Figure 3-14 for example.
- Church steeples shall be subject to the design provisions (i.e. height) of the Washoe County Development Code.

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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**Figure 3-14 – Typical Non-Residential Structure**

## CHAPTER 4 – PHASING AND INFRASTRUCTURE

### 4.1 Phasing

It is anticipated that Silver Hills will develop over the course of many years and may take 15 to 20 years for complete buildout. There are a variety of factors that will contribute to the ultimate timing of construction within the Specific Plan area. These include, but are not limited to; market conditions, timing of infrastructure and improvements, subsequent review and entitlements, etc.

Generally, phasing is anticipated to commence along the Red Rock Road frontage, moving east and west into the Specific Plan Area. Final phasing will be determined based on market demands.

Although market conditions will ultimately dictate phasing, it is anticipated that Silver Hills will develop in up to 20 individual phases. Each phase will include up to 150 units with an estimated buildout of 15 to 20 years for the entire project.

### 4.2 Open Space, Trails and Parks

Much of the open space within the Specific Plan area is natural open space, drainageways, etc. that will remain undisturbed with the exception of areas which will be developed with the Agrihood concept as further outlined in Chapter 2 of this handbook. Improvements such as trails will follow the same development pattern as other infrastructure elements. As development projects are constructed adjacent to areas where trails and/or other improvements are planned/called out, the segments of these improvements adjacent to the development areas will occur.

Silver Hills will provide new park facilities to the benefit of the whole community. A minimum of 12 acres of developed park and trailhead facilities are planned. This includes a 10-acre addition to Silver Knolls Park as well as two 1-acre trail heads west of Red Rock Road. Park areas are subject to relocation based on final community design/layout, input from reviewing agencies, etc.

A minimum of 10 acres are reserved at the southern portion of the Specific Plan area, immediately adjacent to the existing Silver Knolls Park. It is envisioned that this area will serve as an extension of the existing community park and provides for expansion of the facilities for both active and passive recreation. Additionally, this area has the potential to provide equestrian staging facilities including horse trailer parking, access to equestrian trail heads, etc.

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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Final design of the park and its associated facilities will be subject to input and direction from the Washoe County Department of Parks and Open Space. The park facilities will be constructed by the Master Developer with construction of the 500<sup>th</sup> unit within the Silver Hills Specific Plan and will be reimbursed with park tax funds collected by Washoe County. The community park site will be dedicated to Washoe County for public use and maintained by Washoe County.

A total of two public trailheads shall be constructed west of Red Rock Road. Trailheads will be a minimum of 1 acre in size and shall be coordinated with the Washoe County Department of Parks and Open Space in terms of amenities and facilities. The first trailhead shall be constructed at or prior to the 150<sup>th</sup> residential unit west of Red Rock Road with the second trailhead constructed at or prior to the 500<sup>th</sup> unit west of Red Rock Road.

### **4.3 Utilities/Infrastructure**

#### **4.3.1 Sanitary Sewer**

All new units and uses within the Silver Hills Specific Plan area will require connection to sanitary sewer facilities. Sanitary sewer service for the Silver Hills Specific Plan is somewhat unique in that it will be provided by a mix of future County sewer facilities and existing and future City of Reno sewer facilities. The design peak flow rates for the various development types differ between entities as shown on the attached table of flows (refer to Table 4-1).

The City of Reno, operates and maintains the nearest available public sanitary sewer system to the project. The terminus of these facilities is an existing 12" diameter sanitary sewer trunk line located at the existing western terminus Echo Avenue.

Note that sewer designs are preliminary and will be refined with subsequent tentative maps. The use of pump stations and force mains may be permitted as necessary within the Specific Plan area.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### ▪ **Alternative 1**

Future county gravity sewer mains will be constructed from the eastern project limits to the City facilities at two different locations, necessitated by the topography of the site and the future proposed grading.

- **Alignment Number 1** - The first alignment will be from the northeast midpoint of the project along Blackhawk Road to Osage thence south along Osage to the extension of Echo Avenue and then east to the point of connection to the existing City of Reno sewer system (refer to Figure 4-1).

This alignment will consist of approximately 9,000 lineal feet of gravity sewer main. All but the portion within the future extension of Echo Avenue is located in public right of way and the extension of Echo encompasses property owned by the Applicant.

The peak flow for the first 5,600 lineal feet of this main from the Blackhawk-boundary to the Osage–Silver Hills intersection is estimated at 1.64 MGD. This rate includes both estimates of future development areas on vacant land and anticipated hookups from residences currently served by septic systems adjacent to the alignment. From the Silver Hills intersection to the south the injection of an additional 0.63 MGD will be placed into the main resulting in the last 4,200 feet of the main needing a capacity of approximately 2.27 MGD (peak capacity).

- **Alignment Number 2** - The second alignment will commence at the southeast boundary of the project and follow Silver Knolls Boulevard to its intersection with Osage Road where it will intersect with alignment number 1 a length of approximately 4,870 feet (refer to Figure 4-2). The peak flow for this segment is anticipated to be 0.63 MGD. The phasing of the project will determine which of these alignments will be constructed first.

The design of both of these alignments will be required to take into consideration future sewer hookups of adjacent properties shown as outlined areas on attached Figure 4-3. Methods of reimbursement will be left to future negotiations with the affected parties.

### ▪ **Alternative 2**

Alternative 2 would require the securing of rights of way from Osage Road to the east along the projection of both Blackhawk Road and Silver Hills Boulevard to the Reno-Stead airport property. This alignment would then parallel the western Airport boundary for which a right of way would have to be obtained. To date, the applicant has been unable to secure these accesses from either the airport or the private property owners.

If these rights of way were to be secured, the major portion of the facility would be constructed within the City of Reno on airport property requiring approximately 9,700 feet of main (refer to Figure 4-3). This portion of the infrastructure would be designed and constructed using City of Reno standards and flow rates. Once again, all sewer facility design can potentially incorporate oversizing based upon future negotiations with the public entities and private property owners.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Future county sewer mains will connect to an existing City of Reno 12" diameter trunk main stubbed off the west end of Echo Avenue. The portion of the existing City of Reno sanitary sewer system that will provide service to the project consists of an 18" sewer interceptor in Moya Blvd. (from Lear Blvd. to Echo Ave.), the existing City of Reno Lear Boulevard Pump Station located at the northeast corner of the intersection of Lear Boulevard and Moya Boulevard, the force main extending from the Lear Pump Station to the east, and existing gravity sewer pipes further to the east. The existing City of Reno sanitary sewer system currently conveys sewer from the west end of the Stead Industrial area in an easterly direction to the existing Reno/Stead Water Reclamation Facility (RSWRF) located at 4250 Norton Street near the intersection of Military Road and Lear Boulevard. An analysis of the existing City facilities including mains, the Lear Pump Station and associated force main may be required in order to ensure capacity for the proposed Silver Hills Development. It is assumed for the purposes of this summary that the Reno/Stead Water Reclamation Facility (RSWRF) will have or will be able to increase its capacity to serve the proposed project.

The proposed on-site sanitary sewer system for the Silver Hills Development will consist of 8" to 12" mains and manholes in accordance with Washoe County standards.

**Table 4-1 - Sewer Design Criteria for City of Reno and Washoe County**

Design Criteria	City of Reno	Washoe County
Peak Flow in Mains (8"to10")	350 gallons per capita per day	
Peak Flow in Trunks (>10"<18")	250 gallons per capita per day	
Average Daily Residential Flow		270 gallons per day (A)
Peak Flow - Single Family Residential for Mains (8" to 10" pipe)	1,050 gallons per day	810 gallons per day(A)
Peak Flow - Single Family Residential Flow for Trunks (>10"<18")	750 gallons per day	810 gallons per day (A)

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

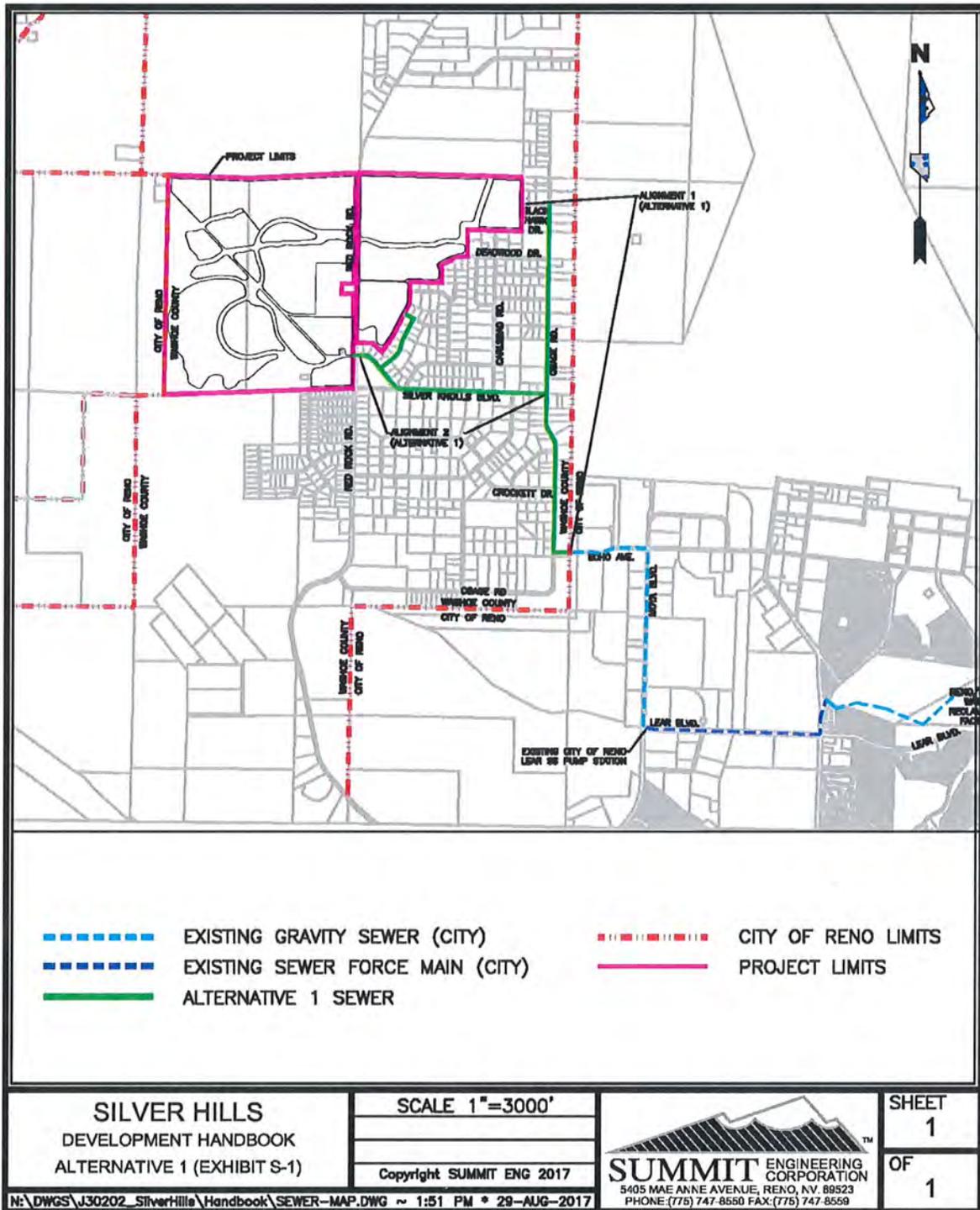


Figure 4-1 – Sewer Alternative 1

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

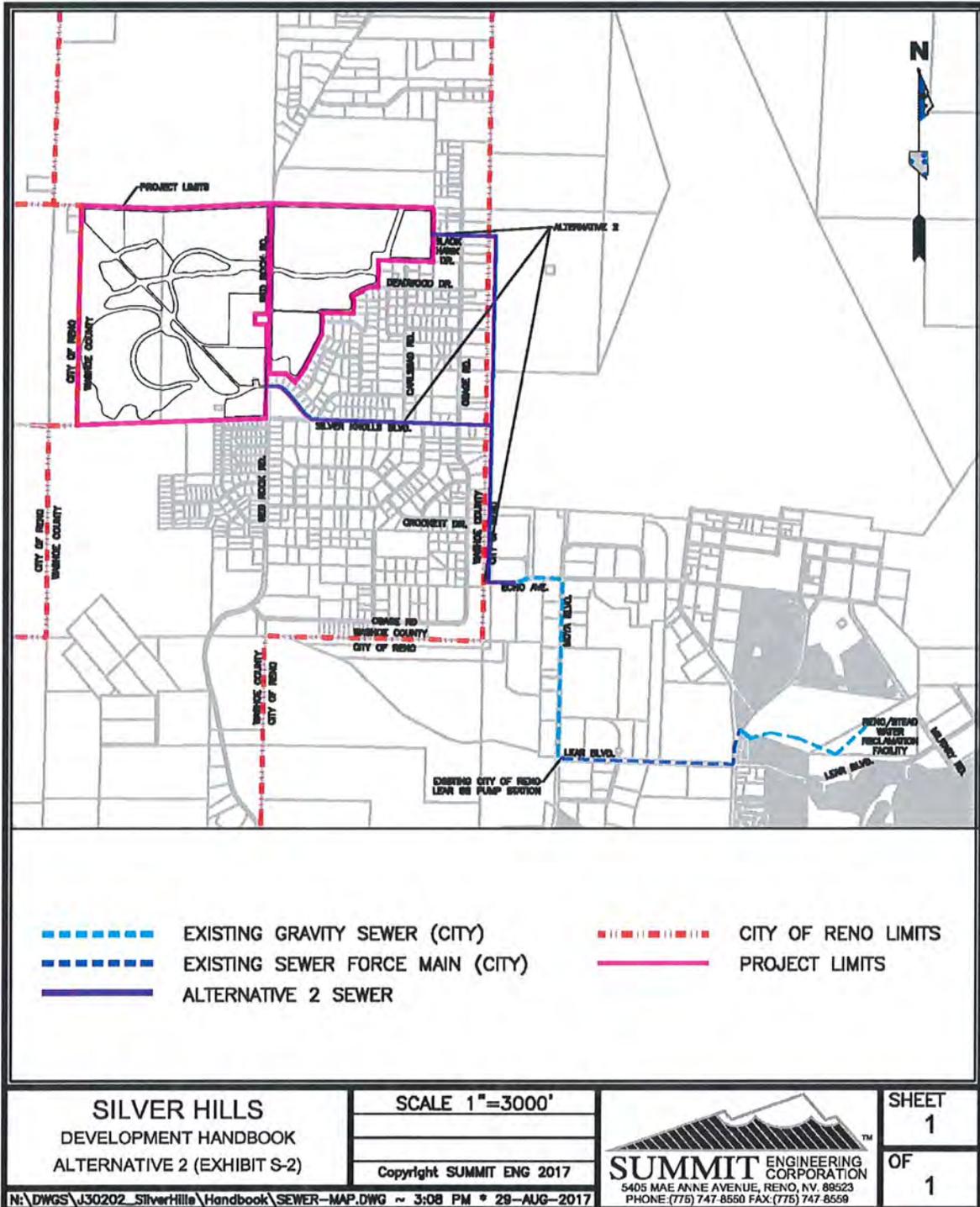


Figure 4-2 – Sewer Alternative 2

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

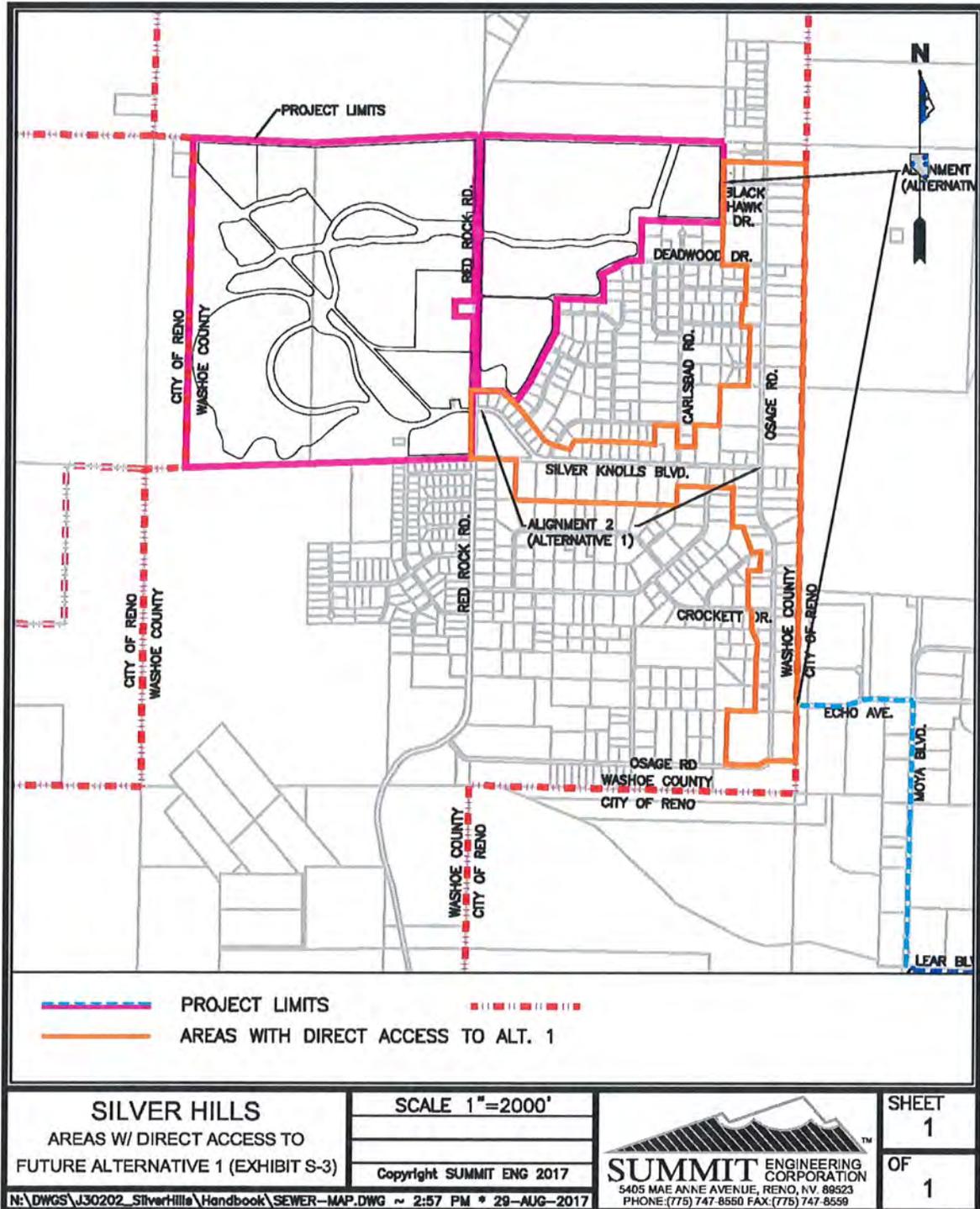


Figure 4-3 – Sewer Future Alternative 1

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 4.3.2 Water

The nearest existing water facilities to the project site is the Silver Knolls Water Company. There are existing Silver Knolls Water Company facilities within and adjacent to the project limits. However, the Silver Knolls Water Company is a small water system that is not capable of providing service to the Silver Hills project. It is envisioned that the Silver Hills Development will be annexed into the service territory of the Truckee Meadows Water Authority (TMWA) which currently exists to the southeast of the site. A TMWA Discovery will need to be prepared to provide service planning and an initial estimate of the required backbone water facilities necessary to provide service to the project.

In 2015, a TMWA discovery was prepared for a smaller project located on the same property. Although prepared for a different project, it is assumed for this purpose that many of the same requirements with oversizing will be necessary for the current proposal. The nearest TMWA facility to the site is a 12" diameter main located adjacent to the Army Aviation well to the east of the site within the confines of the Reno Stead Airport property (refer to Figure 4-4). From this location, a 3,500-foot main will need to be constructed to the boundary of the property.

An on-site booster pump station will need to be constructed in the northeastern portion of the site along the eastern boundary. From the booster station site and depending on the ultimate layout of the project, a parallel feeder main will need to be constructed to the northwest corner of the site.

A tank (or tanks) will be required and to obtain the elevation necessary will need to be located off-site. A suitable location for the tank (APN 556-120-07) is owned by the Developer and is adjacent to dedicated right of way. Naturally, due to terrain and the elevation of the tank, various pressure reducing stations will need to be incorporated into the ultimate design.

Water rights dedication will be required for the project, the amount of which cannot be anticipated at this time but will be one of the results of a future TMWA discovery application. The dedication rates will be based upon Rule 7 or a modification thereof when final demands are determined.

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

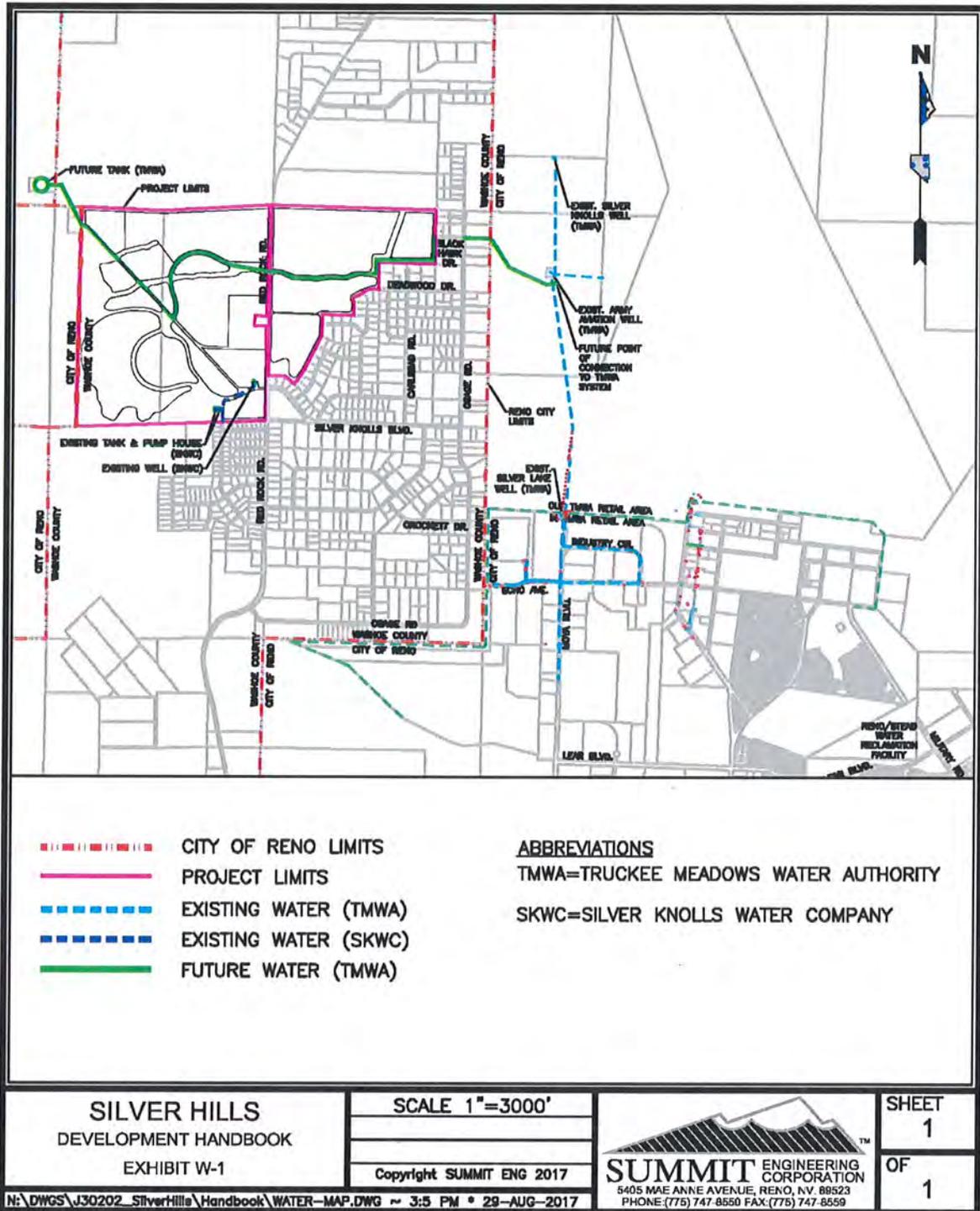


Figure 4-4 – Potable Water

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 4.3.3 Effluent

The Silver Hills Specific Plan area shall be allowed to utilize treated effluent for watering of common areas, parks, etc. Use of effluent shall be subject to applicable agreements with Washoe County, City of Reno, and the Truckee Meadows Water Authority.

At the time of adoption of this Specific Plan, infrastructure related to effluent use is not in place in the Red Rock/Silver Knolls area. Any use of effluent within the Silver Hills Specific Plan area shall be subject to separate agreements and/or improvements. This Specific Plan shall not limit or restrict the use of effluent for irrigation in any way. The Silver Hills project as well as various adjacent sites intend to use, at a minimum, all effluent generated on a yearly basis. The use of the effluent for allowed irrigation purposes is critical for the development of the parks, open space and Agrihood areas proposed as part of this plan. It is understood by all parties that effluent reuse is part and parcel to the development of a sustainable project. Not only will the use of the effluent reduce the need for storage in the existing surface water storage facilities (therefore reduce future flooding possibilities) but it will reduce the requirement for potable water sources for irrigation.

It must also be understood that the delivery of the effluent will be subject to the construction of a return flow pipeline to the vicinity of the site. Such a facility could very feasibly be constructed to remove excess effluent from the overtaxed storage facilities currently existing in the area. A proposal for a dam to the north of the Silver hills site has been discussed with City staff as a method to reduce flooding concerns currently existing.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 4.3.4 Storm Water Management

The Silver Hills Development will include the construction of an on-site storm drain system to collect and convey runoff in accordance with Washoe County standards. A trail system will be incorporated into the open space corridors to provide recreation opportunities and to provide pedestrian connectivity within the project and to the existing adjacent Silver Knolls Park (ref. Trail Plan). The open space corridors will also serve as storm water management areas including adequate area for both conveyance of offsite and on-site runoff through the site as well as adequate areas for both detention and retention to assure that a minimum of 125 percent of the increased stormwater from the site will be either retained or detained onsite thus lessening the current peak discharges at completion of construction.

When a specific phase of the project is being developed, it must incorporate any adjacent trails or open space as indicated on the trail plan which will necessarily include required storm drainage facilities.

The on-site storm drain system will include a combination of the following: drainage channels, detention or retention basin as required, culverts, catch basins, manholes, and pipes. The on-site storm drain system will be designed to maintain the rate of runoff leaving the site to a level that is at or below pre-development conditions.

The site in the pre-development condition, along with a larger watershed to the west of the site, drains in an easterly direction. There are various ephemeral drainages that cross through the project site that convey runoff in an easterly and southeasterly direction. There are no known existing seeps or springs within the limits of the project. Runoff from the Silver Hills Development, and other properties to the west and east of the project, is eventually discharged to Silver Lake. Storm water retention basins will be required in order to maintain runoff rates below pre-development rates.

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

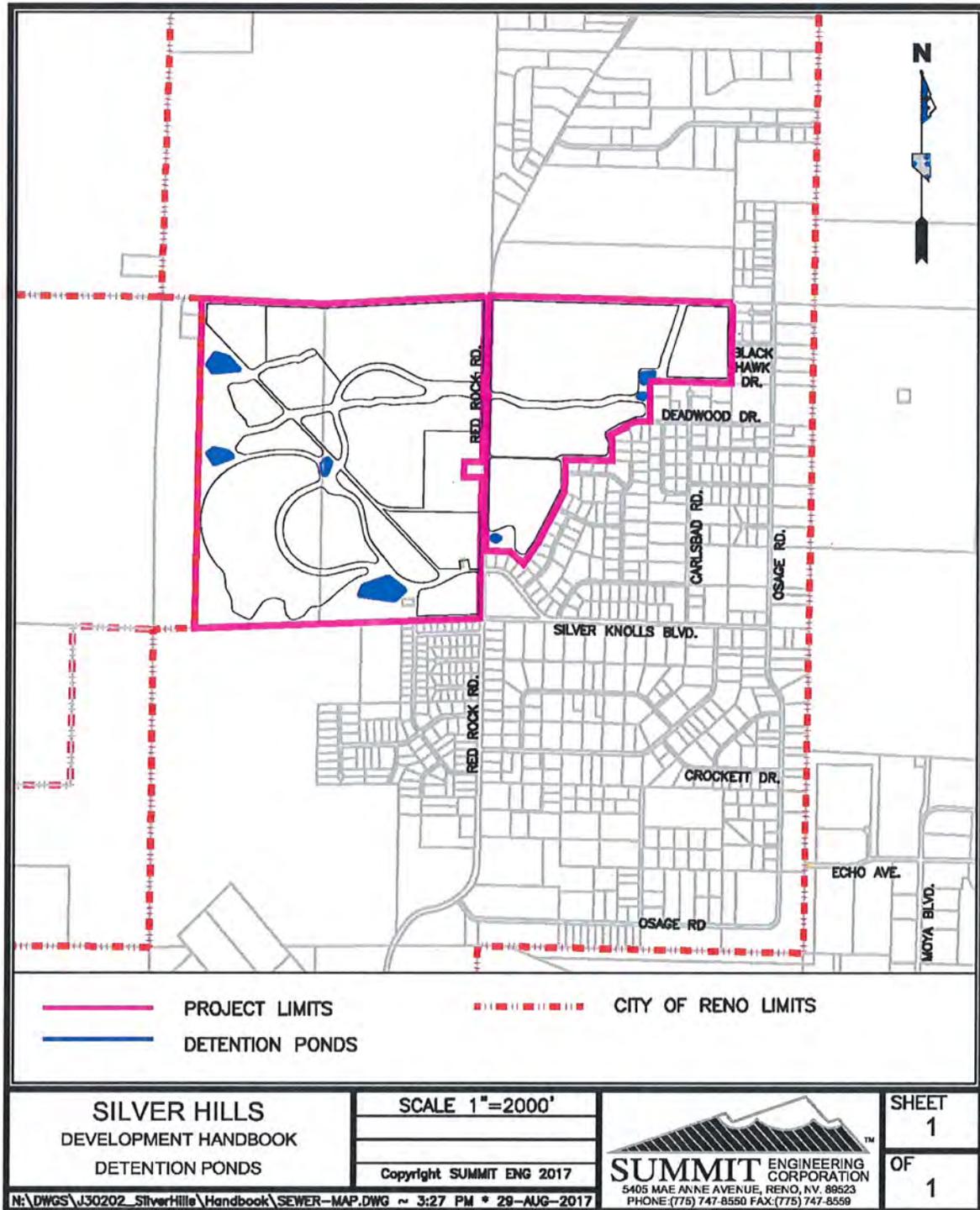


Figure 4-5 – Detention Pond Schematic

### 4.3.5 Roadways

Silver Hills will include a hierarchy of roadways including arterials (Red Rock Road), Collectors (Silver Hills Parkway), residential collectors, and local streets. Standards for arterials and residential collectors shall follow the adopted road sections specified in the Washoe County Development Code and Public Works Design Manual. Standards for Silver Hills Parkway (collector) are defined in Chapter 2. Similarly, individual builders within Silver Hills may choose to utilize standard Washoe County details for local roadways or utilize the modified standard detailed in Chapter 2.

Regional roadway improvements called out in the Silver Hills Traffic Impact Analysis dated September 15, 2017, along with conditions placed on improvements by the Washoe County Board of Commissioners shall be implemented per the recommendations and stipulations of those documents.

### 4.3.6 Natural Gas

As shown on the attached Figure 4-6, an existing 8" high pressure gas line currently traverses the entire portion of the site west of Red Rock Road. Although no application for service has been submitted to NV Energy because of the preliminary nature of the development, this line will be able to serve the first phases of the development. During the progression of the phased development, if the line must be upsized or somehow looped, it will be accomplished as required by the utility at that time.

### 4.3.7 Cable and Telephone

Telephone and cable services will be provided by AT&T. The main supply of the service will be from a fiber optic line which currently runs along Red Rock Road and also traverses the western portion of the project (refer to Figure 4-6). Based upon contact with Mr. Lyles of AT&T the following information was received:

*"We (AT&T) will have enough fiber capacity to serve this development, however everything beyond the intersection at Red Rock and Silver Knolls will require new infrastructure. How we go about building this will largely depend on what NVE has existing in the area, where their tie in point is, and how they intend to serve the new development."*

Extensions from the existing line which is currently in existence on the west side of Red Rock Road has always been anticipated and will be incorporated into the various phases of the development as they come on line.

Spectrum (Charter) also provides cable and television service within the region and may serve the Specific Plan area in addition to AT&T, allowing residents additional options.

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

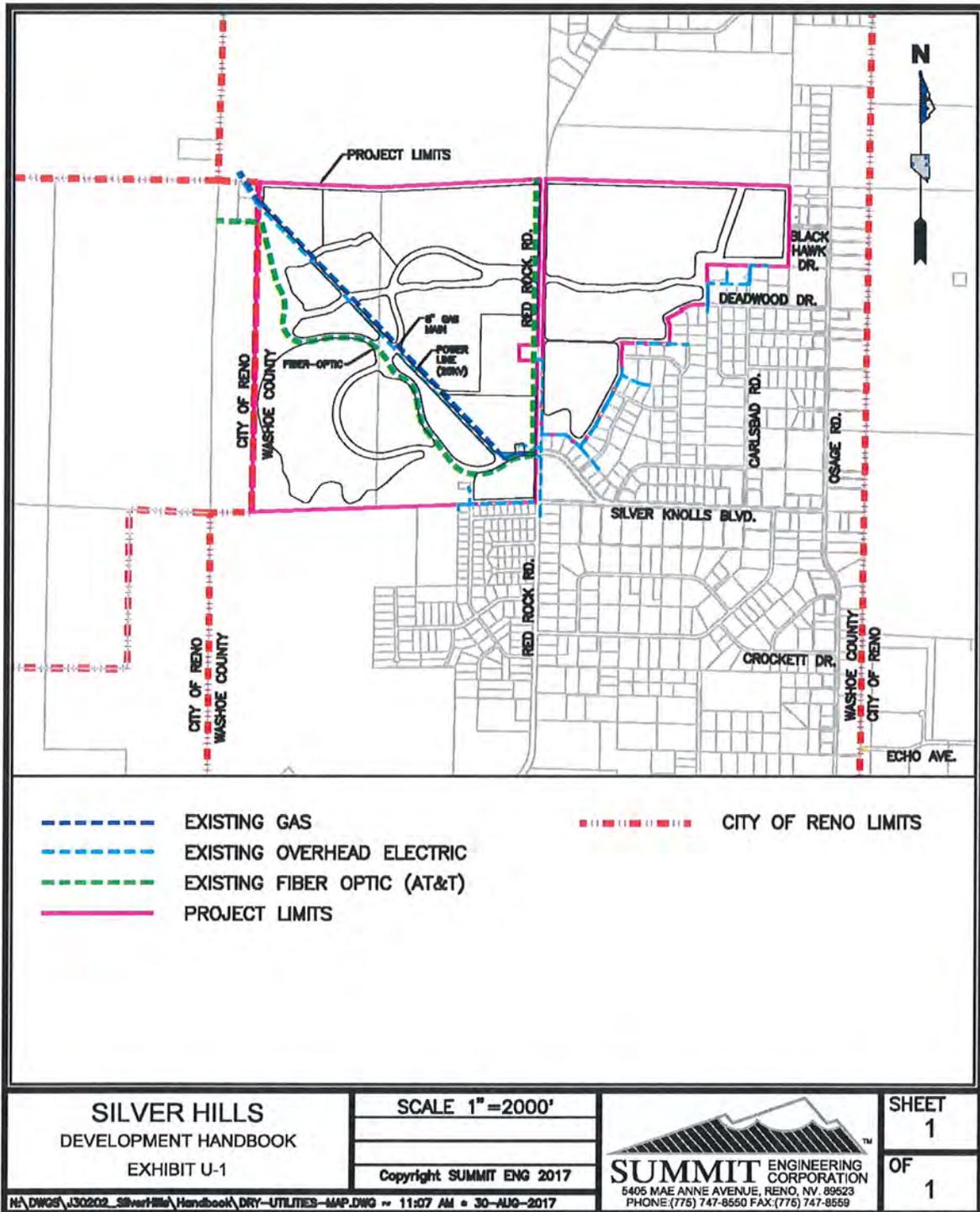


Figure 4-6 – Dry Utilities

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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### **4.3.8 Electric**

As with other public utilities, no specific plan for electric utilities has been developed. An application for service must be submitted to NV Energy which has not been done. Numerous electrical facilities currently exist both on and surrounding the site as shown on the attached area layout from NV Energy

### **4.4 Site Grading**

As shown on the attached slope map, the site is highly developable with over 90% of the total site having slopes between 0% and 15%. The majority of the areas with slopes over 30% are small pockets located along drainages which will be left as undeveloped open space. There will be no reason to attempt to develop the site outside the grading standards allowed in Washoe County Code 110.438.

Site grading plans for this phased development shall be provided with each Tentative Subdivision Map as required by Washoe County Code. All grading (in combination with landscaping) will be done to accommodate the unit types anticipated and, in a method, as sensitive as possible to the protection the resulting views from the surrounding areas.

### **4.5 Fire Protection**

The Silver Hills Specific Plan area lies close to midway between two existing Truckee Meadows Fire Protection District stations; Cold Springs located at 3680 Diamond Peak Drive and Stead located at 10575 Silver Lake Drive. Additionally, there is an existing volunteer fire station located immediately adjacent and central to the Specific Plan area on the west side of Red Rock Road.

Current response times are consistent with TMFPD policy. Additionally, the Specific Plan dedicates 25 acres of Public Facility land use immediately adjacent to the current volunteer station on Red Rock Road. It is anticipated that up to 5 acres could be dedicated to Washoe County in order to transition the volunteer station to a full-time manned facility. Timing and demand for improvements to the Red Rock volunteer station is dependent on a variety of factors including the phasing of new development within Silver Hills as well as approved projects to the north and south. Therefore, the Master Developer shall work with TMFPD to determine if and when new improvements are required and shall enter into any agreements necessary as a supplement to this Development Standards Handbook.

TMFPD shall have reviewing authority over new development, including tentative maps within the Specific Plan Area. Therefore, if an individual project is not within a satisfactory emergency response time, TMFPD shall have the ability to condition supplemental mitigation measures such as fire sprinklers.

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

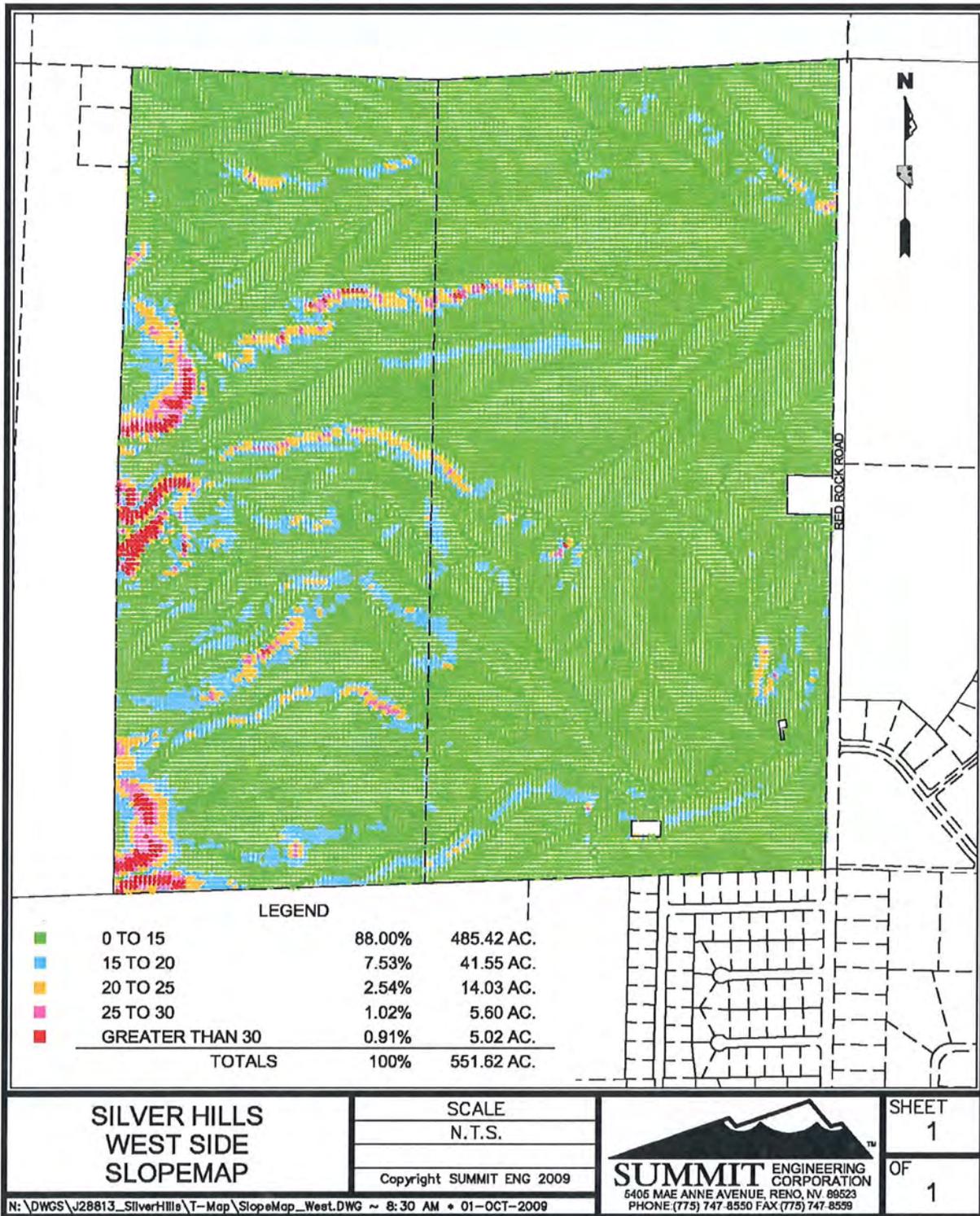


Figure 4-7 – West Side Slope Analysis

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

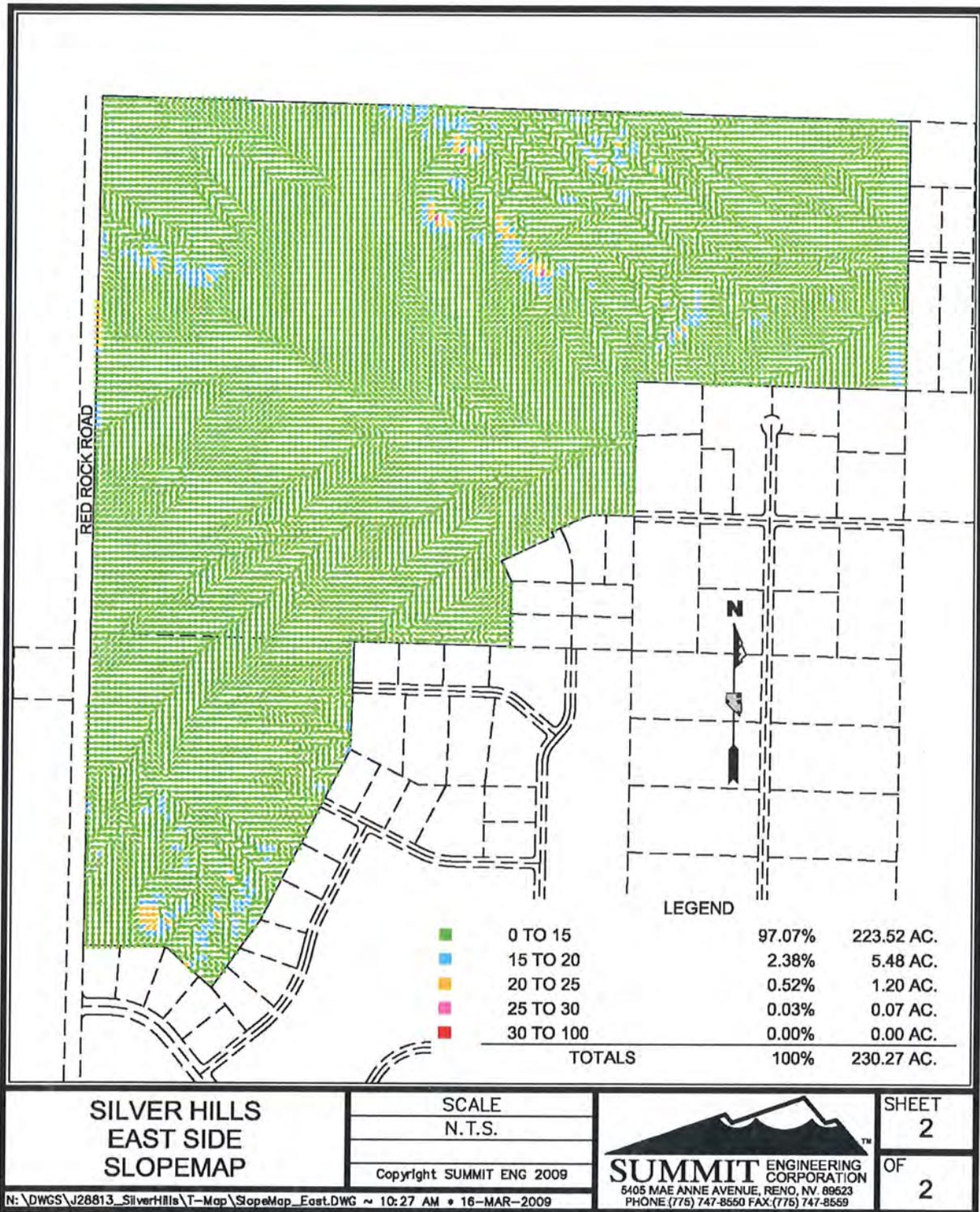


Figure 4-8 – East Side Slope Analysis

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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### **4.6 Police Protection**

The Washoe County Sheriff's Office provides police services in the area of Silver Hills. Existing patrols are already occurring within the area. As Silver Hills and the surrounding approved projects are constructed, it may be possible to co-locate a Sheriff substation within the Public Facility zone. This would have to be coordinated with other projects of regional significance in the area such as Evans Ranch, Stonegate, etc.

**CHAPTER 5 – CONSTRUCTION, OPERATION, AND MAINTENANCE**

**5.1 Clean Job Site**

As construction occurs within Silver Hills, individual developers/builders shall ensure that construction sites, including standing and storage areas, are maintained in a clean and orderly fashion. Any hazardous materials shall (i.e. gasoline, paints, etc.) shall be stored in proper OSHA approved containers and in accordance with all applicable County, State, and Federal standards/permits.

**5.2 Protection of Vegetation During Construction**

Natural vegetation outside of the limits of grading for any given project within the Silver Hills Specific Plan area shall be protected from damage during construction. Any common or open space areas that are disturbed during construction (i.e. extension of utilities, construction access, etc.) shall be fully restored. This means open space areas will be revegetated with native vegetation and developed/improved common areas shall be returned to their prior (or better) level (i.e. landscaping, irrigation, etc.).

**5.3 Temporary Protective Fencing**

Construction that is adjacent to any open space areas, areas of public activity (i.e. trails, parks, etc.) or adjacent to significant natural features shall be required to erect temporary protective fencing to ensure that these areas are not disturbed and that public safety is upheld.

**5.4 Erosion Control Plan and Storm Water Pollution Prevention Plan (SWPPP)**

Per Washoe County Development Code and Nevada Division of Environmental Protection (NDEP) policy/regulation, all construction projects are required to have an Erosion Control Plan and Storm Water Pollution Prevention Plan (SWPPP) in place prior to all grading activities. The Erosion Control Plan(s) shall be reviewed and approved by the Washoe County Department of Planning and Building and the Washoe County District Health Department while, the SWPPP shall be approved by the NDEP. This standard applies for any and all land-disturbing activities that occur within the Specific Plan area.

**5.5 Temporary Structures and Signs**

Temporary structures such as construction trailers, portable offices, temporary sales offices, etc. shall be reviewed by the Master Developer and/or the Design Review Committee as to their location, hours of operation, etc. To the extent possible, construction trailers shall be located away from public rights-of-way, trails, and active common areas. All temporary structures shall be removed within 30 days of the completion of work or issuance of final certificate of occupancy (as applicable).

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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Individual projects within Silver Hills shall be permitted two 32 square foot temporary project identification sign. The purpose of this sign is to identify the project and may include builder name, selling price, contact information, phasing announcements, financing source, etc. This sign may not replace the required project entry monument (refer to Chapter 2) and shall be removed concurrently with the sale of the final home within that particular neighborhood. All temporary signs shall be reviewed and approved by the Master Developer or the Silver Hills Design Review Committee.

Security fencing associated with temporary structures and construction is permitted. This includes the use of chain link and barbed wire fencing on a temporary basis. Fencing shall be limited to no more than 6 feet in height and shall be removed concurrently with the temporary structure.

### **5.6 Model Home Complexes**

Model Home Complexes shall comply with the following standards:

- The location of model home complexes and details regarding parking, lighting, landscaping, fencing, signing and hours of operation shall be reviewed and approved by Master Developer and the Washoe County Department of Planning and Building.
- Model home complexes/sales offices shall operate between the hours of 7:00 am to 6:00 pm, 7 days per week.
- Any temporary sales office and/or model home complex shall cease operation with the sale of the final home in the subdivision. Additionally, all temporary signs, etc. shall be removed concurrently.
- Accessible parking shall be provided per Washoe County Development Code standards for all model home complexes.
- Temporary parking lots, subject to ADA standards shall be permitted with new model home complexes and shall be removed concurrently with the sale of the final unit within the subdivision.
- Temporary open view fencing is permitted within the front yard setbacks of model home complexes and shall be removed with the sale of the final unit within the subdivision. Acceptable fencing includes wrought iron or split rail and shall not exceed 4 feet in height.
- Lighting for model home complexes may be provided for safety and security purposes and shall be approved by the Master Developer and/or the Design Review Committee. Temporary security lighting shall be removed with the sale of the final unit within the subdivision.

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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- Lighting of temporary parking lots, other than bollard lighting limited to 4 feet in height, shall be prohibited.
- Temporary flags and flag poles shall be permitted within model home complexes subject to review and approval of the Master Developer and/or Design Review Committee. All flags and flag poles shall be removed with the sale of the final unit within the subdivision.

### **5.7 Construction Yards and Hours**

As construction commences within Silver Hills, construction yards will be necessary. A construction yard is a temporary area used for the storage of materials, supplies, tools, equipment, etc. The following requirements will apply to all projects within the Silver Hills Specific Plan area:

- Construction hours, including activity within construction yards, shall be limited to 7:00 am to 8:00 pm weekdays and 9:00 am to 6:00 pm on weekends.
- To the greatest extent possible, new construction yards shall be located away from existing residences.
- Construction yard location shall be reviewed and approved by the Master Developer and/or the Design Review Committee.
- Construction yards shall be subject to applicable Washoe County permits, including a Washoe County District Health Department dust control permit.
- Construction yards shall be removed and sites returned to a natural or developed state with issuance of the final certificate of occupancy within the subdivision(s) they serve.
- All construction yards shall be kept in a neat and orderly fashion. All materials, equipment, etc. shall be kept behind a 6-foot minimum fence. Acceptable fencing includes wood or chain link and may include barbed wire.
- Temporary pole lighting is permitted within construction yards for security purposes. All fixtures shall be shielded to ensure spill-over and glare does not occur on adjoining properties.
- An onsite resident may be permitted within temporary living quarters (modular unit or recreational vehicle) within active construction yards for security purposes.
- The project contractor shall be responsible for obtaining applicable permits and enforcement of these standards.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 5.8 General Construction Standards

- Construction hours shall be limited to 7:00 am to 8:00 pm weekdays and 9:00 am to 6:00 pm on weekends.
- Individual builders shall be responsible for obtaining all required permits such as dust control, SWPP, etc.
- Roadways within construction areas shall be kept free of debris such as scrap materials, nails, etc. and shall be swept on a regular basis.
- Adequate dumpsters shall be provided within construction areas to ensure debris does not spill over into streets or blow off-site.
- Builders shall designate to the Master Developer and Washoe County a project contact person responsible/authorized to correct problems regarding the project on a 24-hour/7 days a week basis.
- Fencing may be erected around construction sites on a temporary basis. This may include chain link at a maximum of 6-feet.

### 5.9 Common Area Maintenance

Silver Hills will include a significant amount of common area and open space. This includes both private and public common areas. In general, private common areas will be located within individual subdivisions and may include neighborhood greens, private recreational amenities, private streets, etc. Public common areas include dedicated open space, trails, drainageways, utility corridors, etc.

#### 5.9.1 General Maintenance Standards

- Concurrent with the approval of the first tentative map or development permit (i.e. road construction), the Master Developer shall submit a final Three-Year Maintenance Plan to the Washoe County Department of Planning and Building for review and approval. The plan shall fulfill the requirements of Section 110.442.35(2) of the Washoe County Development Code. The maintenance plans shall be reviewed and updated, as necessary, by the Washoe County Department of Planning and Building every 3 years.
- Prior to or concurrent with the issuance of the first building permit, the Master Developer shall demonstrate that a master homeowner's association has been formed and articles of incorporation are filed with the Nevada Secretary of State.

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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- The Silver Hills Homeowners Association shall be responsible for the ongoing maintenance of all public common areas within the Specific Plan Area. This includes vegetation, preservation of watersheds, debris and litter removal, trail maintenance, maintenance of community signs and amenities, landscape maintenance, maintaining public access where applicable, noxious weed abatement, etc.
- The Silver Hills Homeowners Association shall be responsible for the permanent maintenance of public common/open spaces.
- As an alternative to a Homeowner’s Association, an alternative legal instrument may be formed to provide for the ongoing permanent maintenance of common/open space areas and community amenities. Acceptable instruments include a Landscape Maintenance Association (LMA) or Landscape Maintenance District (LMD) subject to the approval of the Master Developer and Washoe County.
- The Silver Hills Homeowner’s Association or any subsequent entity charged with the task of maintenance shall comply with the regulations set forth in NRS 278A.120 through 278A.190.
- Except for dedicated public parks within the Specific Plan area, Washoe County shall not be responsible for common or open space areas within Silver Hills.

### **5.9.2 Private Open Space and Common Areas**

- Private Open Space and common areas such as neighborhood greens, private streets, etc. shall be maintained by a sub-homeowner’s association specific to an individual neighborhood.
- Sub-homeowner’s associations must comply with all applicable rules and regulations, including any adopted covenants, conditions, and restrictions (CC&R’s), included within the Specific Plan and shall require approval from the Master Developer and Washoe County.
- The Silver Hills Homeowners Association may choose to maintain private common areas through an agreement with a sub-HOA or individual builder. This shall be subject to approval of the Master Developer and/or Silver Hills Homeowners Association Board of Directors.

### **5.9.3 Agrihood Farms and Facilities**

- Agrihood facilities (i.e. orchards, barns, greenhouses, etc.) and common areas shall be maintained by the master homeowner’s association.
- As an alternative to a typical homeowner’s association, Silver Hills may incorporate its own advisory board that will oversee agrihood operations and maintenance.

# SILVER HILLS DEVELOPMENT WASHOE COUNTY, NEVADA

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Fiscal Impact, Commercial Space  
Market, and Resident Income Analyses

FEBRUARY 2019

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## Table of Contents

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### Silver Hills Development-Washoe County, Nevada

EXECUTIVE SUMMARY .....	I
Table 1. Silver Hills Development Summary by Scenario .....	1
FISCAL IMPACT ANALYSIS.....	2
METHODOLOGY.....	2
FINDINGS .....	6
Scenario 1.....	6
Table 2. Silver Hills Parcel Summary-Tax Year 2018 .....	6
Scenario 2.....	6
Table 3. Summary of Estimated Washoe County General Fund Impacts, 20-Year Total-Scenario 2 .....	7
Table 4. Summary of Estimated Washoe County General Fund Impacts, by Year-Scenario 2 .....	8
Table 5. Summary of Estimated Washoe County Other Funds Impacts, 20-Year Total-Scenario 2 .....	9
Table 6. Summary of Estimated Truckee Meadows Fire Protection District General Fund Impacts, 20-Year Total-Scenario 2.....	9
Scenario 3.....	9
Table 7. Summary of Estimated Washoe County General Fund Impacts, 20-Year Total-Scenario 3 .....	10
Table 8. Summary of Estimated Washoe County General Fund Impacts, by Year-Scenario 3 .....	11
Table 9. Summary of Estimated Washoe County Other Funds Impacts, 20-Year Total-Scenario 3 .....	12
Table 10. Summary of Estimated Truckee Meadows Fire Protection District General Fund Impacts, 20-Year Total-Scenario 3.....	12
COMMERCIAL SPACE MARKET ANALYSIS .....	13
Table 11. US Shopping-Center Classification and Characteristics .....	14
Figure 1. CBRE Reno-Sparks Subregions .....	16
Table 12. CBRE Reno-Sparks Retail Market Statistics.....	17
Table 13. New Residential Units per New Commercial Construction-North Valleys v. Washoe County Total .....	18
Figure 2. New Residential Construction Activity, North Valleys Subregion-4Q2018 .....	19
Table 14. New Residential Construction Activity, North Valleys Subregion-4Q2018.....	20
WORKFORCE HOUSING AND RESIDENT INCOME ANALYSIS.....	22
Figure 3. Washoe County New Single-Family (Detached) Sales and Median Prices.....	23
Table 15. Wages and Housing Affordability by Selected Occupations in Reno-Sparks MSA .....	25
LIMITING CONDITIONS & DISCLOSURES.....	27

# SILVER HILLS DEVELOPMENT

## WASHOE COUNTY, NEVADA

### EXECUTIVE SUMMARY

Ekay Economic Consultants, Inc. (EEC) of Reno, Nevada was retained to conduct fiscal impact analyses for the proposed Silver Hills development in Washoe County, Nevada.

- The analysis compares the fiscal impact of three buildout scenarios and provides a discussion of the demand for commercial space added by the project, as well as income and spending levels of future residents.
- The development, located in unincorporated portion of Washoe County, spans 780.3 acres. Parcels within the project are currently vacant (Scenario 1). The development is currently planned to include 780 single-family residential units (Scenario 2). Developers are proposing to increase the number of residential units to 1,872 and add 45,000 square feet of retail space (Scenario 3).
- Under Scenario 1, the project will not generate any additional costs or revenues for Washoe County or Truckee Meadows Fire Protection District.
- Estimated revenue surplus/(deficit) over the 20-year analysis period for all impacted entities under Scenarios 2 and 3 is summarized below.<sup>1</sup>

Fund	Scenario 2	Scenario 3
<b>Washoe County</b>		
General Fund	\$ 3,420,113	\$ 7,331,065
Library Expansion Fund	146,017	283,772
Animal Services Fund	80,166	170,066
Indigent Tax Levy Fund	1,276,712	2,394,993
Child Protective Services Fund	(601,295)	(1,076,761)
Senior Services Fund	21,966	47,934
Other Restricted Special Revenue	2,232,062	4,115,941
Roads Special Revenue Fund	<u>1,155,598</u>	<u>2,127,049</u>
<b>Net Total for All Funds</b>	<b>\$ 7,731,338</b>	<b>\$ 15,394,059</b>
<b>Truckee Meadows Fire Protection District</b>		
General Fund	\$ 439,848	\$ 1,266,906

- Analysis shows Scenario 3 will result in the highest revenue surpluses for impacted funds and entities. This is mainly due to the revenues generated by the retail use included in Scenario 3.
- In addition to higher positive impacts on local governments, Scenario 3 provides retail space needed to support the Silver Hills and surrounding residential uses, as well as provide workforce housing much needed in the region.

<sup>1</sup> The table provides a net total amount for all Washoe County funds for comparative purposes only since many funds include restricted revenues which cannot be used outside of the fund.

# SILVER HILLS DEVELOPMENT

## WASHOE COUNTY, NEVADA

### Fiscal Impact, Commercial Space Market, and Resident Income Analyses

Ekay Economic Consultants, Inc. (EEC) of Reno, Nevada was retained to conduct fiscal impact analyses for the proposed Silver Hills development in Washoe County, Nevada. The analysis compares the fiscal impact of three buildout scenarios and provides a discussion of the demand for commercial space added by the project, as well as income and spending levels of future residents.

The development, located in unincorporated portion of Washoe County, spans 780.3 acres. Parcels within the project are currently vacant. Originally, the development was planned to include 780 single-family residential units. Project developers are proposing to increase the number of residential units for the project to 1,872 and add 45,000 square feet of retail space.

EEC estimated the fiscal impact associated with the three potential plans for the project. Scenario 1 assumes the project will remain undeveloped. Scenario 2 uses the existing plan for the project, 780 single-family units. Scenario 3 uses the proposed update to the project, 1,872 single-family units and 45,000 square feet of retail space. This is summarized in Table 1.

**Table 1. Silver Hills Development Summary by Scenario**

<b>Use</b>	<b>Scenario 1</b>	<b>Scenario 2</b>	<b>Scenario 3</b>
Single Family (units)	-	780	1,872
Retail (square feet)	-	-	45,000

### **FISCAL IMPACT ANALYSIS**

The fiscal impact analysis estimates the financial impact of the proposed Silver Hills development on Washoe County and Truckee Meadows Fire Protection District. It measures the incremental increase in public sector revenue generated by the development, as well as the increase in public sector costs to provide services to the development and its residents.

### **METHODOLOGY**

Buildout assumptions for the development provide the foundation on which the fiscal impact analyses are based. These assumptions are presented in Appendix 1 of Scenarios 2 and 3 and represent information provided by Silver Hills developers based on past experience and existing market data. The buildout for the project spans seven years (2021 to 2027) under Scenario 2 and 15 years (2021 to 2035) under Scenario 3. Appendix 1 shows annually the square feet built, residential units constructed, taxable land and building (improvements) values, and construction materials cost.

The remaining appendices present revenue and cost projections on an annual basis through buildout to 2040 (20-year period) to estimate the long-term impact of the development. Assumptions used in developing these estimates are presented at the end of each appendix. Appendix numberings are the same for Scenarios 2 and 3:

### **Scenarios 2 and 3**

- Appendix 1: Buildout Assumptions
- Appendix 2: Estimated Number of Residents and Employees (Residents only under Scenario 2)
- Appendix 3: Washoe County Comparison of Estimated Revenue to Estimated Costs
- Appendix 4A: Washoe County Estimated Real Property Tax Revenue
- Appendix 4B: Truckee Meadows Fire Protection District Estimated Real Property Tax Revenue
- Appendix 5: Washoe County Estimated Sales Tax Revenue

### Appendix 6: Washoe County Sheriff Operations Cost Projections

The following important assumptions were made in this analysis:

1. The analysis estimates 1,889 new residents to Washoe generated by the project's residential units at full buildout under Scenario 2 and 4,534 residents under Scenario 3. Due to low single-family home vacancy rates in the Reno-Sparks area, all residents of the project, with an adjustment for home vacancy, are estimated to be new residents of Washoe County, whether due to development residents moving to Washoe County from outside the County or moving from existing homes, as these homes are expected to become occupied by new residents to the area. See Appendix 2 for population estimates.

The analysis estimates the project's retail uses under Scenario 3 will provide space for 55 employees. The fiscal impact analysis estimates costs and revenues associated with the development using estimated number of new development residents only. The analysis assumes employees of the development will be existing residents of the region, residents of other regions, or residents of the development. See Appendix 2 of Scenario 3 for employment estimates.

2. Due to the project's location in unincorporated Washoe County, services to the project will be provided by Washoe County and Truckee Meadows Fire Protection District. Impacts of the project on each entity are estimated.

The fiscal impact analysis for Washoe County and Truckee Meadows Fire Protection District includes all revenue and expenditure sources for the General Fund. This is because the General Fund is expected to provide the majority of services to the project and receive the majority of its revenue. Washoe County's Road Fund is also included as it will provide maintenance and repair service for public roads added by the project, though the information regarding the length of roads added by the project was unavailable as of the date of this report and no road maintenance costs are estimated. This may be updated at a later date, if required.

## Fiscal Impact Analysis

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### Silver Hills Development-Washoe County, Nevada

Other Washoe County funds receiving property tax revenue are also analyzed. This includes Library Expansion Fund, Animal Services Fund, Indigent Tax Levy Fund, Child Protective Services Fund, Senior Services Fund, and Other Restricted Special Revenue Fund.

3. Property tax revenue estimated in this analysis includes real property only. The project, through its retail uses under Scenario 3, and project residents will generate personal property revenues for Washoe County. However, as the value of this property is unknown and difficult to estimate, the analysis is conservative in estimating real property tax revenue only.

Taxable value of land and improvements for the project is estimated using land values for comparable developments and land uses in the area, with the existing taxable value of project's parcels, which is already generating property tax for the County, subtracted from estimated project-related land values to arrive at incremental property tax revenue only. See Appendices 4A and 4B for details.

4. Fiscal impact revenue and cost estimates are made using three methodologies. The main methodology (direct methodology) utilizes existing tax rates, service levels, national service standards and information from department representatives to estimate direct costs associated with the project. This methodology is used to estimate expenditures associated with law enforcement costs, as well as revenues from sales and property tax sources.

If detailed information required for this type of analysis is not available or the impact on the revenue or expenditure source is expected to be directly related to population changes, the ACM (average cost method) is used to estimate costs and revenues associated with the project. This method uses per capita revenue and expenditure amounts applied to the estimated residential population of the project.

Indirect administrative costs, such as costs associated with providing services (human resources, finance, legal, etc.) to the direct service departments are estimated as

## Fiscal Impact Analysis

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### Silver Hills Development-Washoe County, Nevada

percent of additional direct services (law enforcement, judicial, etc.), the third methodology used in the analysis. Appendix 3 provides detailed assumptions and calculations for each of the three methods.

5. Costs and revenues estimated using the direct method are founded on methodology developed based on conversations with local government representatives.
6. Information for the ACM and the indirect cost analyses was obtained from the fiscal year (FY) 2018-19 budget documents for Washoe County and Truckee Meadows Fire Protection District. FY 2017-18 is used as the base year for the analysis, as this is the latest year for which non-budgeted, actual data is available.
7. The project, under Scenarios 2 and 3, will be served by the Silver Lake Volunteer Fire District fire station located at 11525 Red Rock Road. It is EEC's understanding that Silver Hills developers are in discussion with fire officials to expand the fire station to provided career fire services. As a result, the analysis estimates fire service costs associated with the project using average per capita fire service costs for the Truckee Meadows Fire Protection District. See Appendix 3 for detailed calculations.
8. The fiscal impact analysis typically estimates costs associated with maintenance and repair of all roads constructed and dedicated by the project to Washoe County for maintenance. The length of these roads is currently unknown due to the early stage of project planning. As a result, the analysis estimates only the revenue generated for the Roads Fund.
9. Additional information for revenue and cost estimate methodology, sources of data, calculations, and findings is provided in the appendices attached to this report.

It should be noted that information contained in this report is the best information available to the developer and EEC as of the date of the report and may change as the project moves through the approval process and begins development. This fiscal impact analysis may be revised if such changes occur.

## Fiscal Impact Analysis

Silver Hills Development-Washoe County, Nevada

### FINDINGS

#### Scenario 1

Scenario 1 assumes the parcels making up the project will remain undeveloped. Table 2 provides a summary of project parcel information.

**Table 2. Silver Hills Parcel Summary-Tax Year 2018<sup>2</sup>**

APN	Acres	Taxable		WC Property Tax Revenue	TMFPD Property Tax Revenue
		Taxable Land Value	Improvement Value		
087-390-10	308.6	\$ 246,880	\$ -	\$ 1,052	\$ 408
087-390-13	243.0	194,416	-	829	322
086-232-31	190.03	1,425,225	-	1,239	481
086-203-05	38.67	386,700	-	404	157
<b>Total</b>	<b>780.3</b>	<b>\$ 2,253,221</b>	<b>\$ -</b>	<b>\$ 3,524</b>	<b>\$ 1,367</b>

Project parcels are currently generating \$8,204 per year in property tax revenue for all entities receiving property tax revenue (State of Nevada, Washoe County, Washoe County School District, and Truckee Meadows Fire Protection District). Washoe County received \$3,524 in revenue and Truckee Meadows Fire Protection District received \$1,367 in the fiscal year 2018. As long as it remains undeveloped, the project is expected to generate a similar level of property tax revenue for the impacted entities. No other revenues or expenditures associated with the project parcels are expected as long as no development occurs on these parcels. As the analysis includes only additional/incremental revenue generated by the project, the fiscal impact of the project under Scenario 1 is estimated at zero.

#### Scenario 2

Scenario 2 assumes the project is developed with 780 single-family units and no commercial space. Table 3 summarizes the estimated impact of the project on the Washoe County General Fund over the 20-year analysis period. The table shows the

<sup>2</sup> Washoe County Assessor's Office and Treasurer's Office.

## Fiscal Impact Analysis

Silver Hills Development-Washoe County, Nevada

project is estimated to generate a revenue surplus for the County's General Fund in the amount of \$3.4 million over the 20-year analysis period.

**Table 3. Summary of Estimated Washoe County General Fund Impacts, 20-Year Total-Scenario 2**

<b>Estimated Revenue</b>	
Property Tax	\$ 24,293,587
Licenses and Permits	2,578,988
Intergovernmental Revenue	8,538,372
Charges for Services	484,916
Fines and Forfeitures	734,174
Miscellaneous	-
<b>TOTAL</b>	<b>\$ 36,630,037</b>
<b>Estimated Costs</b>	
General Government	\$ 3,863,455
Judicial	7,206,012
Public Safety	18,403,483
Public Works	1,159,965
Welfare	-
Culture and Recreation	1,731,914
Community Support	39,645
Intergovernmental	476,639
<b>Subtotal</b>	<b>\$ 32,881,113</b>
Contingency	328,811
<b>TOTAL</b>	<b>\$ 33,209,924</b>
<b>Estimated Revenue Surplus/(Deficit)</b>	
Estimated Surplus	\$ 3,420,113

Detailed information for the estimate of Washoe County General Fund revenues and costs by line item, by year, as well as methodology for estimating these costs and revenues is found in Appendix 3 for Scenario 2.

Table 4 shows estimated revenues and expenditures associated with the project for the General Fund, by year. The table shows an estimated revenue surplus in every year of analysis. The table does show a decline in revenue surplus amounts post project buildout as revenues are inflated by 3% per year, but law enforcement costs are inflated by 4% per year, and resulting indirect costs, by some rate over 3% per year.

**Table 4. Summary of Estimated Washoe County General Fund Impacts, by Year-Scenario 2**

<b>Year</b>	<b>Estimated Project Revenue</b>	<b>Estimated Project Costs</b>	<b>Ann'l Revenue Surplus/</b>	<b>Cumulative Surplus/ (Deficit)</b>
2021	\$ 268,305	\$ 613	\$ 267,692	\$ 267,692
2022	525,582	234,761	290,821	558,513
2023	798,932	506,092	292,841	851,354
2024	1,088,211	759,745	328,466	1,179,820
2025	1,394,127	1,030,385	363,742	1,543,562
2026	1,717,419	1,318,898	398,521	1,942,083
2027	1,807,865	1,625,577	182,288	2,124,371
2028	1,858,752	1,730,599	128,153	2,252,524
2029	1,914,514	1,789,403	125,111	2,377,635
2030	1,971,950	1,850,279	121,670	2,499,306
2031	2,031,108	1,913,302	117,806	2,617,112
2032	2,092,041	1,978,548	113,493	2,730,605
2033	2,154,803	2,046,097	108,706	2,839,311
2034	2,219,447	2,116,032	103,415	2,942,726
2035	2,286,030	2,188,438	97,593	3,040,318
2036	2,354,611	2,263,403	91,208	3,131,526
2037	2,425,249	2,341,020	84,229	3,215,755
2038	2,498,007	2,421,385	76,622	3,292,378
2039	2,572,947	2,504,595	68,353	3,360,730
2040	2,650,136	2,590,753	59,383	3,420,113
<b>TOTAL</b>	<b>\$ 36,630,037</b>	<b>\$ 33,209,924</b>	<b>\$ 3,420,113</b>	

Table 5 shows the estimated impact of the project on other ad-valorem revenue funds, as well as the Roads Special Revenue Fund. Details regarding these calculations can also be found in Appendix 3 for Scenario 2. As noted above, costs for the Roads Fund are not estimated as road information for the project is unavailable.

The table shows the Child Protective Services Fund is estimated to experience a revenue deficit over the 20-year analysis period of \$0.6 million. This deficit will be covered by the revenue surplus estimated to be generated by the project for the General Fund. According to budget documents, this fund consistently receives transfers from the General Fund.

**Table 5. Summary of Estimated Washoe County Other Funds Impacts, 20-Year Total-Scenario 2**

<b>Fund</b>	<b>Estimated Project Revenue</b>	<b>Estimated Project Costs</b>	<b>Revenue Surplus/ (Deficit)</b>
Library Expansion Fund	\$ 425,571	\$ 279,553	\$ 146,017
Animal Services Fund	693,406	613,240	80,166
Indigent Tax Levy Fund	1,276,712	-	1,276,712
Child Protective Services Fund	5,660,025	6,261,321	(601,295)
Senior Services Fund	446,254	424,288	21,966
Other Restricted Special Revenue	2,232,062	-	2,232,062
Roads Special Revenue Fund	1,155,598	-	1,155,598

Table 6 shows the estimated impact of the project on the Truckee Meadows Fire Protection District. Detailed calculations of the amounts shown in the table can also be found in Appendix 3 for Scenario 2. The table shows an estimated revenue surplus for the TMFPD of \$0.4 million over the 20-year analysis period. The analysis estimates a positive revenue surplus for the Fire District in every year of analysis.

**Table 6. Summary of Estimated Truckee Meadows Fire Protection District General Fund Impacts, 20-Year Total-Scenario 2**

<b>Estimated Revenue</b>	
Property Tax	\$ 11,490,404
AB 104 Revenue	109,402
C-Tax Revenue	1,023,265
Other Sources	-
<b>Total Revenue</b>	<b>\$ 12,623,072</b>
<b>Estimated Costs</b>	
Fire Protection	\$ 12,183,224
<b>Estimated Revenue Surplus/(Deficit)</b>	
Estimated Surplus	\$ 439,848

**Scenario 3**

Scenario 3 assumes the project is developed with 1,872 single-family units and 45,000 square feet of retail space. Table 7 summarizes the estimated impact of the project on the Washoe County General Fund over the 20-year analysis period. The table shows the project is estimated to generate a revenue surplus for the County’s General Fund in the amount of \$7.3 million over the 20-year analysis period.

## Fiscal Impact Analysis

Silver Hills Development-Washoe County, Nevada

**Table 7. Summary of Estimated Washoe County General Fund Impacts, 20-Year Total-Scenario 3**

<b>Estimated Revenue</b>	
Property Tax	\$ 45,572,526
Licenses and Permits	4,747,008
Intergovernmental Revenue	16,375,742
Charges for Services	892,560
Fines and Forfeitures	1,351,355
Miscellaneous	-
<b>TOTAL</b>	<b>\$ 68,939,191</b>
<b>Estimated Costs</b>	
General Government	\$ 7,144,536
Judicial	13,263,726
Public Safety	34,283,426
Public Works	2,151,510
Welfare	-
Culture and Recreation	3,187,842
Community Support	72,972
Intergovernmental	894,131
<b>Subtotal</b>	<b>\$ 60,998,144</b>
Contingency	609,981
<b>TOTAL</b>	<b>\$ 61,608,126</b>
<b>Estimated Revenue Surplus/(Deficit)</b>	
Estimated Surplus	\$ 7,331,065

Detailed information for the estimate of Washoe County General Fund revenues and costs by line item, by year, as well as methodology for estimating these costs and revenues is found in Appendix 3 for Scenario 3.

Table 8 shows estimated revenues and expenditures associated with the project for the General Fund, by year. The table shows an estimated revenue surplus in every year of analysis.

**Table 8. Summary of Estimated Washoe County General Fund Impacts, by Year-Scenario 3**

<b>Year</b>	<b>Estimated Project Revenue</b>	<b>Estimated Project Costs</b>	<b>Ann'l Revenue Surplus/</b>	<b>Cumulative Surplus/ (Deficit)</b>
2021	\$ 266,481	\$ 577	\$ 265,904	\$ 265,904
2022	553,659	234,757	318,902	584,807
2023	845,921	539,467	306,454	891,261
2024	1,118,159	793,492	324,666	1,215,927
2025	1,419,720	1,064,117	355,602	1,571,529
2026	1,738,368	1,352,614	385,755	1,957,284
2027	2,074,858	1,659,909	414,949	2,372,234
2028	2,429,973	1,986,975	442,998	2,815,231
2029	2,804,527	2,334,830	469,697	3,284,928
2030	3,199,367	2,704,540	494,827	3,779,755
2031	3,615,373	3,097,220	518,154	4,297,909
2032	4,053,461	3,514,038	539,423	4,837,332
2033	4,514,580	3,956,218	558,362	5,395,694
2034	4,999,718	4,425,039	574,679	5,970,373
2035	5,478,939	4,921,766	557,173	6,527,547
2036	5,617,880	5,418,483	199,397	6,726,943
2037	5,786,416	5,604,786	181,630	6,908,574
2038	5,960,009	5,797,682	162,327	7,070,901
2039	6,138,809	5,997,408	141,401	7,212,302
2040	6,322,973	6,204,210	118,763	7,331,065
<b>TOTAL</b>	<b>\$ 68,939,191</b>	<b>\$ 61,608,126</b>	<b>\$ 7,331,065</b>	

Table 9 shows the estimated impact of the project on other ad-valorem revenue funds, as well as the Roads Special Revenue Fund. Details regarding these calculations can also be found in Appendix 3 for Scenario 3. As noted above, costs for the Roads Fund are not estimated as road information for the project is unavailable.

The table shows the Child Protective Services Fund is estimated to experience a revenue deficit over the 20-year analysis period of \$1.1 million. This deficit will be covered by the revenue surplus estimated to be generated by the project for the General Fund. According to budget documents, this fund consistently receives transfers from the General Fund.

**Table 9. Summary of Estimated Washoe County Other Funds Impacts, 20-Year Total-Scenario 3**

<b>Fund</b>	<b>Estimated Project Revenue</b>	<b>Estimated Project Costs</b>	<b>Revenue Surplus/ (Deficit)</b>
Library Expansion Fund	\$ 798,331	\$ 514,559	\$ 283,772
Animal Services Fund	1,298,825	1,128,759	170,066
Indigent Tax Levy Fund	2,394,993	-	2,394,993
Child Protective Services Fund	10,448,122	11,524,883	(1,076,761)
Senior Services Fund	828,899	780,965	47,934
Other Restricted Special Revenue	4,115,941	-	4,115,941
Roads Special Revenue Fund	2,127,049	-	2,127,049

Table 10 shows the estimated impact of the project on the Truckee Meadows Fire Protection District. Detailed calculations of the amounts shown in the table can also be found in Appendix 3 for Scenario 3. The table shows an estimated revenue surplus for the TMFPD of \$1.3 million over the 20-year analysis period. The analysis estimates a positive revenue surplus for the Fire District in every year of analysis.

**Table 10. Summary of Estimated Truckee Meadows Fire Protection District General Fund Impacts, 20-Year Total-Scenario 3**

<b>Estimated Revenue</b>	
Property Tax	\$ 21,554,938
AB 104 Revenue	209,960
C-Tax Revenue	1,927,027
Other Sources	-
<b>Total Revenue</b>	<b>\$ 23,691,925</b>
<b>Estimated Costs</b>	
Fire Protection	\$ 22,425,018
<b>Estimated Revenue Surplus/(Deficit)</b>	
Estimated Surplus	\$ 1,266,906

The higher revenue surplus under Scenario 3 is due mainly to the property tax revenue generated by the retail component proposed under this scenario.

### COMMERCIAL SPACE MARKET ANALYSIS

Because the Silver Hills development proposes to add commercial space, the development must show the following:

- *For amendments that propose new or intensified commercial land use, the scale of the intended use has been shown to be community serving in nature, and*
- *For proposals to establish or intensify commercial land uses, a market analysis has been conducted that clearly articulates the anticipated trade area, provides convincing evidence of a need to increase the inventory of commercial land use opportunities, and otherwise demonstrates the scale of the intended use to be community serving in nature.*

Silver Hills development proposes to include 45,000 square feet of retail space, along with 1,872 single-family residential units, instead of the 780 residential units and no commercial space as currently planned. The exact layout of the retail space is unknown, but the size of the space at 45,000 square feet puts it in the “Neighborhood Center” classification. According to Table 11, Neighborhood Shopping Centers are convenience oriented with a trade area of approximately 3 miles. The center includes at least one anchor, typically a supermarket, and a total of 5-20 stores on 3-5 acres.<sup>3</sup> The acreage is also consistent with the Silver Hills project, which proposes 4 acres to be dedicated to retail space.

Little retail space exists within the 3-mile trade area of the Silver Hills parcels (driving distance based on Google Maps). The nearest retail space is located slightly over 3 miles south of the center of the project at 8790 N Red Rock Road. The 15,956 square foot<sup>4</sup> center is home to the Pizza Factory, Legends Hair & Nail Salon, Amba Martial Arts, and Red Rock Food Market. Over five miles away from the project are two strip type retail centers. The first, located at 10603 Stead Spur, is a 14,121 square foot building plus a free-standing Taco Bell restaurant. The main building is home to LaBarca Grocery & \$0.99 Store, Valley Cleaners, Dominos, Subway, Perfect 4 U Salon, and Hangar Bar.

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<sup>3</sup> “U.S. Shopping-Center Classification and Characteristics,” ICSC: International Council of Shopping Centers, January 2017.

<sup>4</sup> For this and similar analyses, data from Washoe County Assessor’s Office.

# Commercial Space Market Analysis

## Silver Hills Development-Washoe County, Nevada

**Table 11. US Shopping-Center Classification and Characteristics**

Type of Shopping Center	Concept	Center Count	Aggregate GLA (Sq. Ft.)	% Share of Industry GLA	Average Size (Sq. Ft.)	Typical GLA Range (Sq. Ft.)	Acres	# of Anchors	% Anchor GLA	Typical Number of Tenants	Typical Type of Anchors	Trade Area Size
<b>General-Purpose Centers</b>												
<b>112,520</b>												
Super-Regional Mall	Similar in concept to regional malls, but offering more variety and assortment.	620	778,336,548	10.2%	1,255,382	800,000+	60-120	3+	50-70%	NA	Full-line or junior department store, mass merchant, discount department store and/or fashion apparel store.	5-25 miles
Regional Mall	General merchandise or fashion-oriented offerings. Typically, enclosed with inward-facing stores connected by a common walkway. Parking surrounds the outside perimeter.	600	353,795,548	4.7%	589,659	400,000-800,000	40-100	2+	50-70%	40-80 stores	Full-line or junior department store, mass merchant, discount department store and/or fashion apparel store.	5-15 miles
Community Center ("Large Neighborhood Center")	General merchandise or convenience-oriented offerings. Wider range of apparel and other soft goods offerings than neighborhood centers. The center is usually configured in a straight line as a strip, or may be laid out in an L or U shape, depending on the site and design.	9,776	1,930,849,736	25.4%	197,509	125,000-400,000	10-40	2+	40-60%	15-40 stores	Discount store, supermarket, drug, large-specialty discount (toys, books, electronics, home improvement/furnishings or sporting goods, etc.)	3-6 miles
Neighborhood Center	Convenience oriented.	32,588	2,340,711,371	30.8%	71,827	30,000-125,000	3-5	1+	30-50%	5-20 stores	Supermarket	3 miles
Strip/Convenience	Attached row of stores or service outlets managed as a coherent retail entity, with on-site parking usually located in front of the stores. Open canopies may connect the store fronts, but a strip center does not have enclosed walkways linking the stores. A strip center may be configured in a straight line, or have an "L" or "U" shape. A convenience center is among the smallest of the centers, whose tenants provide a narrow mix of goods and personal services to a very limited trade area.	68,936	911,202,922	12.0%	13,218	< 30,000	<3	Anchor-less or a small convenience-store anchor.	NA	NA	Convenience store, such as a mini-mart.	<1 mile
<b>Specialized-Purpose Centers</b>												
<b>3,275</b>												
Power Center	Category-dominant anchors, including discount department stores, off-price stores, wholesale clubs, with only a few small tenants.	2,258	990,416,667	13.0%	438,626	250,000-600,000	25-80	3+	70-90%	NA	Category killers, such as home improvement, discount department, warehouse club and off-price stores	5-10 miles
Lifestyle	Upscale national-chain specialty stores with dining and entertainment in an outdoor setting.	491	164,903,247	2.2%	335,852	150,000-500,000	10-40	0-2	0-50%	NA	Large format upscale specialty	8-12 miles
Factory Outlet	Manufacturers' and retailers' outlet stores selling brand-name goods at a discount.	367	87,368,113	1.2%	238,060	50,000-400,000	10-50	NA	NA	NA	Manufacturers' and retailers' outlets	25-75 miles
Theme/Festival	Leisure, tourist, retail and service-oriented offerings with entertainment as a unifying theme. Often located in urban areas, they may be adapted from older--sometimes historic--buildings and can be part of a mixed-use project.	159	23,498,769	0.3%	147,791	80,000-250,000	5-20	Unspecified	NA	NA	Restaurants, entertainment	25-75 miles
<b>Limited-Purpose Property</b>												
<b>62</b>												
Airport Retail	Consolidation of retail stores located within a commercial airport	62	15,452,860	0.2%	249,240	75,000-300,000	NA	NA	NA	NA	No anchors; retail includes specialty retail and restaurants	NA
<b>Total Industry</b>												
<b>115,857</b>												
<b>Total Industry</b>	<b>Traditional + Specialty + Special Purpose</b>	<b>115,857</b>	<b>7,596,535,781</b>	<b>100.0%</b>	<b>65,568</b>							

Sources: ICSC Research and CoStar Realty Information, Inc. (www.costar.com)

January 2017

## Commercial Space Market Analysis

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### Silver Hills Development-Washoe County, Nevada

Across Silver Lake Road is a multi-building strip center totaling 40,355 square feet of space. Businesses within this center include a Maverick gas station, Dollar Tree, Fiesta Mexicana, Asian Wok, Lara's Charisma Salon, QuickMart Liquor, Port of Subs, Jackson Hewitt, Movie Gallery, Manpower, Panaderia El Jalisco, Little Caesars, Chevron/Jacksons, and McDonalds. A Dollar General Store is located further north along Stead Boulevard with 9,184 square feet of building space.

The closest supermarkets to the Silver Hills development are located in three major shopping centers off Lemon Drive, over a 7-mile drive from the Silver Hills project. The first center, anchored by Smith's Food and Drug includes 80,582 square feet of space and houses a Dotty's, Papa Murphy's, Paycheck Advance, H&R Block, Great Clips, AT&T, Qdoba, Goodwill, Jack in the Box, and Bank of America.

Across the street is a 109,061 square foot center housing O'Reilly Auto Parts, True Value, CVS Pharmacy, McDonalds, Port of Subs, Eggroll King, Dotty's, J&B Nail Spa, Peg's Glorified Ham and Eggs, Big Lots, Grocery Outlet, Pizza Hut, Sally's Beauty Supply, North Hills Chiropractic, Cost Cutters, The UPS Store, Wells Fargo, Dickey's Barbecue Pit, and Starbucks. Further north is a 160,891 square foot Walmart Supercenter and nearby 19,469 square-foot building holding Super Cuts, Lemon Valley Dental Group, Dollar Loan Center, T-Mobile, and St. Mary's Medical Group.

On the west side of the Silver Hills project, serving Cold Springs and located along White Lake Parkway, is a 2,400 square foot SpringMart convenience store, a 2,400 square foot 7-Eleven, and an 8,000 square foot Family Dollar. A 5.57-acre parcel near Cold Springs Middle School is in the process of being developed, with a recently completed 6,144 square foot Village Grill.

The widely dispersed and limited commercial developments indicate the proposed development has little nearby convenience-type retail, restaurants, and service space. No retail is located within the 3-mile Neighborhood Shopping Center trade area of the Silver Hills project. This is consistent with the report by CBRE which provides an overview of the Reno-Sparks region's retail market as of the 4<sup>th</sup> Quarter 2018.

**Figure 1. CBRE Reno-Sparks Subregions<sup>5</sup>**

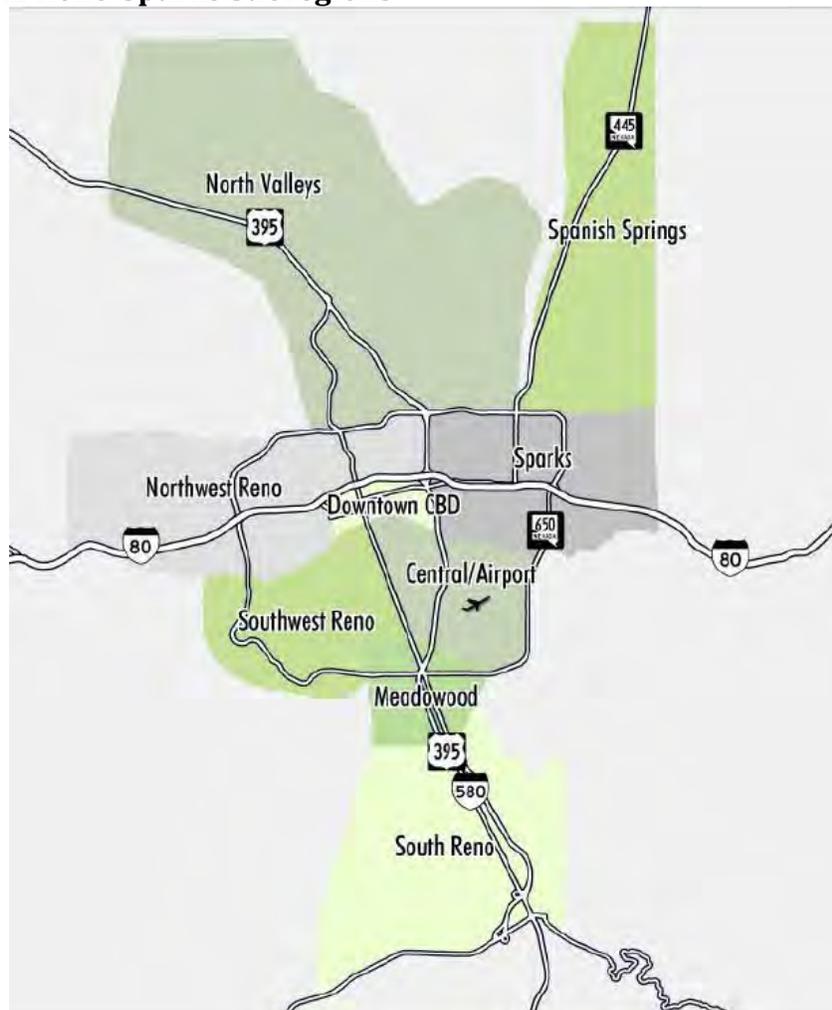


Figure 1 shows the various subregions within the Reno-Sparks region, with the Silver Hills development corresponding to the North Valleys subregion. Table 12 reports retail market performance data for all Reno-Sparks subregions. The table shows at 791,887 leasable square feet, the North Valleys market is the third smallest market of all subregions. At a total vacancy of 3.8% and availability of 4.3%, the subregion has the second lowest vacancy and availability rates,<sup>6</sup> with only the Northwest region showing lower rates.

<sup>5</sup> "Reno Retail, Q4 2018," CBRE.

<sup>6</sup> Availability Rate-all existing space being marketed to potential occupants, either for lease, sublease, or sale. Total Vacancy Rate-direct and sublease vacancy only.

**Table 12. CBRE Reno-Sparks Retail Market Statistics**

Submarket	Gross Leasable Area	Total Vacancy %	Total Availability %	Q4 Net Absorption	YTD Net Absorption	Average Asking Rate \$
Central/Airport	1,757,965	15.9	17.9	19,694	67,839	1.36
Downtown	385,397	20.1	20.1	(1,000)	(2,000)	2.27
Meadowood	3,285,664	6.8	6.8	(1,333)	(54,451)	1.20
North Valleys	791,887	3.8	4.3	1,600	8,117	1.38
Northwest Reno	1,813,641	2.5	2.5	14,704	22,233	1.51
South Reno	2,523,397	7.9	8.1	22,817	55,248	1.53
Southwest Reno	754,844	6.3	8.1	8,419	4,575	1.42
Spanish Springs	1,612,633	7.1	7.9	(4,564)	46,916	1.53
Sparks	3,728,556	5.9	7.0	9,125	73,733	1.44
<b>Market Total</b>	<b>16,653,984</b>	<b>7.4</b>	<b>8.1</b>	<b>69,462</b>	<b>222,210</b>	<b>1.45</b>

Source: CBRE Research, Q4 2018.

The subregion absorbed approximately 1,600 square feet of retail space in the 4<sup>th</sup> quarter 2018 and a total of 8,117 square feet of space in 2018. Average asking rate for the subregion is the second of all subregions, second only to the Meadowood subregion.

Using above data for gross leasable space by subregion, along with 2018 population estimates<sup>7</sup> for North Valleys and Greater Reno-Sparks region,<sup>8</sup> the analysis estimates region-wide retail square feet per capita compared to the same ratio for North Valleys. The Greater Reno-Sparks region in 2018 had 37.03 square feet of retail space per area resident. This is over three times higher than the ratio for North Valleys of 10.44 square feet per capita.

Even excluding retail square feet in Downtown Reno as these are likely impacted by visitors, as well as square footages for Meadowood, Legends, and Summit malls, as these are large regional centers which are not expected to be present in North Valleys, the Greater Reno-Sparks ratio is reduced to 31.22 square feet net per person. This, along with low vacancy rates for the subregion, indicates the North Valleys region currently does not provide sufficient retail space for its existing residents.

<sup>7</sup> ESRI Business Analyst Online, 2018 data.

<sup>8</sup> Defined as Washoe County excluding Incline Village area to correspond to Figure 1.

## Commercial Space Market Analysis

Silver Hills Development-Washoe County, Nevada

This is further supported by Table 13 which shows that over the past five years commercial construction in the North Valleys region was significantly lower than overall Washoe County when compared to residential construction.

**Table 13. New Residential Units<sup>9</sup> per New Commercial Construction<sup>10</sup>-North Valleys<sup>11</sup> v. Washoe County Total<sup>12</sup>**

	New Residential Units	New Commercial Construction (sq.ft.)	New Commercial Construction Per New Residential Unit	New Residential Units	New Commercial Construction (sq.ft.)	New Commercial Construction Per New Residential Unit
	<b>NORTH VALLEYS</b>			<b>WASHOE COUNTY</b>		
1999	631		0	5,507	1,545,922	281
2000	628	14,111	22	4,036	947,179	235
2001	984	5,568	6	5,811	1,246,215	214
2002	818		0	5,299	1,498,445	283
2003	632	68,085	108	4,467	1,048,860	235
2004	1,026	8,900	9	5,035	2,315,265	460
2005	923	26,474	29	5,972	3,706,525	621
2006	841	20,128	24	4,735	1,870,475	395
2007	344	19,834	58	2,432	2,059,649	847
2008	162		0	2,227	2,458,398	1,104
2009	121	14,736	122	620	582,692	940
2010	9	4,606	512	433	214,439	495
2011	19	192,500	10,132	629	308,044	490
2012	16	7,360	460	754	248,124	329
2013	19	57,757	3,040	1,301	338,731	260
2014	126		0	1,636	192,372	118
2015	417	5,841	14	2,806	369,822	132
2016	221		0	2,618	293,662	112
2017	215	14,615	68	2,993	583,188	195
2018	239		0	4,264	480,531	113
<b>20-Year Average:</b>	<b>420</b>	<b>32,894</b>	<b>730</b>	<b>3,179</b>	<b>1,115,427</b>	<b>393</b>
<b>10-Year Average:</b>	<b>140</b>	<b>42,488</b>	<b>1,435</b>	<b>1,805</b>	<b>361,161</b>	<b>318</b>
<b>5-Year Average:</b>	<b>244</b>	<b>10,228</b>	<b>16</b>	<b>2,863</b>	<b>383,915</b>	<b>134</b>

Given the population growth projected for the region, additional commercial space will be required to provide community services to new and existing residents.

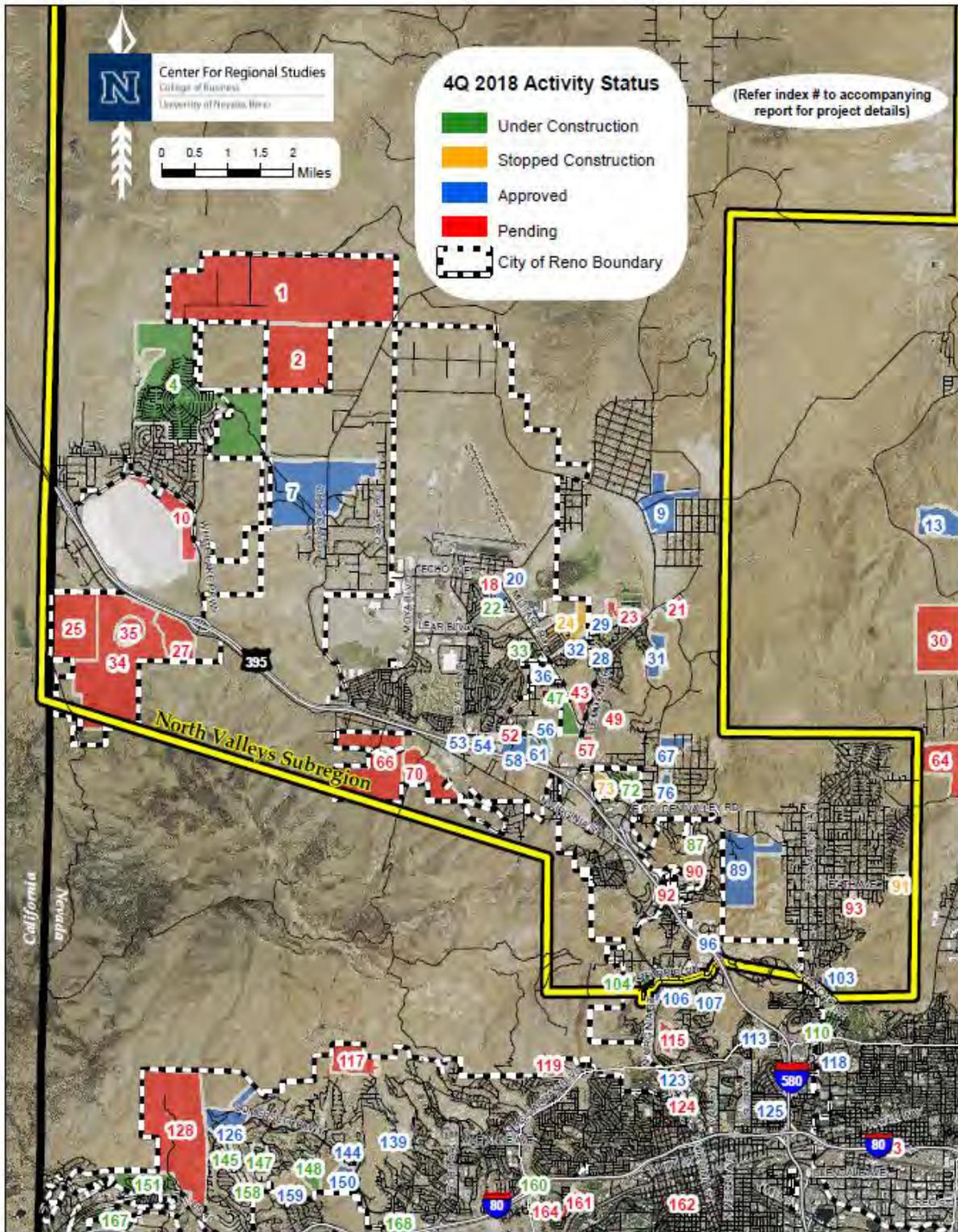
<sup>9</sup> Includes all residential units (single family, multi family, mobile home, etc.)

<sup>10</sup> Includes all commercial uses with the exception of fire stations, schools, post offices, and storage/mega warehouses.

<sup>11</sup> For the purposes of this analysis North Valleys subregion is defined as including zip codes 89506 and 89508.

<sup>12</sup> Center for Regional Studies at University of Nevada, Reno based on data from Washoe County Assessor's Office.

Figure 2. New Residential Construction Activity, North Valleys Subregion-4Q2018<sup>13</sup>



<sup>13</sup> “New Residential Construction Activity, North Valleys Subregion - Reno, Washoe County, Nevada.” Center for Regional Studies, UNR. Data for 4<sup>th</sup> Quarter 2018.

# Commercial Space Market Analysis

Silver Hills Development-Washoe County, Nevada

**Table 14. New Residential Construction Activity, North Valleys Subregion-4Q2018<sup>14</sup>**

*North Valleys Subregion - Washoe County, Nevada*

Map Index	Project Name	Developer/Owner	Location	Project Status	# of Units Approved on Tentative Maps	# of Tentative Units Recorded on Final Maps	# of Completed Units Sold & Recorded, or Leased	Total Remaining "Approved/Unsold" Units	Constructed Units Ready for Sale (Standing Inventory)	Avg Sale Price of New Homes (4Q-18)	No. of New Sales (4Q-18)	# of Units Finished/Total		
47	North Peak Apartments	EGRS Inc	Lemmon Dr/ Military Rd	Under Construction	328	-	112	216						
61	Lakes at Sky Vista Pkwy	Charles Bluth	Sky Vista & Vista Knoll Pkwy	Approved	768	-	-	768						
96	Spectrum	Corman Leigh Housing, LP	Dandini & Spectrum Blvds	Approved	420	-	-	420						
<b>MULTI-FAMILY</b>					<b>Approved Multi Family Subtotal:</b>			<b>1,516</b>	<b>-</b>	<b>1,404</b>	<b>-</b>			
53	Stead 40 Phase 2	DR Horton	Stead Blvd & I-580 (NEC)	Approved	68	68	-	68	-	\$0	0	68		
54	Stead 40 Phase 1	DR Horton	Stead Blvd & I-580 (NEC)	Approved	179	179	-	179	-	\$0	0	179		
104	Rancho San Rafael Townhomes	Desert Wind Homes	Parr Blvd, 750- W of Virginia	Under Construction	441	439	338	103	13	\$291,109	12	88		
<b>SINGLE-FAMILY ATTACHED</b>					<b>Approved Single-Family, Attached Subtotal:</b>			<b>688</b>	<b>686</b>	<b>338</b>	<b>350</b>	<b>13</b>	<b>12</b>	<b>335</b>
4	Woodland Village	Woodland/Hamilton/Lissner/Placer	N of Reno Park @ Crystal Canyn	Under Construction	2,028	1,318	1,699	329	11	\$353,405	11	108		
7	Silver Hills	Lifestyle Homes	Red Rock/Silver knolls	Approved	680	-	-	680	-	\$0	0	-		
9	Prado Ranch North	North Valleys Investment Group	Lemmon & Chickadee Drives	Approved	490	-	-	490	-	\$0	0	-		
20	Regency Park II	Regency Park Homes Inc	SEC Stead Blvd & Echo Ave	Approved	204	53	-	204	-	\$0	0	-		
22	Regency Park I	DR Horton	SEC Stead Blvd & Echo Ave	Under Construction	157	157	157	-	-	\$317,610	2	-		
24	Stonefield	Lennar Homes	Military/Lear	Stopped Construction	651	400	181	470	-	\$0	0	219		
28	North Valley Estates Unit I	Townsend Enterprises, LLC	Limber Pine Dr	Approved	45	-	-	45	-	\$0	0	-		
29	North Valley Estates Unit III	Townsend Enterprises, LLC	Pan American Way	Approved	66	-	-	66	-	\$0	0	-		
31	Lemmon Valley Heights	JDS Group LLC	Lemmon Dr & Deodar Way SEC	Approved	206	-	-	206	-	\$0	0	-		
32	North Valley Estates Unit II	Townsend Enterprises, LLC	Pan American Way	Approved	141	-	-	141	-	\$0	0	-		
33	Silver Vista Village	Paradiso Communities LLC	Military Rd, S of Lear Blvd	Under Construction	194	194	27	167	4	\$327,911	10	163		
36	Arroyo Crossing	High Valley/HV Arroyo/Brothers Brown	Military/Kelly Ln	Approved	237	-	-	237	-	\$0	0	-		
56	Vista Enclave	Sky Vista Partners LLC	Sky Vista Pkwy	Approved	130	-	-	130	-	\$0	0	-		
58	Silver Dollar Estates	DR Horton	Silver Dollar/Trading Post Rd	Approved	619	-	-	619	-	\$0	0	-		
67	Golden Mesa North	Moonlight Hills Estates LLC	Estates Rd & Indian Ln	Approved	115	-	-	115	-	\$0	0	-		
72	Cabernet Highlands	Lennar Homes	East of North Hills/Buck	Under Construction	309	309	190	119	3	\$426,688	20	115		
73	Estancia	Estancia I LLC	East of North Hills/Buck	Stopped Construction	290	108	103	187	-	\$0	0	5		
76	Golden Mesa South	Moonlight Hills Estates LLC	Estates Rd & Indian Ln	Approved	32	-	-	32	-	\$0	0	-		
87	Northridge	Jenuane Communities	Terminus of Beckwourth Dr	Under Construction	91	91	53	58	5	\$428,103	9	53		
89	Ladera Ranch	DR Horton	082-473-06	Approved	356	105	-	356	-	\$0	0	105		
91	Sun Mesa	Landstar Companies, LLC	Terminus of Sun Mesa Dr	Stopped Construction	207	104	104	103	-	\$0	0	-		
103	Falcon Ridge	Desert Wind Homes	NEC Sun Valley & El Rancho	Approved	142	-	-	142	-	\$0	0	-		
<b>SINGLE-FAMILY DETACHED</b>					<b>Approved Single-Family, Detached Subtotal:</b>			<b>7,390</b>	<b>3,339</b>	<b>2,494</b>	<b>4,896</b>	<b>24</b>	<b>52</b>	<b>768</b>
<b>Grand Total of Approved Units:</b>					<b>9,594</b>	<b>4,025</b>	<b>2,944</b>	<b>6,650</b>	<b>37</b>		<b>64</b>	<b>1,103</b>		

<sup>14</sup> "New Residential Construction Activity, North Valleys Subregion - Reno, Washoe County, Nevada." Center for Regional Studies, UNR. Data for 4<sup>th</sup> Quarter 2018.

### Silver Hills Development-Washoe County, Nevada

Figure 2 shows a map of residential developments under approved, pending, and under construction in the North Valleys region. Table 14 shows detailed information for developments in Figure 2. According to Table 14, as of the 4<sup>th</sup> Quarter 2018, the North Valleys region (shown in Figure 2) had 9,594 approved residential units in various stages of development. This includes 1,516 multi-family units, 688 single-family attached units, and 7,390 single-family detached units. Of these, 2,944 units have been constructed and sold, with 6,650 units remaining in various stages of development.

Above estimates include the Silver Hills project (shown in Figure 2 as #7) with 680 approved single-family units. It also includes nearby projects of Woodland Village (#4) currently under construction with a total of 2,028 approved single-family units of which 1,699 units have been completed.

Approximately 17,865 residential units have been planned for the subregion, but have yet to receive necessary approvals (in the form of tentative maps or allowable zoning). In close proximity to the Silver Hills project are a number of these developments, including Evans Ranch (#1 in Figure 2) with 5,679 single-family units, Silver Star Ranch (#2) with 1,600 single-family units, White Lake Vistas (#10) with 324 single-family units, Train Town (#25) with 1,300 single-family units, Stonegate (#27, 34 and 35) with 5,000 single and multi-family units, Echeveria Peavine Property (#60) with 1,866 single-family units, and Stead 240 (#70) with 600 single-family units.

It is unknown when and if all of these pending projects will be approved and constructed and with what portion of proposed units. However, even if a small portion of these developments are built, it will create a significant increase in subregion population and demand for commercial space.

Based on historical home purchasing rates in the region, as well as the number of proposed units discussed above, Center for Region Studies estimates 792 new residents will be added to the North Valleys subregion in 2019, increasing to a high of 2,396 residents added in 2022 and declining to a low of 1,242 residents added in 2028. In total, this results in over 15,000 added to the subregion over the next ten years. This includes

Silver Hills Development-Washoe County, Nevada

234 residents for the 680-unit Silver Hills project included in the Center for Regional Studies report.<sup>15</sup> The report spans through 2028 resulting in only a small portion of project residents shown.

Overall, Silver Hills' commercial component of 45,000 square feet of retail space is necessary to provide convenience-based neighborhood shopping space for existing residents, as our analysis shows these residents are currently underserved in terms of available retail space, as well as future residents of the Silver Hills development and residents of future developments in the North Valleys region.

### **WORKFORCE HOUSING AND RESIDENT INCOME ANALYSIS**

It is well known the Reno-Sparks' housing market experienced high levels of growth in the last few years, especially as measured by housing prices. Figure 3 shows Washoe County new single-family home prices (detached only) appreciated 5.4% between 2016 and 2017. During the same period the number of new single-family sales (detached) decreased by 12.3% compared to 2016.

The decrease in sales began in November 2016 when the median price of homes reached \$409,112 in October 2016. By December 2018 sales levels are showing an increasing trend, though still lower than levels experienced in 2016. Prices of new single-family detached homes appreciated 9.1% in 2018, with the median sales prices in December 2018 reaching \$507,009, an increase of 27.6% over the December 2017 level.

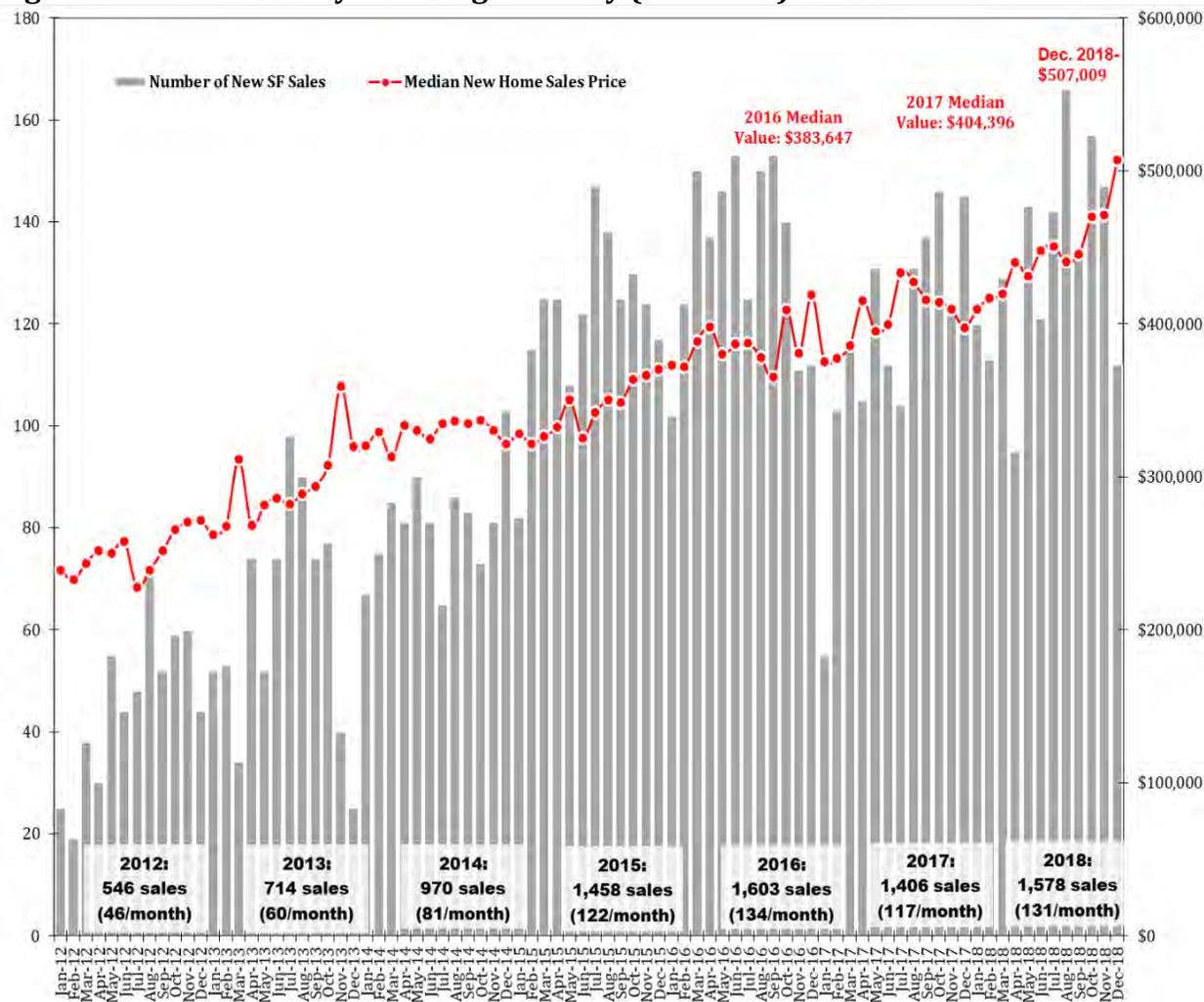
According to the home affordability calculator<sup>16</sup> designed in partnership with the Center for Regional Studies at the University of Nevada, Reno, a family must have an income of \$117,151 to afford a house at the median new single-family home price of \$509,007 as of December 2018.

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<sup>15</sup> "New Residential Construction Activity, North Valleys Subregion - Reno, Washoe County, Nevada." Center for Regional Studies, UNR. Data for 4th Quarter 2018.

<sup>16</sup> Affordability calculator assumes a 10% down, loan rate of 4.7%, and a 30-year mortgage period. Housing and related costs are estimated at 33% of total income.

**Figure 3. Washoe County New Single-Family (Detached) Sales and Median Prices<sup>17</sup>**



According to the Federal Financial Institutions Examination Council's (FFIEC), median family income for Washoe County residents in 2018 was \$73,500.<sup>18</sup> A family with this median income can afford a home priced at \$305,000 or less. According to Northern Nevada MLS website, as of February 9, 2019, there were 255 listings for single-family homes in the Reno-Sparks area priced at \$305,000 and less. Of these 115 listings were for single-family attached (condominium and townhouse) properties.<sup>19</sup> The majority of these listings were for existing homes, with many older properties requiring maintenance. In

<sup>17</sup> Washoe County assessor data as analyzed by the Center for Regional Studies, UNR.

<sup>18</sup> "FFIEC Census Reports," Federal Financial Institutions Examination Council.

<sup>19</sup> <https://nrmmls.com/>.

## Workforce Housing and Resident Income Analysis

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Silver Hills Development-Washoe County, Nevada

comparison, at the same time in the same region, there are over 900 listing for homes priced above \$305,000.

The Silver Hills project proposes to increase the density of its residential units by building 1,872 units compared to 780 units currently planned. While actual sales prices for the project are currently unknown, smaller lots will make the project comparable to the existing Woodland Village, which is building and selling single-family homes in close proximity to the project under the same developer. The 41 new units sold in Woodland Village in 2018 had an average of 1,900 square feet per home and an average sales price of \$178 per square foot, for an average unit price of \$339,000.<sup>20</sup>

If the Silver Hills project offers a similar price, a qualifying income for the family to afford homes in the project will be \$80,740. This is only slightly higher than the median family income in the region. The price is significantly lower than the median price for new homes in the region of \$507,009 and lower even than the price of existing homes at \$350,000. This lower price will allow the project to provide housing to many workforce families moving to region.

Table 15 provides employment and mean/median wage data for select occupations in the Reno-Sparks Metropolitan Statistical Area (MSA), which includes Washoe and Storey counties. It is important to include wages from Storey County as it is home to the Tahoe Reno Industrial Center where many Washoe County residents are employed. The table also shows affordable home values for each occupation by type of housing product.

The table shows high earning occupations, such as dentists, physicians, and lawyers can afford homes valued at and above the median homes price of new family homes in Washoe County as of December 2018. Families with primary earners in the Personal Financial Advisors, Veterinarians, Software Developers, Registered Nurses, and Police Officers can afford homes valued at or above the existing single-family home price, as well as all homes below that level.

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<sup>20</sup> Center for Regional Studies, UNR.

## Workforce Housing and Resident Income Analysis

Silver Hills Development-Washoe County, Nevada

**Table 15. Wages and Housing Affordability by Selected Occupations in Reno-Sparks MSA<sup>21</sup>**

Occupation	Number Employed	Mean Wages	Median Wages	Est. Median Family Wage	Estimated Qualifying Home Price	
Dentists, General	260	\$ 263,890	\$ 263,890	\$ 283,085	\$ 1,275,000	
Physicians and Surgeons, All Other	470	\$ 263,245	\$ 263,245	\$ 282,440	\$ 1,270,000	
Lawyers	700	\$ 160,472	\$ 140,629	\$ 159,824	\$ 704,000	<b>New Single-Family</b>
Personal Financial Advisors	250	\$ 126,214	\$ 87,402	\$ 106,597	\$ 460,000	<b>Sales Price=\$507,009</b>
Veterinarians	130	\$ 104,957	\$ 87,131	\$ 106,327	\$ 460,000	
Software Developers, Applications	670	\$ 87,069	\$ 78,978	\$ 98,173	\$ 420,000	
Registered Nurses	3,910	\$ 78,354	\$ 78,000	\$ 97,195	\$ 415,000	
Police and Sheriff's Patrol Officers	840	\$ 64,501	\$ 64,522	\$ 83,717	\$ 350,000	<b>Existing Single-Family</b>
Accountants and Auditors	1,530	\$ 70,512	\$ 63,253	\$ 82,448	\$ 345,000	<b>Sales Price=\$350,000</b>
Loan Officers	390	\$ 83,782	\$ 63,045	\$ 82,240	\$ 345,000	
Librarians	120	\$ 64,501	\$ 61,610	\$ 80,805	\$ 339,000	<b>Silver Hills Estimated</b>
Real Estate Sales Agents	110	\$ 61,214	\$ 59,800	\$ 78,995	\$ 334,000	<b>Ave. Price=\$339,000</b>
Postal Service Clerks	80	\$ 49,691	\$ 58,552	\$ 77,747	\$ 325,000	
Police, Fire, and Ambulance Dispatchers	80	\$ 56,139	\$ 58,323	\$ 77,519	\$ 325,000	
Educational, Guidance Counselors	390	\$ 55,827	\$ 56,680	\$ 75,875	\$ 315,000	<b>New Condominium</b>
Human Resources Specialists	770	\$ 56,514	\$ 55,349	\$ 74,544	\$ 310,000	<b>Sales Price=\$314,466</b>
Firefighters	270	\$ 53,976	\$ 54,621	\$ 73,816	\$ 305,000	
Electricians	1,030	\$ 56,472	\$ 54,080	\$ 73,275	\$ 305,000	<b>Affordable Price at</b>
Plumbers, Pipefitters, and Steamfitters	910	\$ 55,203	\$ 52,874	\$ 72,069	\$ 300,000	<b>Median Family</b>
Heavy and Tractor-Trailer Truck Drivers	3,960	\$ 48,589	\$ 47,195	\$ 66,391	\$ 275,000	<b>Income=\$73,500</b>
Automotive Service Technicians & Mechanics	1,210	\$ 46,134	\$ 44,408	\$ 63,603	\$ 260,000	
Secretaries & Administrative Assistants	2,690	\$ 38,147	\$ 37,232	\$ 56,427	\$ 225,000	
Maintenance and Repair Workers, General	2,700	\$ 38,646	\$ 37,107	\$ 56,303	\$ 225,000	
Construction Laborers	1,660	\$ 37,835	\$ 36,150	\$ 55,346	\$ 223,000	
Pharmacy Technicians	490	\$ 35,818	\$ 35,589	\$ 54,784	\$ 220,000	
Light Truck or Delivery Services Drivers	1,570	\$ 38,626	\$ 34,528	\$ 53,723	\$ 215,000	<b>Existing Condominium</b>
Customer Service Representatives	5,210	\$ 33,384	\$ 32,094	\$ 51,290	\$ 205,000	<b>Sales Price=\$212,000</b>
Laborers & Freight, Stock, & Material Movers	8,680	\$ 29,453	\$ 28,330	\$ 47,525	\$ 185,000	
Preschool Teachers, Except Special Education	200	\$ 32,656	\$ 25,397	\$ 44,592	\$ 170,000	
Childcare Workers	990	\$ 24,232	\$ 23,712	\$ 42,907	\$ 163,000	
Production Workers, All Other	210	\$ 27,706	\$ 23,150	\$ 42,346	\$ 162,000	
Retail Salespersons	7,280	\$ 26,832	\$ 22,298	\$ 41,493	\$ 160,000	
Hairdressers, Hairstylists, & Cosmetologists	490	\$ 21,715	\$ 19,947	\$ 39,143	\$ 157,000	
Waiters and Waitresses	5,310	\$ 20,259	\$ 18,346	\$ 37,541	\$ 140,000	
Gaming Dealers	1,580	\$ 17,659	\$ 17,950	\$ 37,146	\$ 140,000	

<sup>21</sup> 1. Occupations, number employed, and mean/median wages for Reno Sparks MSA, May 2017 data from Occupational Employment Statistics, Nevada Department of Employment, Training, and Rehabilitation. Occupations selected based on the number of employees and subjective popularity/knowledge of these occupations.

2. Family wage is estimated assuming 1.54 workers per family based on data for Washoe County, Nevada from B23009: PRESENCE OF OWN CHILDREN UNDER 18 YEARS BY FAMILY TYPE BY NUMBER OF WORKERS IN FAMILY IN THE PAST 12 MONTHS - Universe: Families, American FactFinder, US Census Bureau, 2017. It is assumed 1 worker per family will earn wages at the median wage shown for that occupation. The remaining 0.54 workers in the family will earn a median wage for the Reno-Sparks MSA of \$35,547. Source: Occupational Employment Statistics, Reno Sparks MSA, May 2017, Nevada Department of Employment, Training, and Rehabilitation.

3. Maximum affordable home price estimated using an affordability calculator created by the Center for Regional Studies, UNR and Ekay Economic Consultants, Inc.

4. Sales prices for new and existing single-family homes in Washoe County as of December 2018 from Center for Regional Studies, UNR.

## Workforce Housing and Resident Income Analysis

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### Silver Hills Development-Washoe County, Nevada

Estimated average home prices for the Silver Hills project are lower than the median existing single-family home prices, allowing more families to be able to afford homes in this project than in many other locations across the County. In addition to the occupations described above, other primary employee families that can afford to purchase homes in the Silver Hills development include Librarians, Loan Officers, and Accountants/Auditors.

This analysis indicates that the Silver Hills development will provide much needed lower priced housing, with average home prices below the new and existing single-family home prices in the region. These homes will be priced slightly above homes affordable by families earning median wages in the region, attracting the type of workforce employees valuable to the region, such as police officers, nurses, librarians, accountants, and other occupations.

The estimated home price for the project reflects additional density proposed for the Silver Hills project. Should the project be developed at existing lower density (780 versus 1,872 units), an approximately 10% larger lot price increase is expected, resulting in an estimate average price for the project of \$372,000. Table 15 shows this price would price out multiple occupations, making the project less affordable to many current and potential residents of the region.

## Limiting Conditions and Disclosures

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Silver Hills Development-Washoe County, Nevada

### **LIMITING CONDITIONS & DISCLOSURES**

In the preparation of this report, EEC asserts:

- The report is to be used in its entirety, and no part is to be used without the whole.
- In preparing this report, EEC relied on information provided by other individuals or found in previously existing records and/or documents. This information is assumed to be reliable. However, no warranty, either expressed or implied, is given by EEC for the accuracy of such information and EEC assumes no responsibility for information relied upon later found to have been inaccurate.
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**APPENDIX 1-SCENARIO 2  
BUILDOUT ASSUMPTIONS**

<u>YEAR</u>	<u>RESIDENTIAL UNITS CONSTRUCTED</u>	<u>SQUARE FEET CONSTRUCTED</u>	<u>USE TYPE</u>	<u>NEW TAXABLE LAND VALUE</u>	<u>NEW TAXABLE IMPROVEMENTS VALUE</u>	<u>TOTAL NEW TAXABLE VALUE</u>	<u>CONSTR. MATERIALS COST</u>
2021	132	250,800	Single Family	\$ 8,674,003	\$ 36,718,173	\$ 45,392,177	\$ 18,359,087
	-	-	Open Space	1,323,064	-	1,323,064	-
<b>Subtotal</b>	<b>132</b>	<b>250,800</b>		<b>9,997,067</b>	<b>36,718,173</b>	<b>46,715,241</b>	<b>18,359,087</b>
2022	125	237,500	Single Family	8,460,439	35,814,127	44,274,566	17,907,064
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>8,460,439</b>	<b>35,814,127</b>	<b>44,274,566</b>	<b>17,907,064</b>
2023	125	237,500	Single Family	8,714,252	36,888,551	45,602,803	18,444,276
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>8,714,252</b>	<b>36,888,551</b>	<b>45,602,803</b>	<b>18,444,276</b>
2024	125	237,500	Single Family	8,975,680	37,995,208	46,970,887	18,997,604
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>8,975,680</b>	<b>37,995,208</b>	<b>46,970,887</b>	<b>18,997,604</b>
2025	125	237,500	Single Family	9,244,950	39,135,064	48,380,014	19,567,532
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>9,244,950</b>	<b>39,135,064</b>	<b>48,380,014</b>	<b>19,567,532</b>
2026	125	237,500	Single Family	9,522,298	40,309,116	49,831,414	20,154,558
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>9,522,298</b>	<b>40,309,116</b>	<b>49,831,414</b>	<b>20,154,558</b>
2027	23	43,700	Single Family	1,804,666	7,639,384	9,444,050	3,819,692
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>23</b>	<b>43,700</b>		<b>1,804,666</b>	<b>7,639,384</b>	<b>9,444,050</b>	<b>3,819,692</b>
<b>TOTAL</b>	<b>780</b>	<b>1,482,000</b>		<b>\$ 56,719,352</b>	<b>\$ 234,499,623</b>	<b>\$ 291,218,975</b>	<b>\$ 117,249,812</b>

**APPENDIX 1, ASSUMPTIONS:**

1. The following is project buildout information on which the analysis is based:

	<u># of Acres</u>	<u># of Units</u>	<u>Building Square Feet</u>	<u>Taxable Value of Land</u>	<u>Taxable Value of Improvements</u>
Single Family	591.9	780	1,482,000	\$ 48,313,200	\$ 204,516,000
Public Facilities	31.0	-	-	-	-
Open Space	157.4	-	-	1,247,115	-
<b>Total</b>	<b>780.3</b>	<b>780</b>	<b>1,482,000</b>	<b>\$ 49,560,315</b>	<b>\$ 204,516,000</b>

Source: Buildout information and retail square footage from developer, residential square footage, and taxable land and improvement value from Washoe County Assessor's data for similar land uses, as shown in footnote 2 below.

2. Taxable land and improvement values for the residential portion of the project are difficult to determine at this early stage, as a result, the analysis estimates these values using data for comparable developments in the vicinity of the proposed project (Silver Knolls development):

<u>Land Use Code</u>	<u>Taxable Land Value/Unit</u>	<u>Taxable Improv. Value/Sq.Ft.</u>	
Single Family	200 \$ 61,940	\$ 138.00	Land value data for units with 0.5 to 1.0 acre lots.

Source: Washoe County Assessor data as of February 2019 for fiscal year 2017-18.

Square footage for project homes based on average size of homes built in nearby Woodland Village in 2018. Data from Silver Knolls is not used as these units were built between 1970 and 1990s and do not reflect current market demand for home size. Source: Center for Regional Studies, UNR.

3. Open Space land values are estimated using existing values of the undeveloped project parcels, which have an average taxable land value of \$ **7,923** per acre. This amount is multiplied by the number of acres dedicated to Open Space for the project. Source: Washoe County Assessor. No taxable land value is assumed for Public Facilities (roads, parks, etc.) as they will be dedicated to Washoe County for maintenance.

4. Construction Materials Cost is estimated at 50% of taxable building value. Source: Discussions with contractors.

**APPENDIX 2-SCENARIO 2  
WASHOE COUNTY  
ESTIMATED NUMBER OF RESIDENTS**

YEAR	USE TYPE	CUMULATIVE			ESTIMATED # OF RESIDENTS	% OF WASHOE CO RESIDENTS	% OF TMFPD RESIDENTS
		# OF RESIDENTIAL UNITS	# OF OCCUPIED UNITS	# OF SQUARE FEET			
2021	Single Family Open Space	132 -	- -	250,800 -	- -	0.00% -	0.00% -
<b>Subtotal</b>		<b>132</b>	<b>-</b>	<b>250,800</b>	<b>-</b>	<b>-</b>	<b>-</b>
2022	Single Family Open Space	257 -	127 -	488,300 -	320 -	0.07% -	0.30% -
<b>Subtotal</b>		<b>257</b>	<b>127</b>	<b>488,300</b>	<b>320</b>	<b>0.07%</b>	<b>0.30%</b>
2023	Single Family Open Space	382 -	248 -	725,800 -	622 -	0.14% -	0.59% -
<b>Subtotal</b>		<b>382</b>	<b>248</b>	<b>725,800</b>	<b>622</b>	<b>0.14%</b>	<b>0.59%</b>
2024	Single Family Open Space	507 -	369 -	963,300 -	925 -	0.21% -	0.87% -
<b>Subtotal</b>		<b>507</b>	<b>369</b>	<b>963,300</b>	<b>925</b>	<b>0.21%</b>	<b>0.87%</b>
2025	Single Family Open Space	632 -	489 -	1,200,800 -	1,228 -	0.27% -	1.16% -
<b>Subtotal</b>		<b>632</b>	<b>489</b>	<b>1,200,800</b>	<b>1,228</b>	<b>0.27%</b>	<b>1.16%</b>
2026	Single Family Open Space	757 -	610 -	1,438,300 -	1,531 -	0.34% -	1.44% -
<b>Subtotal</b>		<b>757</b>	<b>610</b>	<b>1,438,300</b>	<b>1,531</b>	<b>0.34%</b>	<b>1.44%</b>
2027	Single Family Open Space	780 -	731 -	1,482,000 -	1,834 -	0.41% -	1.73% -
<b>Subtotal</b>		<b>780</b>	<b>731</b>	<b>1,482,000</b>	<b>1,834</b>	<b>0.41%</b>	<b>1.73%</b>
2028	Single Family Open Space	780 -	753 -	1,482,000 -	1,889 -	0.42% -	1.78% -
<b>Subtotal</b>		<b>780</b>	<b>753</b>	<b>1,482,000</b>	<b>1,889</b>	<b>0.42%</b>	<b>1.78%</b>

**APPENDIX 2, ASSUMPTIONS:**

- Residents of the development are estimated using **2.51** residents per unit.  
Source: "CP04 Comparative Housing Characteristics." 2017 American Community Survey 1-Year Estimates. Data for Washoe County, Nevada.
- Occupied units are estimated using a vacancy rate of **3.50%** to account for household movement and other timing issues.  
Source: Center for Regional Studies, University of Nevada, Reno, based on data from the American Community Survey.  
All residents are considered new to the area, whether they relocating from an existing Washoe County home or moving to the area. This is because due to low housing vacancy rates in the area, homes vacated by County residents moving to the project are expected to be filled by out-of-area persons, resulting in a net increase in population in the County. Units are assumed to be occupied the year after construction.
- Some Washoe County and Truckee Meadows Fire Protection District (TMFPD) revenues and costs shown in Appendix 3 are estimated using the Average Cost Method (ACM) per capita methodology. The ACM estimates residents added to the County by the development and divides this amount by Washoe County and TMFPD FY 2017-18 population.

Population	FY 2017-2018
Washoe County	448,316
TMFPD	106,243

Source: Washoe County and Truckee Meadows Fire Protection District budgets, FY 2018-19.

**APPENDIX 3-SCENARIO 2  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

<b>GENERAL FUND</b>	<b>Base Year FY 17-18</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>10-YEAR SUBTOTAL</b>
<b>REVENUE</b>												
<u>Taxes</u>												
Ad Valorem General <sup>1</sup>	Appendix 4A	\$ 27,225	\$ 186,879	\$ 349,036	\$ 520,754	\$ 702,461	\$ 894,602	\$ 1,069,502	\$ 1,128,445	\$ 1,162,299	\$ 1,197,167	\$ 7,238,371
Ad Valorem Detention Facility <sup>1</sup>	Appendix 4A	2,098	14,400	26,894	40,126	54,127	68,932	82,409	86,950	89,559	92,246	557,740
Ad Valorem Indigent Insurance <sup>1</sup>	Appendix 4A	407	2,791	5,212	7,776	10,490	13,359	15,971	16,851	17,356	17,877	108,089
Ad Valorem AB104 <sup>1</sup>	Appendix 4A	493	3,385	6,322	9,433	12,724	16,204	19,372	20,440	21,053	21,685	131,112
Ad Valorem China Springs <sup>1</sup>	Appendix 4A	201	1,377	2,571	3,836	5,175	6,590	7,879	8,313	8,562	8,819	53,324
Ad Valorem Family Court <sup>1</sup>	Appendix 4A	520	3,572	6,671	9,954	13,427	17,099	20,442	21,569	22,216	22,883	138,354
Room Tax <sup>2</sup>		425,000	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>\$ 30,944</b>	<b>\$ 212,403</b>	<b>\$ 396,707</b>	<b>\$ 591,879</b>	<b>\$ 798,404</b>	<b>\$ 1,016,787</b>	<b>\$ 1,215,575</b>	<b>\$ 1,282,569</b>	<b>\$ 1,321,046</b>	<b>\$ 1,360,677</b>	<b>\$ 8,226,990</b>
<u>Licenses and Permits</u>												
Business Licenses/Permits												
Business Licenses <sup>3</sup>	\$ 840,000	\$ -	\$ 2,083	\$ 4,178	\$ 6,397	\$ 8,744	\$ 11,227	\$ 13,851	\$ 14,701	\$ 15,142	\$ 15,596	\$ 91,919
Business Licenses/Elec and Telecom <sup>3</sup>	4,715,000	-	11,695	23,452	35,905	49,084	63,021	77,750	82,515	84,991	87,540	515,952
Franchise Fees <sup>3</sup>	1,980,000	-	4,911	9,849	15,078	20,612	26,465	32,650	34,651	35,691	36,761	216,667
Liquor Licenses <sup>3</sup>	254,600	-	631	1,266	1,939	2,650	3,403	4,198	4,456	4,589	4,727	27,860
Local Gaming Licenses <sup>2</sup>	677,800	-	-	-	-	-	-	-	-	-	-	-
County Gaming Licenses <sup>2</sup>	234,300	-	-	-	-	-	-	-	-	-	-	-
AB104 Gaming Licenses <sup>2</sup>	725,000	-	-	-	-	-	-	-	-	-	-	-
Nonbusiness Licenses and Permits												
Marriage Affidavits <sup>4</sup>	175,000	-	143	286	438	598	768	948	1,006	1,036	1,067	6,289
Mobile Home Permits <sup>2</sup>	200	-	-	-	-	-	-	-	-	-	-	-
Other <sup>2</sup>	300	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>\$ -</b>	<b>\$ 19,463</b>	<b>\$ 39,031</b>	<b>\$ 59,756</b>	<b>\$ 81,689</b>	<b>\$ 104,884</b>	<b>\$ 129,397</b>	<b>\$ 137,329</b>	<b>\$ 141,448</b>	<b>\$ 145,692</b>	<b>\$ 858,689</b>
<u>Intergovernmental Revenue</u>												
Federal/State Grants and Other <sup>2</sup>	\$ 7,233,361	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BCCRT/SCCRT <sup>5</sup>	Appendix 5	207,196	236,402	276,957	319,733	364,825	412,336	271,193	242,065	249,327	256,807	2,836,842
Remainder C-Tax Revenue Sources <sup>6</sup>	16,812,065	-	13,696	27,465	42,048	57,481	73,803	91,052	96,633	99,532	102,517	604,225
AB 104 Sales Tax @ .25% <sup>5</sup>	Appendix 5	30,165	34,417	40,322	46,549	53,114	60,031	39,482	35,242	36,299	37,388	413,009
Remainder AB 104 Revenue <sup>7</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Other Revenue <sup>2</sup>	253,712	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>\$ 237,362</b>	<b>\$ 284,515</b>	<b>\$ 344,743</b>	<b>\$ 408,329</b>	<b>\$ 475,420</b>	<b>\$ 546,169</b>	<b>\$ 401,727</b>	<b>\$ 373,939</b>	<b>\$ 385,158</b>	<b>\$ 396,712</b>	<b>\$ 3,854,075</b>
<u>Charges for Services</u>												
General Government-Clerk/Recorder <sup>4</sup>	\$ 2,355,500	\$ -	\$ 1,919	\$ 3,848	\$ 5,891	\$ 8,054	\$ 10,340	\$ 12,757	\$ 13,539	\$ 13,945	\$ 14,363	\$ 84,657
General Gov.-PTx/Cent. Billing/Other <sup>2</sup>	9,608,958	-	-	-	-	-	-	-	-	-	-	-
Judicial <sup>4</sup>	1,343,300	-	1,094	2,194	3,360	4,593	5,897	7,275	7,721	7,953	8,191	48,278
Public Safety <sup>2</sup>	6,285,731	-	-	-	-	-	-	-	-	-	-	-
Public Works <sup>2</sup>	255,315	-	-	-	-	-	-	-	-	-	-	-
Welfare <sup>2</sup>	2,500	-	-	-	-	-	-	-	-	-	-	-
Cultural and Recreation <sup>4</sup>	793,572	-	646	1,296	1,985	2,713	3,484	4,298	4,561	4,698	4,839	28,521
<b>Subtotal</b>		<b>\$ -</b>	<b>\$ 3,660</b>	<b>\$ 7,339</b>	<b>\$ 11,236</b>	<b>\$ 15,360</b>	<b>\$ 19,721</b>	<b>\$ 24,330</b>	<b>\$ 25,821</b>	<b>\$ 26,596</b>	<b>\$ 27,394</b>	<b>\$ 161,456</b>

**APPENDIX 3-SCENARIO 2  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>Base Year FY 17-18</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>10-YEAR SUBTOTAL</u>
<b>Fines and Forfeits</b>												
Fines <sup>4</sup>	\$ 4,909,550	\$ -	\$ 3,999	\$ 8,020	\$ 12,279	\$ 16,786	\$ 21,552	\$ 26,589	\$ 28,219	\$ 29,066	\$ 29,938	\$ 176,449
Forfeits <sup>4</sup>	1,892,000	-	1,541	3,091	4,732	6,469	8,306	10,247	10,875	11,201	11,537	67,998
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 5,541</b>	<b>\$ 11,111</b>	<b>\$ 17,011</b>	<b>\$ 23,255</b>	<b>\$ 29,858</b>	<b>\$ 36,836</b>	<b>\$ 39,094</b>	<b>\$ 40,267</b>	<b>\$ 41,475</b>	<b>\$ 244,447</b>	
<b>Miscellaneous</b>												
Miscellaneous <sup>2</sup>	\$ 3,746,441	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>REVENUE TOTAL</b>	<b>\$ 268,305</b>	<b>\$ 525,582</b>	<b>\$ 798,932</b>	<b>\$ 1,088,211</b>	<b>\$ 1,394,127</b>	<b>\$ 1,717,419</b>	<b>\$ 1,807,865</b>	<b>\$ 1,858,752</b>	<b>\$ 1,914,514</b>	<b>\$ 1,971,950</b>	<b>\$ 13,345,657</b>	
<b>EXPENDITURES</b>												
<b>General Government</b>												
<b>General Government</b>												
Commissioners <sup>8</sup>	\$ 767,569	\$ -	\$ 1,269	\$ 2,545	\$ 3,897	\$ 5,327	\$ 6,840	\$ 8,438	\$ 8,955	\$ 9,224	\$ 9,501	\$ 55,996
County Manager <sup>9</sup>	4,909,099	-	2,095	4,527	6,797	9,219	11,801	14,552	15,494	16,022	16,568	97,075
Elections <sup>10</sup>	1,700,013	-	1,385	2,777	4,252	5,812	7,463	9,207	9,771	10,064	10,366	61,098
Finance <sup>9</sup>	5,584,348	-	3,177	6,867	10,309	13,983	17,899	22,072	23,501	24,301	25,129	147,237
Human Resources <sup>9</sup>	2,323,128	-	1,322	2,857	4,289	5,817	7,446	9,182	9,777	10,109	10,454	61,252
Technology Services <sup>9</sup>	13,576,480	-	7,725	16,694	25,063	33,994	43,516	53,660	57,134	59,079	61,093	357,959
Accrued Benefits <sup>9</sup>	2,500,000	-	1,422	3,074	4,615	6,260	8,013	9,881	10,521	10,879	11,250	65,915
Centrally Managed Activities <sup>9</sup>	1,431,947	-	815	1,761	2,643	3,585	4,590	5,660	6,026	6,231	6,444	37,755
Assessor <sup>10</sup>	7,084,190	-	5,771	11,573	17,718	24,221	31,099	38,367	40,719	41,940	43,198	254,605
Clerk <sup>10</sup>	1,484,042	-	1,209	2,424	3,712	5,074	6,515	8,037	8,530	8,786	9,049	53,336
Recorder <sup>10</sup>	2,191,862	-	1,786	3,581	5,482	7,494	9,622	11,871	12,598	12,976	13,366	78,775
<b>General Government Total</b>	<b>\$ -</b>	<b>\$ 27,976</b>	<b>\$ 58,680</b>	<b>\$ 88,777</b>	<b>\$ 120,787</b>	<b>\$ 154,804</b>	<b>\$ 190,927</b>	<b>\$ 203,027</b>	<b>\$ 209,612</b>	<b>\$ 216,417</b>	<b>\$ 1,271,004</b>	
<b>Judicial</b>												
District Courts <sup>10</sup>	\$ 20,788,093	\$ -	\$ 16,935	\$ 33,960	\$ 51,992	\$ 71,075	\$ 91,257	\$ 112,585	\$ 119,486	\$ 123,071	\$ 126,763	\$ 747,123
District Attorney <sup>10</sup>	21,640,780	-	17,629	35,353	54,125	73,991	95,000	117,203	124,387	128,119	131,962	777,769
Public Defender <sup>10</sup>	13,479,521	-	10,981	22,021	33,713	46,087	59,173	73,003	77,478	79,802	82,196	484,453
Justice Courts <sup>10</sup>	10,849,719	-	8,838	17,724	27,136	37,096	47,629	58,760	62,362	64,233	66,160	389,938
Incline Constable <sup>11</sup>	176,362	-	-	-	-	-	-	-	-	-	-	-
<b>Judicial Total</b>	<b>\$ -</b>	<b>\$ 54,383</b>	<b>\$ 109,058</b>	<b>\$ 166,965</b>	<b>\$ 228,249</b>	<b>\$ 293,059</b>	<b>\$ 361,552</b>	<b>\$ 383,713</b>	<b>\$ 395,224</b>	<b>\$ 407,081</b>	<b>\$ 2,399,283</b>	
<b>Public Safety</b>												
<b>Sheriff and Detention</b>												
Operations and Detention <sup>12</sup>	Appendix 6	\$ -	\$ 95,270	\$ 220,005	\$ 324,912	\$ 437,710	\$ 558,853	\$ 688,821	\$ 735,504	\$ 763,125	\$ 791,823	\$ 4,616,023
Administration <sup>12</sup>	8,462,617	-	8,984	20,747	30,640	41,276	52,700	64,957	69,359	71,963	74,670	435,296
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 104,254</b>	<b>\$ 240,751</b>	<b>\$ 355,552</b>	<b>\$ 478,986</b>	<b>\$ 611,553</b>	<b>\$ 753,778</b>	<b>\$ 804,863</b>	<b>\$ 835,089</b>	<b>\$ 866,493</b>	<b>\$ 5,051,319</b>	
<b>Medical Examiner</b>												
Medical Examiner <sup>10</sup>	\$ 3,365,349	\$ -	\$ 2,742	\$ 5,498	\$ 8,417	\$ 11,506	\$ 14,773	\$ 18,226	\$ 19,343	\$ 19,924	\$ 20,521	\$ 120,950
<b>Other</b>												
Juvenile Services <sup>10</sup>	\$ 15,459,393	\$ -	\$ 12,594	\$ 25,255	\$ 38,665	\$ 52,856	\$ 67,865	\$ 83,726	\$ 88,858	\$ 91,523	\$ 94,269	\$ 555,610
Manager's Office <sup>11</sup>	1,066,438	-	-	-	-	-	-	-	-	-	-	-

**APPENDIX 3-SCENARIO 2  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<b>Base Year FY 17-18</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>10-YEAR SUBTOTAL</b>
Alternative Sentencing <sup>10</sup>	1,546,108	-	1,259	2,526	3,867	5,286	6,787	8,373	8,887	9,153	9,428	55,567
Emergency Management <sup>10</sup>	1,229,999	-	1,002	2,009	3,076	4,205	5,400	6,661	7,070	7,282	7,500	44,206
Public Administrator <sup>10</sup>	1,220,419	-	994	1,994	3,052	4,173	5,357	6,610	7,015	7,225	7,442	43,862
Public Guardian <sup>10</sup>	1,871,400	-	1,524	3,057	4,680	6,398	8,215	10,135	10,756	11,079	11,412	67,258
<b>Subtotal</b>		\$ -	\$ 17,374	\$ 34,841	\$ 53,341	\$ 72,919	\$ 93,624	\$ 115,505	\$ 122,585	\$ 126,263	\$ 130,051	\$ 766,503
<b>Public Safety Total</b>		\$ -	\$ 124,369	\$ 281,090	\$ 417,310	\$ 563,412	\$ 719,951	\$ 887,509	\$ 946,792	\$ 981,275	\$ 1,017,065	\$ 5,938,772
<b>Public Works</b>												
<u>Public Works</u>												
Community Services <sup>9</sup>	\$ 14,360,823	\$ -	\$ 8,171	\$ 17,658	\$ 26,511	\$ 35,958	\$ 46,030	\$ 56,760	\$ 60,435	\$ 62,492	\$ 64,622	\$ 378,639
<b>Public Works Total</b>		\$ -	\$ 8,171	\$ 17,658	\$ 26,511	\$ 35,958	\$ 46,030	\$ 56,760	\$ 60,435	\$ 62,492	\$ 64,622	\$ 378,639
<b>Welfare</b>												
<u>Social Services</u>												
Human Services <sup>11</sup>	\$ 1,405,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Welfare Total</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Culture and Recreation</b>												
<u>Culture and Recreation</u>												
Library <sup>10</sup>	\$ 9,488,709	\$ -	\$ 7,730	\$ 15,501	\$ 23,732	\$ 32,442	\$ 41,654	\$ 51,389	\$ 54,539	\$ 56,175	\$ 57,861	\$ 341,024
Regional Parks/Open Space <sup>10</sup>	6,556,129	-	5,341	10,710	16,397	22,416	28,780	35,507	37,683	38,814	39,978	235,627
<b>Culture and Recreation Total</b>		\$ -	\$ 13,071	\$ 26,211	\$ 40,129	\$ 54,858	\$ 70,435	\$ 86,896	\$ 92,223	\$ 94,989	\$ 97,839	\$ 576,651
<b>Community Support<sup>10</sup></b>	\$ 367,280	\$ -	\$ 299	\$ 600	\$ 919	\$ 1,256	\$ 1,612	\$ 1,989	\$ 2,111	\$ 2,174	\$ 2,240	\$ 13,200
<b>Intergovernmental Expenditures</b>												
Indigent Ins. Program <sup>13</sup>	\$ 2,107,357	\$ 407	\$ 2,791	\$ 5,212	\$ 7,776	\$ 10,490	\$ 13,359	\$ 15,971	\$ 16,851	\$ 17,356	\$ 17,877	\$ 108,089
China Springs Youth Facility <sup>13</sup>	1,249,218	201	1,377	2,571	3,836	5,175	6,590	7,879	8,313	8,562	8,819	53,324
TM Regional Planning <sup>11</sup>	250,160	-	-	-	-	-	-	-	-	-	-	-
Ethics Commission Assessment <sup>11</sup>	25,342	-	-	-	-	-	-	-	-	-	-	-
<b>Intergovernmental Expenditures</b>		\$ 607	\$ 4,167	\$ 7,783	\$ 11,613	\$ 15,665	\$ 19,949	\$ 23,850	\$ 25,164	\$ 25,919	\$ 26,696	\$ 161,413
<b>EXPENDITURES SUBTOTAL</b>		\$ 607	\$ 232,436	\$ 501,081	\$ 752,223	\$ 1,020,183	\$ 1,305,839	\$ 1,609,483	\$ 1,713,464	\$ 1,771,686	\$ 1,831,960	\$ 10,738,962
<b>CONTINGENCY @ 1.0%</b>		\$ 6	\$ 2,324	\$ 5,011	\$ 7,522	\$ 10,202	\$ 13,058	\$ 16,095	\$ 17,135	\$ 17,717	\$ 18,320	\$ 107,390
<b>EXPENDITURES TOTAL</b>		\$ 613	\$ 234,761	\$ 506,092	\$ 759,745	\$ 1,030,385	\$ 1,318,898	\$ 1,625,577	\$ 1,730,599	\$ 1,789,403	\$ 1,850,279	\$ 10,846,352
<b>GENERAL FUND SURPLUS/DEFICIT</b>		\$ 267,692	\$ 290,821	\$ 292,841	\$ 328,466	\$ 363,742	\$ 398,521	\$ 482,288	\$ 528,153	\$ 571,111	\$ 614,670	\$ 2,499,306

**APPENDIX 3-SCENARIO 2  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	Base Year FY 17-18	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	10-YEAR SUBTOTAL
<b>OTHER FUNDS<sup>14</sup></b>												
<b>LIBRARY EXPANSION FUND</b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	Appendix 4A	\$ 542	\$ 3,721	\$ 6,949	\$ 10,368	\$ 13,986	\$ 17,812	\$ 21,294	\$ 22,468	\$ 23,142	\$ 23,836	\$ 144,119
Miscellaneous <sup>2</sup>	15,000	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>		<b>\$ 542</b>	<b>\$ 3,721</b>	<b>\$ 6,949</b>	<b>\$ 10,368</b>	<b>\$ 13,986</b>	<b>\$ 17,812</b>	<b>\$ 21,294</b>	<b>\$ 22,468</b>	<b>\$ 23,142</b>	<b>\$ 23,836</b>	<b>\$ 144,119</b>
<b>EXPENDITURES</b>												
Library <sup>10</sup>	\$ 2,589,846	\$ -	\$ 2,110	\$ 4,231	\$ 6,477	\$ 8,855	\$ 11,369	\$ 14,026	\$ 14,886	\$ 15,333	\$ 15,792	\$ 93,079
<b>SURPLUS/DEFICIT</b>		<b>\$ 542</b>	<b>\$ 1,611</b>	<b>\$ 2,719</b>	<b>\$ 3,891</b>	<b>\$ 5,132</b>	<b>\$ 6,443</b>	<b>\$ 7,268</b>	<b>\$ 7,582</b>	<b>\$ 7,809</b>	<b>\$ 8,044</b>	<b>\$ 51,040</b>
<b>ANIMAL SERVICES FUND</b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	Appendix 4A	\$ 813	\$ 5,581	\$ 10,424	\$ 15,553	\$ 20,979	\$ 26,718	\$ 31,941	\$ 33,702	\$ 34,713	\$ 35,754	\$ 216,178
Licenses and Permits <sup>4</sup>	307,000	-	250	502	768	1,050	1,348	1,663	1,765	1,818	1,872	11,034
Charges for Services <sup>4</sup>	203,000	-	165	332	508	694	891	1,099	1,167	1,202	1,238	7,296
Miscellaneous <sup>2</sup>	191,350	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>		<b>\$ 813</b>	<b>\$ 5,997</b>	<b>\$ 11,257</b>	<b>\$ 16,828</b>	<b>\$ 22,723</b>	<b>\$ 28,957</b>	<b>\$ 34,703</b>	<b>\$ 36,633</b>	<b>\$ 37,732</b>	<b>\$ 38,864</b>	<b>\$ 234,508</b>
<b>EXPENDITURES</b>												
Animal Services <sup>10</sup>	\$ 5,681,196	\$ -	\$ 4,628	\$ 9,281	\$ 14,209	\$ 19,424	\$ 24,940	\$ 30,768	\$ 32,654	\$ 33,634	\$ 34,643	\$ 204,182
<b>SURPLUS/DEFICIT</b>		<b>\$ 813</b>	<b>\$ 1,369</b>	<b>\$ 1,976</b>	<b>\$ 2,619</b>	<b>\$ 3,299</b>	<b>\$ 4,017</b>	<b>\$ 3,935</b>	<b>\$ 3,979</b>	<b>\$ 4,098</b>	<b>\$ 4,221</b>	<b>\$ 30,326</b>
<b>INDIGENT TAX LEVY FUND</b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	Appendix 4A	\$ 1,626	\$ 11,163	\$ 20,848	\$ 31,105	\$ 41,959	\$ 53,436	\$ 63,883	\$ 67,403	\$ 69,425	\$ 71,508	\$ 432,357
Charges for Services <sup>2</sup>	78,000	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous <sup>2</sup>	3,322,000	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>		<b>\$ 1,626</b>	<b>\$ 11,163</b>	<b>\$ 20,848</b>	<b>\$ 31,105</b>	<b>\$ 41,959</b>	<b>\$ 53,436</b>	<b>\$ 63,883</b>	<b>\$ 67,403</b>	<b>\$ 69,425</b>	<b>\$ 71,508</b>	<b>\$ 432,357</b>
<b>EXPENDITURES</b>												
Indigent Assistance <sup>15</sup>	\$ 31,886,929	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>SURPLUS/DEFICIT</b>		<b>\$ 1,626</b>	<b>\$ 11,163</b>	<b>\$ 20,848</b>	<b>\$ 31,105</b>	<b>\$ 41,959</b>	<b>\$ 53,436</b>	<b>\$ 63,883</b>	<b>\$ 67,403</b>	<b>\$ 69,425</b>	<b>\$ 71,508</b>	<b>\$ 432,357</b>
<b>CHILD PROTECTIVE SERVICES FUND</b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	Appendix 4A	\$ 1,084	\$ 7,442	\$ 13,899	\$ 20,737	\$ 27,973	\$ 35,624	\$ 42,588	\$ 44,936	\$ 46,284	\$ 47,672	\$ 288,238
Licenses and Permits <sup>4</sup>	22,500	-	18	37	56	77	99	122	129	133	137	809
Intergovernmental <sup>4</sup>	41,036,087	-	33,429	67,038	102,633	140,304	180,143	222,245	235,868	242,944	250,232	1,474,835
Charges for Services <sup>4</sup>	3,492,000	-	2,845	5,705	8,734	11,939	15,329	18,912	20,071	20,673	21,294	125,502
Reimbursements <sup>4</sup>	7,965,822	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous <sup>2</sup>	125,000	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>		<b>\$ 1,084</b>	<b>\$ 43,734</b>	<b>\$ 86,678</b>	<b>\$ 132,160</b>	<b>\$ 180,293</b>	<b>\$ 231,194</b>	<b>\$ 283,868</b>	<b>\$ 301,004</b>	<b>\$ 310,034</b>	<b>\$ 319,335</b>	<b>\$ 1,889,384</b>

**APPENDIX 3-SCENARIO 2  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	Base Year FY 17-18	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	10-YEAR SUBTOTAL
<b>EXPENDITURES</b>												
Child Protective Services <sup>10</sup>	\$ 58,006,283	\$ -	\$ 47,253	\$ 94,761	\$ 145,077	\$ 198,326	\$ 254,639	\$ 314,153	\$ 333,409	\$ 343,411	\$ 353,714	\$ 2,084,743
<b>SURPLUS/DEFICIT</b>	<b>\$ 1,084</b>	<b>\$ (3,520)</b>	<b>\$ (8,083)</b>	<b>\$ (12,916)</b>	<b>\$ (18,033)</b>	<b>\$ (23,445)</b>	<b>\$ (30,286)</b>	<b>\$ (32,405)</b>	<b>\$ (33,377)</b>	<b>\$ (34,379)</b>	<b>\$ (195,359)</b>	
<b>SENIOR SERVICES FUND</b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	Appendix 4A	\$ 271	\$ 1,860	\$ 3,475	\$ 5,184	\$ 6,993	\$ 8,906	\$ 10,647	\$ 11,234	\$ 11,571	\$ 11,918	\$ 72,059
Intergovernmental <sup>4</sup>	1,695,622	-	1,381	2,770	4,241	5,797	7,444	9,183	9,746	10,038	10,340	60,941
Charges for Services <sup>4</sup>	392,834	-	320	642	982	1,343	1,724	2,128	2,258	2,326	2,395	14,118
Miscellaneous/Reimbursements <sup>a</sup>	74,450	-	61	122	186	255	327	403	428	441	454	2,676
<b>Revenue Total</b>	<b>\$ 271</b>	<b>\$ 3,622</b>	<b>\$ 7,008</b>	<b>\$ 10,594</b>	<b>\$ 14,388</b>	<b>\$ 18,401</b>	<b>\$ 22,361</b>	<b>\$ 23,666</b>	<b>\$ 24,376</b>	<b>\$ 25,107</b>	<b>\$ 149,794</b>	
<b>EXPENDITURES</b>												
Senior Citizens <sup>16</sup>	\$ 5,240,937	\$ -	\$ 3,202	\$ 6,421	\$ 9,831	\$ 13,439	\$ 17,255	\$ 21,288	\$ 22,593	\$ 23,271	\$ 23,969	\$ 141,269
<b>SURPLUS/DEFICIT</b>	<b>\$ 271</b>	<b>\$ 420</b>	<b>\$ 587</b>	<b>\$ 763</b>	<b>\$ 949</b>	<b>\$ 1,146</b>	<b>\$ 1,073</b>	<b>\$ 1,073</b>	<b>\$ 1,105</b>	<b>\$ 1,138</b>	<b>\$ 8,525</b>	
<b>OTHER RESTRICTED SPECIAL REVENUE FUND</b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	Appendix 4A	\$ 271	\$ 1,860	\$ 3,475	\$ 5,184	\$ 6,993	\$ 8,906	\$ 10,647	\$ 11,234	\$ 11,571	\$ 11,918	\$ 72,059
Car Rental Fee <sup>2</sup>	2,754,904	-	-	-	-	-	-	-	-	-	-	-
Intergovernmental <sup>4</sup>	12,251,034	-	9,980	20,014	30,640	41,887	53,780	66,350	70,417	72,529	74,705	440,302
Charges for Services <sup>4</sup>	3,629,089	-	2,956	5,929	9,077	12,408	15,931	19,655	20,859	21,485	22,130	130,429
Fines and Forfeits <sup>4</sup>	2,826,909	-	2,303	4,618	7,070	9,665	12,410	15,310	16,249	16,736	17,238	101,599
Miscellaneous <sup>2</sup>	1,036,753	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 271</b>	<b>\$ 17,100</b>	<b>\$ 34,035</b>	<b>\$ 51,971</b>	<b>\$ 70,953</b>	<b>\$ 91,027</b>	<b>\$ 111,962</b>	<b>\$ 118,758</b>	<b>\$ 122,321</b>	<b>\$ 125,991</b>	<b>\$ 744,389</b>	
<b>EXPENDITURES</b>												
General Government <sup>17</sup>	\$ 6,080,007	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Judicial <sup>17</sup>	16,317,444	-	-	-	-	-	-	-	-	-	-	-
Public Safety <sup>17</sup>	10,887,591	-	-	-	-	-	-	-	-	-	-	-
Public Works <sup>17</sup>	1,002,657	-	-	-	-	-	-	-	-	-	-	-
Welfare <sup>17</sup>	1,417,288	-	-	-	-	-	-	-	-	-	-	-
Culture and Recreation <sup>17</sup>	2,068,711	-	-	-	-	-	-	-	-	-	-	-
Intergovernmental <sup>17</sup>	1,404,904	-	-	-	-	-	-	-	-	-	-	-
<b>Expenditures Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>SURPLUS/DEFICIT</b>	<b>\$ 271</b>	<b>\$ 17,100</b>	<b>\$ 34,035</b>	<b>\$ 51,971</b>	<b>\$ 70,953</b>	<b>\$ 91,027</b>	<b>\$ 111,962</b>	<b>\$ 118,758</b>	<b>\$ 122,321</b>	<b>\$ 125,991</b>	<b>\$ 744,389</b>	
<b>ROADS SPECIAL REVENUE FUND</b>												
<b>REVENUE</b>												
Motor Vehicle Fuel Tax <sup>4</sup>	\$ 9,955,724	\$ -	\$ 8,110	\$ 16,264	\$ 24,900	\$ 34,039	\$ 43,704	\$ 53,919	\$ 57,224	\$ 58,940	\$ 60,709	\$ 357,808
Charges for Services <sup>4</sup>	750,000	-	611	1,225	1,876	2,564	3,292	4,062	4,311	4,440	4,573	26,955
Miscellaneous <sup>2</sup>	506,244	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ -</b>	<b>\$ 8,721</b>	<b>\$ 17,489</b>	<b>\$ 26,776</b>	<b>\$ 36,603</b>	<b>\$ 46,997</b>	<b>\$ 57,981</b>	<b>\$ 61,534</b>	<b>\$ 63,380</b>	<b>\$ 65,282</b>	<b>\$ 384,763</b>	

**APPENDIX 3-SCENARIO 2  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>Base Year FY 17-18</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>10-YEAR SUBTOTAL</u>
<b>EXPENDITURES</b>												
Public Works <sup>18</sup>	\$ 20,919,086	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>SURPLUS/DEFICIT</b>		\$ -	\$ 8,721	\$ 17,489	\$ 26,776	\$ 36,603	\$ 46,997	\$ 57,981	\$ 61,534	\$ 63,380	\$ 65,282	\$ 384,763
<b><u>TRUCKEE MEADOWS FIRE PROTECTION DISTRICT</u></b>												
<b>REVENUE</b>												
Property Tax-AB104 <sup>1</sup>	Appendix 4B	\$ 43	\$ 298	\$ 557	\$ 831	\$ 1,121	\$ 1,428	\$ 1,707	\$ 1,801	\$ 1,855	\$ 1,911	\$ 11,552
Property Tax-General <sup>1</sup>	Appendix 4B	14,636	100,463	187,635	279,947	377,630	480,921	574,944	606,631	624,829	643,574	3,891,210
Sales Tax-AB104 <sup>5</sup>	Appendix 5	2,658	3,033	3,553	4,101	4,680	5,289	3,479	3,105	3,198	3,294	36,391
Remainder of AB104 <sup>7</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Sales Tax-CCRT <sup>5</sup>	Appendix 5	15,674	17,883	20,951	24,187	27,598	31,192	20,515	18,312	18,861	19,427	214,599
Remainder of C-Tax <sup>6</sup>	1,271,785	-	4,372	8,767	13,422	18,349	23,559	29,065	30,846	31,771	32,725	192,875
Other Sources <sup>2</sup>	1,117,128	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>		\$ 33,011	\$ 126,048	\$ 221,463	\$ 322,489	\$ 429,377	\$ 542,389	\$ 629,709	\$ 660,694	\$ 680,515	\$ 700,931	\$ 4,346,627
<b>EXPENDITURES</b>												
Fire Operations <sup>19</sup>	\$ 26,747,759	\$ -	\$ 91,945	\$ 184,385	\$ 282,289	\$ 385,900	\$ 495,475	\$ 611,276	\$ 648,744	\$ 668,207	\$ 688,253	\$ 4,056,475
<b>Expenditure Total</b>		\$ -	\$ 91,945	\$ 184,385	\$ 282,289	\$ 385,900	\$ 495,475	\$ 611,276	\$ 648,744	\$ 668,207	\$ 688,253	\$ 4,056,475
<b>SURPLUS/DEFICIT</b>		\$ 33,011	\$ 34,103	\$ 37,078	\$ 40,200	\$ 43,477	\$ 46,914	\$ 18,433	\$ 11,950	\$ 12,308	\$ 12,678	\$ 290,152

**APPENDIX 3-SCENARIO 2  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

GENERAL FUND	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>	<u>2036</u>	<u>2037</u>	<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>10-YEAR SUBTOTAL</u>	<u>ANALYSIS TOTAL</u>
<b>REVENUE</b>												
<u>Taxes</u>												
Ad Valorem General <sup>1</sup>	\$ 1,233,082	\$ 1,270,075	\$ 1,308,177	\$ 1,347,423	\$ 1,387,845	\$ 1,429,481	\$ 1,472,365	\$ 1,516,536	\$ 1,562,032	\$ 1,608,893	\$ 14,135,909	\$ 21,374,280
Ad Valorem Detention Facility <sup>1</sup>	95,013	97,863	100,799	103,823	106,938	110,146	113,451	116,854	120,360	123,970	1,089,218	1,646,958
Ad Valorem Indigent Insurance <sup>1</sup>	18,413	18,966	19,535	20,121	20,724	21,346	21,987	22,646	23,326	24,025	211,089	319,178
Ad Valorem AB104 <sup>1</sup>	22,335	23,005	23,696	24,406	25,139	25,893	26,670	27,470	28,294	29,143	256,050	387,162
Ad Valorem China Springs <sup>1</sup>	9,084	9,356	9,637	9,926	10,224	10,531	10,847	11,172	11,507	11,852	104,137	157,461
Ad Valorem Family Court <sup>1</sup>	23,569	24,276	25,004	25,755	26,527	27,323	28,143	28,987	29,857	30,752	270,194	408,548
Room Tax <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>	<b>\$ 1,401,497</b>	<b>\$ 1,443,542</b>	<b>\$ 1,486,849</b>	<b>\$ 1,531,454</b>	<b>\$ 1,577,398</b>	<b>\$ 1,624,720</b>	<b>\$ 1,673,461</b>	<b>\$ 1,723,665</b>	<b>\$ 1,775,375</b>	<b>\$ 1,828,636</b>	<b>\$ 16,066,596</b>	<b>\$ 24,293,587</b>
<u>Licenses and Permits</u>												
Business Licenses/Permits												
Business Licenses <sup>3</sup>	\$ 16,064	\$ 16,546	\$ 17,042	\$ 17,553	\$ 18,080	\$ 18,622	\$ 19,181	\$ 19,756	\$ 20,349	\$ 20,959	\$ 184,152	\$ 276,071
Business Licenses/Elec and Telecom <sup>3</sup>	90,167	92,872	95,658	98,528	101,483	104,528	107,664	110,894	114,220	117,647	1,033,660	1,549,613
Franchise Fees <sup>3</sup>	37,864	39,000	40,170	41,375	42,617	43,895	45,212	46,568	47,965	49,404	434,072	650,739
Liquor Licenses <sup>3</sup>	4,869	5,015	5,165	5,320	5,480	5,644	5,814	5,988	6,168	6,353	55,815	83,676
Local Gaming Licenses <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
County Gaming Licenses <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
AB104 Gaming Licenses <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Nonbusiness Licenses and Permits												
Marriage Affidavits <sup>4</sup>	1,099	1,132	1,166	1,201	1,237	1,274	1,312	1,352	1,392	1,434	12,600	18,890
Mobile Home Permits <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Other <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>	<b>\$ 150,063</b>	<b>\$ 154,564</b>	<b>\$ 159,201</b>	<b>\$ 163,977</b>	<b>\$ 168,897</b>	<b>\$ 173,964</b>	<b>\$ 179,183</b>	<b>\$ 184,558</b>	<b>\$ 190,095</b>	<b>\$ 195,798</b>	<b>\$ 1,720,299</b>	<b>\$ 2,578,988</b>
<u>Intergovernmental Revenue</u>												
Federal/State Grants and Other <sup>2</sup>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BCCRT/SCCRT <sup>5</sup>	264,511	272,446	280,620	289,038	297,710	306,641	315,840	325,315	335,075	345,127	3,032,324	5,869,166
Remainder C-Tax Revenue Sources <sup>6</sup>	105,593	108,761	112,024	115,384	118,846	122,411	126,084	129,866	133,762	137,775	1,210,505	1,814,730
AB 104 Sales Tax @ .25% <sup>5</sup>	38,510	39,665	40,855	42,080	43,343	44,643	45,982	47,362	48,783	50,246	441,468	854,477
Remainder AB 104 Revenue <sup>7</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Other Revenue <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>	<b>\$ 408,614</b>	<b>\$ 420,872</b>	<b>\$ 433,498</b>	<b>\$ 446,503</b>	<b>\$ 459,898</b>	<b>\$ 473,695</b>	<b>\$ 487,906</b>	<b>\$ 502,543</b>	<b>\$ 517,620</b>	<b>\$ 533,148</b>	<b>\$ 4,684,297</b>	<b>\$ 8,538,372</b>
<u>Charges for Services</u>												
General Government-Clerk/Recorder <sup>4</sup>	\$ 14,794	\$ 15,238	\$ 15,695	\$ 16,166	\$ 16,651	\$ 17,151	\$ 17,665	\$ 18,195	\$ 18,741	\$ 19,303	\$ 169,601	\$ 254,258
General Gov.-PTx/Cent. Billing/Other <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Judicial <sup>4</sup>	8,437	8,690	8,951	9,219	9,496	9,781	10,074	10,376	10,688	11,008	96,721	144,999
Public Safety <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Public Works <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Welfare <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Cultural and Recreation <sup>4</sup>	4,984	5,134	5,288	5,446	5,610	5,778	5,951	6,130	6,314	6,503	57,139	85,660
<b>Subtotal</b>	<b>\$ 28,216</b>	<b>\$ 29,062</b>	<b>\$ 29,934</b>	<b>\$ 30,832</b>	<b>\$ 31,757</b>	<b>\$ 32,710</b>	<b>\$ 33,691</b>	<b>\$ 34,702</b>	<b>\$ 35,743</b>	<b>\$ 36,815</b>	<b>\$ 323,460</b>	<b>\$ 484,916</b>

**APPENDIX 3-SCENARIO 2  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>	<u>2036</u>	<u>2037</u>	<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>10-YEAR SUBTOTAL</u>	<u>ANALYSIS TOTAL</u>
<b>Fines and Forfeits</b>												
Fines <sup>4</sup>	\$ 30,836	\$ 31,761	\$ 32,714	\$ 33,695	\$ 34,706	\$ 35,747	\$ 36,820	\$ 37,924	\$ 39,062	\$ 40,234	\$ 353,498	\$ 529,947
Forfeits <sup>4</sup>	11,883	12,240	12,607	12,985	13,375	13,776	14,189	14,615	15,053	15,505	136,228	204,226
<b>Subtotal</b>	<b>\$ 42,719</b>	<b>\$ 44,001</b>	<b>\$ 45,321</b>	<b>\$ 46,680</b>	<b>\$ 48,081</b>	<b>\$ 49,523</b>	<b>\$ 51,009</b>	<b>\$ 52,539</b>	<b>\$ 54,115</b>	<b>\$ 55,739</b>	<b>\$ 489,726</b>	<b>\$ 734,174</b>
<b>Miscellaneous</b>												
Miscellaneous <sup>2</sup>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>REVENUE TOTAL</b>	<b>\$ 2,031,108</b>	<b>\$ 2,092,041</b>	<b>\$ 2,154,803</b>	<b>\$ 2,219,447</b>	<b>\$ 2,286,030</b>	<b>\$ 2,354,611</b>	<b>\$ 2,425,249</b>	<b>\$ 2,498,007</b>	<b>\$ 2,572,947</b>	<b>\$ 2,650,136</b>	<b>\$ 23,284,380</b>	<b>\$ 36,630,037</b>
<b>EXPENDITURES</b>												
<b>General Government</b>												
<u>General Government</u>												
Commissioners <sup>8</sup>	\$ 9,786	\$ 10,079	\$ 10,382	\$ 10,693	\$ 11,014	\$ 11,344	\$ 11,685	\$ 12,035	\$ 12,396	\$ 12,768	\$ 112,182	\$ 168,177
County Manager <sup>9</sup>	17,133	17,718	18,324	18,952	19,601	20,274	20,971	21,692	22,439	23,212	200,316	297,392
Elections <sup>10</sup>	10,677	10,998	11,328	11,668	12,018	12,378	12,749	13,132	13,526	13,932	122,405	183,503
Finance <sup>9</sup>	25,986	26,874	27,793	28,745	29,730	30,750	31,807	32,901	34,033	35,206	303,827	451,064
Human Resources <sup>9</sup>	10,811	11,180	11,562	11,958	12,368	12,792	13,232	13,687	14,158	14,646	126,394	187,646
Technology Services <sup>9</sup>	63,177	65,335	67,570	69,884	72,279	74,760	77,328	79,987	82,741	85,592	738,653	1,096,612
Accrued Benefits <sup>9</sup>	11,634	12,031	12,442	12,868	13,310	13,766	14,239	14,729	15,236	15,761	136,017	201,932
Centrally Managed Activities <sup>9</sup>	6,663	6,891	7,127	7,371	7,623	7,885	8,156	8,436	8,727	9,028	77,908	115,662
Assessor <sup>10</sup>	44,494	45,829	47,204	48,620	50,079	51,581	53,128	54,722	56,364	58,055	510,077	764,682
Clerk <sup>10</sup>	9,321	9,601	9,889	10,185	10,491	10,806	11,130	11,464	11,807	12,162	106,854	160,191
Recorder <sup>10</sup>	13,767	14,180	14,605	15,043	15,494	15,959	16,438	16,931	17,439	17,962	157,819	236,594
<b>General Government Total</b>	<b>\$ 223,449</b>	<b>\$ 230,716</b>	<b>\$ 238,226</b>	<b>\$ 245,987</b>	<b>\$ 254,007</b>	<b>\$ 262,296</b>	<b>\$ 270,863</b>	<b>\$ 279,716</b>	<b>\$ 288,867</b>	<b>\$ 298,324</b>	<b>\$ 2,592,451</b>	<b>\$ 3,863,455</b>
<b>Judicial</b>												
District Courts <sup>10</sup>	\$ 130,566	\$ 134,483	\$ 138,517	\$ 142,672	\$ 146,953	\$ 151,361	\$ 155,902	\$ 160,579	\$ 165,397	\$ 170,358	\$ 1,496,788	\$ 2,243,911
District Attorney <sup>10</sup>	135,921	139,999	144,199	148,525	152,980	157,570	162,297	167,166	172,181	177,346	1,558,183	2,335,951
Public Defender <sup>10</sup>	84,662	87,202	89,818	92,512	95,288	98,146	101,091	104,124	107,247	110,465	970,555	1,455,008
Justice Courts <sup>10</sup>	68,145	70,189	72,295	74,464	76,698	78,998	81,368	83,809	86,324	88,913	781,203	1,171,142
Incline Constable <sup>11</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Judicial Total</b>	<b>\$ 419,293</b>	<b>\$ 431,872</b>	<b>\$ 444,828</b>	<b>\$ 458,173</b>	<b>\$ 471,918</b>	<b>\$ 486,076</b>	<b>\$ 500,658</b>	<b>\$ 515,678</b>	<b>\$ 531,148</b>	<b>\$ 547,083</b>	<b>\$ 4,806,728</b>	<b>\$ 7,206,012</b>
<b>Public Safety</b>												
<u>Sheriff and Detention</u>												
Operations and Detention <sup>12</sup>	\$ 821,640	\$ 852,620	\$ 884,808	\$ 918,251	\$ 952,999	\$ 989,102	\$ 1,026,613	\$ 1,065,587	\$ 1,106,081	\$ 1,148,154	\$ 9,765,856	\$ 14,381,879
Administration <sup>12</sup>	77,481	80,403	83,438	86,592	89,869	93,273	96,811	100,486	104,305	108,272	920,930	1,356,226
<b>Subtotal</b>	<b>\$ 899,121</b>	<b>\$ 933,023</b>	<b>\$ 968,246</b>	<b>\$ 1,004,844</b>	<b>\$ 1,042,868</b>	<b>\$ 1,082,376</b>	<b>\$ 1,123,424</b>	<b>\$ 1,166,073</b>	<b>\$ 1,210,385</b>	<b>\$ 1,256,426</b>	<b>\$ 10,686,786</b>	<b>\$ 15,738,105</b>
<u>Medical Examiner</u>												
Medical Examiner <sup>10</sup>	\$ 21,137	\$ 21,771	\$ 22,424	\$ 23,097	\$ 23,790	\$ 24,504	\$ 25,239	\$ 25,996	\$ 26,776	\$ 27,579	\$ 242,312	\$ 363,263
<u>Other</u>												
Juvenile Services <sup>10</sup>	\$ 97,097	\$ 100,010	\$ 103,010	\$ 106,101	\$ 109,284	\$ 112,562	\$ 115,939	\$ 119,417	\$ 123,000	\$ 126,690	\$ 1,113,110	\$ 1,668,720
Manager's Office <sup>11</sup>	-	-	-	-	-	-	-	-	-	-	-	-

**APPENDIX 3-SCENARIO 2  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>	<u>2036</u>	<u>2037</u>	<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>10-YEAR SUBTOTAL</u>	<u>ANALYSIS TOTAL</u>
Alternative Sentencing <sup>10</sup>	9,711	10,002	10,302	10,611	10,930	11,257	11,595	11,943	12,301	12,670	111,323	166,890
Emergency Management <sup>10</sup>	7,725	7,957	8,196	8,442	8,695	8,956	9,224	9,501	9,786	10,080	88,563	132,769
Public Administrator <sup>10</sup>	7,665	7,895	8,132	8,376	8,627	8,886	9,153	9,427	9,710	10,001	87,873	131,735
Public Guardian <sup>10</sup>	11,754	12,106	12,470	12,844	13,229	13,626	14,035	14,456	14,889	15,336	134,745	202,003
<b>Subtotal</b>	<b>\$ 133,952</b>	<b>\$ 137,971</b>	<b>\$ 142,110</b>	<b>\$ 146,373</b>	<b>\$ 150,765</b>	<b>\$ 155,287</b>	<b>\$ 159,946</b>	<b>\$ 164,744</b>	<b>\$ 169,687</b>	<b>\$ 174,777</b>	<b>\$ 1,535,613</b>	<b>\$ 2,302,116</b>
<b>Public Safety Total</b>	<b>\$ 1,054,211</b>	<b>\$ 1,092,765</b>	<b>\$ 1,132,781</b>	<b>\$ 1,174,314</b>	<b>\$ 1,217,422</b>	<b>\$ 1,262,167</b>	<b>\$ 1,308,609</b>	<b>\$ 1,356,813</b>	<b>\$ 1,406,848</b>	<b>\$ 1,458,782</b>	<b>\$ 12,464,711</b>	<b>\$ 18,403,483</b>
<b>Public Works</b>												
<u>Public Works</u>												
Community Services <sup>9</sup>	\$ 66,827	\$ 69,110	\$ 71,474	\$ 73,921	\$ 76,455	\$ 79,079	\$ 81,795	\$ 84,608	\$ 87,521	\$ 90,537	\$ 781,326	\$ 1,159,965
<b>Public Works Total</b>	<b>\$ 66,827</b>	<b>\$ 69,110</b>	<b>\$ 71,474</b>	<b>\$ 73,921</b>	<b>\$ 76,455</b>	<b>\$ 79,079</b>	<b>\$ 81,795</b>	<b>\$ 84,608</b>	<b>\$ 87,521</b>	<b>\$ 90,537</b>	<b>\$ 781,326</b>	<b>\$ 1,159,965</b>
<b>Welfare</b>												
<u>Social Services</u>												
Human Services <sup>11</sup>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Welfare Total</b>	<b>\$ -</b>	<b>\$ -</b>										
<b>Culture and Recreation</b>												
<u>Culture and Recreation</u>												
Library <sup>10</sup>	\$ 59,597	\$ 61,384	\$ 63,226	\$ 65,123	\$ 67,076	\$ 69,089	\$ 71,161	\$ 73,296	\$ 75,495	\$ 77,760	\$ 683,208	\$ 1,024,231
Regional Parks/Open Space <sup>10</sup>	41,178	42,413	43,685	44,996	46,346	47,736	49,168	50,643	52,163	53,727	472,055	707,682
<b>Culture and Recreation Total</b>	<b>\$ 100,774</b>	<b>\$ 103,797</b>	<b>\$ 106,911</b>	<b>\$ 110,119</b>	<b>\$ 113,422</b>	<b>\$ 116,825</b>	<b>\$ 120,330</b>	<b>\$ 123,940</b>	<b>\$ 127,658</b>	<b>\$ 131,487</b>	<b>\$ 1,155,263</b>	<b>\$ 1,731,914</b>
<b>Community Support<sup>10</sup></b>	<b>\$ 2,307</b>	<b>\$ 2,376</b>	<b>\$ 2,447</b>	<b>\$ 2,521</b>	<b>\$ 2,596</b>	<b>\$ 2,674</b>	<b>\$ 2,754</b>	<b>\$ 2,837</b>	<b>\$ 2,922</b>	<b>\$ 3,010</b>	<b>\$ 26,445</b>	<b>\$ 39,645</b>
<b>Intergovernmental Expenditures</b>												
Indigent Ins. Program <sup>13</sup>	\$ 18,413	\$ 18,966	\$ 19,535	\$ 20,121	\$ 20,724	\$ 21,346	\$ 21,987	\$ 22,646	\$ 23,326	\$ 24,025	\$ 211,089	\$ 319,178
China Springs Youth Facility <sup>13</sup>	9,084	9,356	9,637	9,926	10,224	10,531	10,847	11,172	11,507	11,852	104,137	157,461
TM Regional Planning <sup>11</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Ethics Commission Assessment <sup>11</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Intergovernmental Expenditures</b>	<b>\$ 27,497</b>	<b>\$ 28,322</b>	<b>\$ 29,172</b>	<b>\$ 30,047</b>	<b>\$ 30,948</b>	<b>\$ 31,877</b>	<b>\$ 32,833</b>	<b>\$ 33,818</b>	<b>\$ 34,833</b>	<b>\$ 35,878</b>	<b>\$ 315,226</b>	<b>\$ 476,639</b>
<b>EXPENDITURES SUBTOTAL</b>	<b>\$ 1,894,358</b>	<b>\$ 1,958,959</b>	<b>\$ 2,025,839</b>	<b>\$ 2,095,081</b>	<b>\$ 2,166,770</b>	<b>\$ 2,240,993</b>	<b>\$ 2,317,842</b>	<b>\$ 2,397,411</b>	<b>\$ 2,479,797</b>	<b>\$ 2,565,102</b>	<b>\$ 22,142,151</b>	<b>\$ 32,881,113</b>
<b>CONTINGENCY @</b>	<b>\$ 18,944</b>	<b>\$ 19,590</b>	<b>\$ 20,258</b>	<b>\$ 20,951</b>	<b>\$ 21,668</b>	<b>\$ 22,410</b>	<b>\$ 23,178</b>	<b>\$ 23,974</b>	<b>\$ 24,798</b>	<b>\$ 25,651</b>	<b>\$ 221,422</b>	<b>\$ 328,811</b>
<b>EXPENDITURES TOTAL</b>	<b>\$ 1,913,302</b>	<b>\$ 1,978,548</b>	<b>\$ 2,046,097</b>	<b>\$ 2,116,032</b>	<b>\$ 2,188,438</b>	<b>\$ 2,263,403</b>	<b>\$ 2,341,020</b>	<b>\$ 2,421,385</b>	<b>\$ 2,504,595</b>	<b>\$ 2,590,753</b>	<b>\$ 22,363,572</b>	<b>\$ 33,209,924</b>
<b>GENERAL FUND SURPLUS/DEFICIT</b>	<b>\$ 117,806</b>	<b>\$ 113,493</b>	<b>\$ 108,706</b>	<b>\$ 103,415</b>	<b>\$ 97,593</b>	<b>\$ 91,208</b>	<b>\$ 84,229</b>	<b>\$ 76,622</b>	<b>\$ 68,353</b>	<b>\$ 59,383</b>	<b>\$ 920,808</b>	<b>\$ 3,420,113</b>

**APPENDIX 3-SCENARIO 2  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>	<u>2036</u>	<u>2037</u>	<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>10-YEAR SUBTOTAL</u>	<u>ANALYSIS TOTAL</u>
<b>OTHER FUNDS<sup>14</sup></b>												
<b><u>LIBRARY EXPANSION FUND</u></b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	\$ 24,551	\$ 25,288	\$ 26,046	\$ 26,828	\$ 27,633	\$ 28,462	\$ 29,315	\$ 30,195	\$ 31,101	\$ 32,034	\$ 281,452	\$ 425,571
Miscellaneous <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 24,551</b>	<b>\$ 25,288</b>	<b>\$ 26,046</b>	<b>\$ 26,828</b>	<b>\$ 27,633</b>	<b>\$ 28,462</b>	<b>\$ 29,315</b>	<b>\$ 30,195</b>	<b>\$ 31,101</b>	<b>\$ 32,034</b>	<b>\$ 281,452</b>	<b>\$ 425,571</b>
<b>EXPENDITURES</b>												
Library <sup>10</sup>	\$ 16,266	\$ 16,754	\$ 17,257	\$ 17,775	\$ 18,308	\$ 18,857	\$ 19,423	\$ 20,005	\$ 20,606	\$ 21,224	\$ 186,475	\$ 279,553
<b>SURPLUS/DEFICIT</b>	<b>\$ 8,285</b>	<b>\$ 8,533</b>	<b>\$ 8,789</b>	<b>\$ 9,053</b>	<b>\$ 9,325</b>	<b>\$ 9,604</b>	<b>\$ 9,893</b>	<b>\$ 10,189</b>	<b>\$ 10,495</b>	<b>\$ 10,810</b>	<b>\$ 94,977</b>	<b>\$ 146,017</b>
<b><u>ANIMAL SERVICES FUND</u></b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	\$ 36,827	\$ 37,932	\$ 39,070	\$ 40,242	\$ 41,449	\$ 42,692	\$ 43,973	\$ 45,292	\$ 46,651	\$ 48,051	\$ 422,177	\$ 638,356
Licenses and Permits <sup>4</sup>	1,928	1,986	2,046	2,107	2,170	2,235	2,302	2,371	2,443	2,516	22,105	33,138
Charges for Services <sup>4</sup>	1,275	1,313	1,353	1,393	1,435	1,478	1,522	1,568	1,615	1,664	14,616	21,912
Miscellaneous <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 40,030</b>	<b>\$ 41,231</b>	<b>\$ 42,468</b>	<b>\$ 43,742</b>	<b>\$ 45,054</b>	<b>\$ 46,406</b>	<b>\$ 47,798</b>	<b>\$ 49,232</b>	<b>\$ 50,709</b>	<b>\$ 52,230</b>	<b>\$ 458,899</b>	<b>\$ 693,406</b>
<b>EXPENDITURES</b>												
Animal Services <sup>10</sup>	\$ 35,682	\$ 36,753	\$ 37,855	\$ 38,991	\$ 40,161	\$ 41,366	\$ 42,607	\$ 43,885	\$ 45,201	\$ 46,557	\$ 409,058	\$ 613,240
<b>SURPLUS/DEFICIT</b>	<b>\$ 4,348</b>	<b>\$ 4,478</b>	<b>\$ 4,612</b>	<b>\$ 4,751</b>	<b>\$ 4,893</b>	<b>\$ 5,040</b>	<b>\$ 5,191</b>	<b>\$ 5,347</b>	<b>\$ 5,507</b>	<b>\$ 5,673</b>	<b>\$ 49,840</b>	<b>\$ 80,166</b>
<b><u>INDIGENT TAX LEVY FUND</u></b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	\$ 73,654	\$ 75,863	\$ 78,139	\$ 80,483	\$ 82,898	\$ 85,385	\$ 87,946	\$ 90,585	\$ 93,302	\$ 96,101	\$ 844,355	\$ 1,276,712
Charges for Services <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 73,654</b>	<b>\$ 75,863</b>	<b>\$ 78,139</b>	<b>\$ 80,483</b>	<b>\$ 82,898</b>	<b>\$ 85,385</b>	<b>\$ 87,946</b>	<b>\$ 90,585</b>	<b>\$ 93,302</b>	<b>\$ 96,101</b>	<b>\$ 844,355</b>	<b>\$ 1,276,712</b>
<b>EXPENDITURES</b>												
Indigent Assistance <sup>15</sup>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>SURPLUS/DEFICIT</b>	<b>\$ 73,654</b>	<b>\$ 75,863</b>	<b>\$ 78,139</b>	<b>\$ 80,483</b>	<b>\$ 82,898</b>	<b>\$ 85,385</b>	<b>\$ 87,946</b>	<b>\$ 90,585</b>	<b>\$ 93,302</b>	<b>\$ 96,101</b>	<b>\$ 844,355</b>	<b>\$ 1,276,712</b>
<b><u>CHILD PROTECTIVE SERVICES FUND</u></b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	\$ 49,102	\$ 50,575	\$ 52,093	\$ 53,655	\$ 55,265	\$ 56,923	\$ 58,631	\$ 60,390	\$ 62,201	\$ 64,067	\$ 562,903	\$ 851,141
Licenses and Permits <sup>4</sup>	141	146	150	154	159	164	169	174	179	184	1,620	2,429
Intergovernmental <sup>4</sup>	257,739	265,471	273,435	281,638	290,087	298,790	307,754	316,986	326,496	336,291	2,954,687	4,429,522
Charges for Services <sup>4</sup>	21,933	22,590	23,268	23,966	24,685	25,426	26,189	26,974	27,783	28,617	251,432	376,934
Reimbursements <sup>4</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 328,915</b>	<b>\$ 338,782</b>	<b>\$ 348,946</b>	<b>\$ 359,414</b>	<b>\$ 370,197</b>	<b>\$ 381,303</b>	<b>\$ 392,742</b>	<b>\$ 404,524</b>	<b>\$ 416,660</b>	<b>\$ 429,159</b>	<b>\$ 3,770,642</b>	<b>\$ 5,660,025</b>

**APPENDIX 3-SCENARIO 2  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	10-YEAR SUBTOTAL	ANALYSIS TOTAL
<b>EXPENDITURES</b>												
Child Protective Services <sup>10</sup>	\$ 364,325	\$ 375,255	\$ 386,512	\$ 398,108	\$ 410,051	\$ 422,353	\$ 435,023	\$ 448,074	\$ 461,516	\$ 475,361	\$ 4,176,578	\$ 6,261,321
<b>SURPLUS/DEFICIT</b>	<b>\$ (35,410)</b>	<b>\$ (36,472)</b>	<b>\$ (37,566)</b>	<b>\$ (38,693)</b>	<b>\$ (39,854)</b>	<b>\$ (41,050)</b>	<b>\$ (42,281)</b>	<b>\$ (43,550)</b>	<b>\$ (44,856)</b>	<b>\$ (46,202)</b>	<b>\$ (405,936)</b>	<b>\$ (601,295)</b>
<b>SENIOR SERVICES FUND</b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	\$ 12,276	\$ 12,644	\$ 13,023	\$ 13,414	\$ 13,816	\$ 14,231	\$ 14,658	\$ 15,097	\$ 15,550	\$ 16,017	\$ 140,726	\$ 212,785
Intergovernmental <sup>4</sup>	10,650	10,969	11,298	11,637	11,986	12,346	12,716	13,098	13,491	13,896	122,088	183,029
Charges for Services <sup>4</sup>	2,467	2,541	2,618	2,696	2,777	2,860	2,946	3,034	3,126	3,219	28,285	42,403
Miscellaneous/Reimbursements <sup>4</sup>	468	482	496	511	526	542	558	575	592	610	5,361	8,036
<b>Revenue Total</b>	<b>\$ 25,860</b>	<b>\$ 26,636</b>	<b>\$ 27,435</b>	<b>\$ 28,258</b>	<b>\$ 29,106</b>	<b>\$ 29,979</b>	<b>\$ 30,879</b>	<b>\$ 31,805</b>	<b>\$ 32,759</b>	<b>\$ 33,742</b>	<b>\$ 296,460</b>	<b>\$ 446,254</b>
<b>EXPENDITURES</b>												
Senior Citizens <sup>16</sup>	\$ 24,688	\$ 25,429	\$ 26,191	\$ 26,977	\$ 27,786	\$ 28,620	\$ 29,479	\$ 30,363	\$ 31,274	\$ 32,212	\$ 283,019	\$ 424,288
<b>SURPLUS/DEFICIT</b>	<b>\$ 1,172</b>	<b>\$ 1,208</b>	<b>\$ 1,244</b>	<b>\$ 1,281</b>	<b>\$ 1,320</b>	<b>\$ 1,359</b>	<b>\$ 1,400</b>	<b>\$ 1,442</b>	<b>\$ 1,485</b>	<b>\$ 1,530</b>	<b>\$ 13,441</b>	<b>\$ 21,966</b>
<b>OTHER RESTRICTED SPECIAL REVENUE FUND</b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	\$ 12,276	\$ 12,644	\$ 13,023	\$ 13,414	\$ 13,816	\$ 14,231	\$ 14,658	\$ 15,097	\$ 15,550	\$ 16,017	\$ 140,726	\$ 212,785
Car Rental Fee <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Intergovernmental <sup>4</sup>	76,946	79,254	81,632	84,081	86,604	89,202	91,878	94,634	97,473	100,397	882,101	1,322,402
Charges for Services <sup>4</sup>	22,794	23,477	24,182	24,907	25,654	26,424	27,217	28,033	28,874	29,740	261,302	391,732
Fines and Forfeits <sup>4</sup>	17,755	18,288	18,837	19,402	19,984	20,583	21,201	21,837	22,492	23,167	203,544	305,143
Miscellaneous <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 129,770</b>	<b>\$ 133,664</b>	<b>\$ 137,673</b>	<b>\$ 141,804</b>	<b>\$ 146,058</b>	<b>\$ 150,439</b>	<b>\$ 154,953</b>	<b>\$ 159,601</b>	<b>\$ 164,389</b>	<b>\$ 169,321</b>	<b>\$ 1,487,673</b>	<b>\$ 2,232,062</b>
<b>EXPENDITURES</b>												
General Government <sup>17</sup>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Judicial <sup>17</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Public Safety <sup>17</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Public Works <sup>17</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Welfare <sup>17</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Culture and Recreation <sup>17</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Intergovernmental <sup>17</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Expenditures Total</b>	<b>\$ -</b>	<b>\$ -</b>										
<b>SURPLUS/DEFICIT</b>	<b>\$ 129,770</b>	<b>\$ 133,664</b>	<b>\$ 137,673</b>	<b>\$ 141,804</b>	<b>\$ 146,058</b>	<b>\$ 150,439</b>	<b>\$ 154,953</b>	<b>\$ 159,601</b>	<b>\$ 164,389</b>	<b>\$ 169,321</b>	<b>\$ 1,487,673</b>	<b>\$ 2,232,062</b>
<b>ROADS SPECIAL REVENUE FUND</b>												
<b>REVENUE</b>												
Motor Vehicle Fuel Tax <sup>4</sup>	\$ 62,530	\$ 64,406	\$ 66,338	\$ 68,328	\$ 70,378	\$ 72,489	\$ 74,664	\$ 76,904	\$ 79,211	\$ 81,587	\$ 716,834	\$ 1,074,642
Charges for Services <sup>4</sup>	4,711	4,852	4,997	5,147	5,302	5,461	5,625	5,793	5,967	6,146	54,002	80,957
Miscellaneous <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 67,240</b>	<b>\$ 69,258</b>	<b>\$ 71,335</b>	<b>\$ 73,475</b>	<b>\$ 75,680</b>	<b>\$ 77,950</b>	<b>\$ 80,288</b>	<b>\$ 82,697</b>	<b>\$ 85,178</b>	<b>\$ 87,733</b>	<b>\$ 770,835</b>	<b>\$ 1,155,598</b>

**APPENDIX 3-SCENARIO 2  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>	<u>2036</u>	<u>2037</u>	<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>10-YEAR SUBTOTAL</u>	<u>ANALYSIS TOTAL</u>
<b>EXPENDITURES</b>												
Public Works <sup>18</sup>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>SURPLUS/DEFICIT</b>	<b>\$ 67,240</b>	<b>\$ 69,258</b>	<b>\$ 71,335</b>	<b>\$ 73,475</b>	<b>\$ 75,680</b>	<b>\$ 77,950</b>	<b>\$ 80,288</b>	<b>\$ 82,697</b>	<b>\$ 85,178</b>	<b>\$ 87,733</b>	<b>\$ 770,835</b>	<b>\$ 1,155,598</b>
<b><u>TRUCKEE MEADOWS FIRE PROTECTION DISTRICT</u></b>												
<b>REVENUE</b>												
Property Tax-AB104 <sup>1</sup>	\$ 1,968	\$ 2,027	\$ 2,088	\$ 2,150	\$ 2,215	\$ 2,281	\$ 2,350	\$ 2,420	\$ 2,493	\$ 2,568	\$ 22,561	\$ 34,113
Property Tax-General <sup>1</sup>	662,882	682,768	703,251	724,349	746,079	768,461	791,515	815,261	839,719	864,910	7,599,194	11,490,404
Sales Tax-AB104 <sup>5</sup>	3,393	3,495	3,600	3,708	3,819	3,934	4,052	4,173	4,298	4,427	38,898	75,289
Remainder of AB104 <sup>7</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Sales Tax-CCRT <sup>5</sup>	20,010	20,610	21,228	21,865	22,521	23,197	23,892	24,609	25,347	26,108	229,387	443,986
Remainder of C-Tax <sup>6</sup>	33,706	34,718	35,759	36,832	37,937	39,075	40,247	41,455	42,698	43,979	386,405	579,280
Other Sources <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 721,959</b>	<b>\$ 743,617</b>	<b>\$ 765,926</b>	<b>\$ 788,904</b>	<b>\$ 812,571</b>	<b>\$ 836,948</b>	<b>\$ 862,056</b>	<b>\$ 887,918</b>	<b>\$ 914,555</b>	<b>\$ 941,992</b>	<b>\$ 8,276,445</b>	<b>\$ 12,623,072</b>
<b>EXPENDITURES</b>												
Fire Operations <sup>19</sup>	\$ 708,900	\$ 730,167	\$ 752,072	\$ 774,635	\$ 797,874	\$ 821,810	\$ 846,464	\$ 871,858	\$ 898,014	\$ 924,954	\$ 8,126,749	\$ 12,183,224
<b>Expenditure Total</b>	<b>\$ 708,900</b>	<b>\$ 730,167</b>	<b>\$ 752,072</b>	<b>\$ 774,635</b>	<b>\$ 797,874</b>	<b>\$ 821,810</b>	<b>\$ 846,464</b>	<b>\$ 871,858</b>	<b>\$ 898,014</b>	<b>\$ 924,954</b>	<b>\$ 8,126,749</b>	<b>\$ 12,183,224</b>
<b>SURPLUS/DEFICIT</b>	<b>\$ 13,058</b>	<b>\$ 13,450</b>	<b>\$ 13,853</b>	<b>\$ 14,269</b>	<b>\$ 14,697</b>	<b>\$ 15,138</b>	<b>\$ 15,592</b>	<b>\$ 16,060</b>	<b>\$ 16,542</b>	<b>\$ 17,038</b>	<b>\$ 149,696</b>	<b>\$ 439,848</b>

**APPENDIX 3-SCENARIO 2  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

**APPENDIX 3, ASSUMPTIONS:****\*Overall Assumption-Base Year**

Unless otherwise noted, analysis uses estimated FY 2017-18 revenues and expenditures as the base year to estimate revenues and costs associated with the development. Source: Washoe County Budget, FY 2018-19.

**Estimated Revenues**

1 See Appendices 4A and 4B for real property tax revenue calculation. In the General Fund, revenue is divided among restricted and unrestricted sources as follows:

General Fund	Property Tax Rate	% of General Fund Revenue
General	1.0045	89.4%
Detention Facility	0.0774	6.9%
Indigent Insurance	0.0150	1.3%
China Springs	0.0074	0.7%
Family Court	0.0192	1.7%
<b>Total</b>	<b>1.1235</b>	<b>100.0%</b>

Source: Washoe County Budget, FY 2018-19.

- 2 It is expected that an increase in population will lead to an increase in these revenues. However, it is difficult to estimate how the development will impact these revenue sources as many of the sources are also impacted by other factors, such as area visitors, the analysis conservatively does not estimate revenue generated from these sources.
- 3 Business license, franchise fee, and liquor license revenues are based on business revenues and expenditures by project residents are expected to increase these revenues. Analysis assumes residents will impact 75% of these sources, with the remainder impacted by businesses and visitors. These revenues/services are also provided by Cities of Reno and Sparks. As a result, the analysis estimates project resident impacts on these revenue sources using the Average Cost Method (ACM) using only the unincorporated population rather than the entire Washoe County population. To use this method, revenues are calculated based on estimated FY 2017-18 Washoe County unincorporated per capita revenue, inflated **3%** annually and applied to estimated annual population generated by the residents of the development. Unincorporated per capita revenue is calculated by dividing estimated FY 2017-18 revenues for each source by Washoe County FY 2017-18 unincorporated population of **110,432** Source: Washoe County, City of Reno, and City of Sparks budgets, FY 2018-19.
- 4 These revenues are assumed to be directly related to population growth and are generated across the entire County, and are, therefore, estimated using the Average Cost Method (ACM) with total County population: Revenues are based on estimated FY 2017-18 Washoe County per capita revenue, inflated **3%** annually and applied to estimated annual population generated by the residents of the development. Per capita revenue is calculated by dividing estimated FY 2017-18 revenues for each source by Washoe County FY 2017-18 population of **448,316** Source: Washoe County Budget, FY 2018-19.
- 5 For calculation of BCCRT, SCCRT, and AB 104 sales tax revenue see Appendix 5.
- 6 In addition to CCRT revenue, Consolidated tax for the County includes revenue from Real Property Transfer Tax, GST (MVPT), Cigarette and Liquor taxes. A per capita methodology as explained in footnote 4 is applied to estimate this revenue. Washoe County revenues from GST, Cigarette and Liquor Tax (analysis conservatively does not include RPTT as it is not a recurring revenue) totaled **\$ 32,931,007** in FY 2017-18. The County is estimated to receive **51.05%** of all County C-tax revenue (see Appendix 5). As a result, the County's portion of GST, Cigarette and Liquor Tax revenue is estimated at **\$ 16,812,065** which is used to estimate development impacts using the methodology in footnote 4. Source: Nevada Department of Taxation. "Consolidated Tax Distribution FY 2017-18." The Truckee Meadows Fire District is estimated to receive **3.86%** of all County C-tax revenue. As a result, the Fire District's portion of GST, Cigarette and Liquor Tax revenue is estimated at **\$ 1,271,785** used to estimate development impacts using the methodology in footnote 4 using population estimates for the TFMFD instead of Washoe County population. Source: Nevada Department of Taxation, "Consolidated Tax Distribution FY 2017-18."
- 7 In addition to sales tax revenue, AB 104 revenue for the County includes revenue from property, gaming, and RPTT taxes and interest. Analysis is conservative in not estimating gaming, RPTT, and interest revenue. Property tax revenue is estimated in Appendix 4A and 4B and shown elsewhere in the report.

**Estimated Costs**

- 8 Some departments provide services to residents of the unincorporated Washoe County, rather than the geographic County region. Costs associated with these departments are estimated using the Average Cost Method (ACM) using only the unincorporated population rather than the entire Washoe County population. To use this method, costs are based on estimated FY 2017-18 Washoe County unincorporated per capita cost, inflated **3%** annually and applied to estimated annual population generated by the residents of the development. For County Commissioners, costs are estimated to 50% of department budget. Source: Washoe County budget, FY 2018-19.
- 9 Administration services (indirect) costs assumed to be impacted by the development are calculated at **12.1%** of all direct service costs. Percent indirect costs of direct costs for FY 2017-18. Source: Washoe County Budget, FY 2018-19. County Manager office costs are estimated at 75% of budgeted amount.
- 10 ACM: Expenditures are calculated based on estimated FY 2017-18 Washoe County per capita expenditures inflated **3%** annually and applied to estimated annual population of the development. Per capita cost is calculated by dividing FY 2017-18 expenditures for each source by Washoe County FY 2017-18 population. Source: Washoe County Budget FY 2018-19.
- 11 As the impact of the development on these expenditures is difficult to estimate, the analysis does not estimate costs associated with these expenditures. Alternately, no costs associated with the project are expected to occur.
- 12 See Appendix 6 for calculation of Operations and Detention costs. Administration costs are estimated at **9.4%** of Operations and Detention costs using the average costs for these activities between FY 2016-17 and FY 2018-19. Source: Washoe County Budget FY 2018-19.
- 13 The amount of the expenditure is the same as the revenue estimated to be generated by the ad valorem rate for this source.
- 14 Other Funds: Only operating funds supported by Ad Valorem revenue or directly impacted by the development are included in this analysis. Capital Facilities and Debt Services Funds are not included, as the impact of the

**APPENDIX 3-SCENARIO 2  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

development on these funds is difficult to estimate, though property tax revenues for these funds are estimated in Appendix 4A.

15 The project is unlikely to generate a significant number of indigent population in the region. As a result, costs for this fund associated with the project are expected to be minimal.

16 Senior Services Fund provides various services, including Nutrition, Adult Day Care, Social Services, and more. Analysis expects project will generate need for service at a reduced rate compared to the overall County, as a result, costs are estimated at 75% of budgeted costs.

17 The impact of the project on these discretionary costs is difficult to estimate.

18 Information about roads added by the project is unavailable at this point of the project and are difficult to estimate.

19 Costs associated with the Truckee Meadows Fire Protection District are estimated using the ACM with FY 2017-18 expenditures for the TMFPD divided by the population with the TMFPD service area, applied to the estimated population of the project. Source: Truckee Meadows Fire Protection District budget, FY 2018-19.

**APPENDIX 4A-SCENARIO 2  
WASHOE COUNTY  
ESTIMATED REAL PROPERTY TAX REVENUE**

YEAR	USE TYPE	TAXABLE LAND VALUE	TAXABLE IMPROVE. VALUE	CUMULATIVE ASSESSED		WASHOE COUNTY									
				LAND VALUE	IMPROVE. VALUE	GENERAL FUND	AB104	LIBRARY EXPANS.	ANIMAL SERVICES	INDIGENT TAX LEVY	CHILD PROTECT.	SENIOR SERVICES	OTHER SPECIAL	CAPITAL FACILITIES	DEBT SERVICE
2021	Single Family	\$ 6,420,782	\$ 36,718,173	\$ 2,247,274	\$ 12,851,361	\$ 25,248	\$ 409	\$ 449	\$ 674	\$ 1,348	\$ 899	\$ 225	\$ 225	\$ 1,124	\$ 472
	Open Space	1,323,064	-	463,072	-	5,203	84	93	139	278	185	46	46	232	97
	<b>Subtotal</b>	<b>7,743,846</b>	<b>36,718,173</b>	<b>2,710,346</b>	<b>12,851,361</b>	<b>30,451</b>	<b>493</b>	<b>542</b>	<b>813</b>	<b>1,626</b>	<b>1,084</b>	<b>271</b>	<b>271</b>	<b>1,355</b>	<b>569</b>
2022	Single Family	8,460,439	35,814,127	5,275,846	25,771,846	203,659	3,298	3,625	5,438	10,876	7,251	1,813	1,813	9,064	3,807
	Open Space	-	-	476,965	-	5,359	87	95	143	286	191	48	48	238	100
	<b>Subtotal</b>	<b>8,460,439</b>	<b>35,814,127</b>	<b>5,752,810</b>	<b>25,771,846</b>	<b>209,018</b>	<b>3,385</b>	<b>3,721</b>	<b>5,581</b>	<b>11,163</b>	<b>7,442</b>	<b>1,860</b>	<b>1,860</b>	<b>9,302</b>	<b>3,907</b>
2023	Single Family	8,714,252	36,888,551	8,484,109	39,455,994	384,866	6,233	6,851	10,277	20,554	13,702	3,426	3,426	17,128	7,194
	Open Space	-	-	491,273	-	5,519	89	98	147	295	197	49	49	246	103
	<b>Subtotal</b>	<b>8,714,252</b>	<b>36,888,551</b>	<b>8,975,383</b>	<b>39,455,994</b>	<b>390,385</b>	<b>6,322</b>	<b>6,949</b>	<b>10,424</b>	<b>20,848</b>	<b>13,899</b>	<b>3,475</b>	<b>3,475</b>	<b>17,374</b>	<b>7,297</b>
2024	Single Family	8,975,680	37,995,208	11,880,120	53,937,997	576,761	9,341	10,267	15,401	30,802	20,534	5,134	5,134	25,668	10,781
	Open Space	-	-	506,012	-	5,685	92	101	152	304	202	51	51	253	106
	<b>Subtotal</b>	<b>8,975,680</b>	<b>37,995,208</b>	<b>12,386,132</b>	<b>53,937,997</b>	<b>582,446</b>	<b>9,433</b>	<b>10,368</b>	<b>15,553</b>	<b>31,105</b>	<b>20,737</b>	<b>5,184</b>	<b>5,184</b>	<b>25,921</b>	<b>10,887</b>
2025	Single Family	9,244,950	39,135,064	15,472,256	69,253,409	779,824	12,629	13,882	20,823	41,646	27,764	6,941	6,941	34,705	14,576
	Open Space	-	-	521,192	-	5,856	95	104	156	313	208	52	52	261	109
	<b>Subtotal</b>	<b>9,244,950</b>	<b>39,135,064</b>	<b>15,993,448</b>	<b>69,253,409</b>	<b>785,680</b>	<b>12,724</b>	<b>13,986</b>	<b>20,979</b>	<b>41,959</b>	<b>27,973</b>	<b>6,993</b>	<b>6,993</b>	<b>34,966</b>	<b>14,686</b>
2026	Single Family	9,522,298	40,309,116	19,269,228	85,439,202	994,552	16,107	17,705	26,557	53,114	35,409	8,852	8,852	44,261	18,590
	Open Space	-	-	536,828	-	6,031	98	107	161	322	215	54	54	268	113
	<b>Subtotal</b>	<b>9,522,298</b>	<b>40,309,116</b>	<b>19,806,056</b>	<b>85,439,202</b>	<b>1,000,583</b>	<b>16,204</b>	<b>17,812</b>	<b>26,718</b>	<b>53,436</b>	<b>35,624</b>	<b>8,906</b>	<b>8,906</b>	<b>44,530</b>	<b>18,702</b>
2027	Single Family	1,804,666	7,639,384	20,478,938	90,676,162	1,189,990	19,272	21,184	31,775	63,551	42,367	10,592	10,592	52,959	22,243
	Open Space	-	-	552,933	-	6,212	101	111	166	332	221	55	55	276	116
	<b>Subtotal</b>	<b>1,804,666</b>	<b>7,639,384</b>	<b>21,031,871</b>	<b>90,676,162</b>	<b>1,196,203</b>	<b>19,372</b>	<b>21,294</b>	<b>31,941</b>	<b>63,883</b>	<b>42,588</b>	<b>10,647</b>	<b>10,647</b>	<b>53,236</b>	<b>22,359</b>
2028	Single Family	-	-	21,093,307	93,396,447	1,255,730	20,336	22,354	33,531	67,062	44,708	11,177	11,177	55,885	23,472
	Open Space	-	-	569,521	-	6,399	104	114	171	342	228	57	57	285	120
	<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>21,662,827</b>	<b>93,396,447</b>	<b>1,262,129</b>	<b>20,440</b>	<b>22,468</b>	<b>33,702</b>	<b>67,403</b>	<b>44,936</b>	<b>11,234</b>	<b>11,234</b>	<b>56,169</b>	<b>23,591</b>
2029	Single Family	-	-	21,726,106	96,198,341	1,293,402	20,947	23,025	34,537	69,074	46,049	11,512	11,512	57,561	24,176
	Open Space	-	-	586,606	-	6,591	107	117	176	352	235	59	59	293	123
	<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>22,312,712</b>	<b>96,198,341</b>	<b>1,299,992</b>	<b>21,053</b>	<b>23,142</b>	<b>34,713</b>	<b>69,425</b>	<b>46,284</b>	<b>11,571</b>	<b>11,571</b>	<b>57,855</b>	<b>24,299</b>
2030	Single Family	-	-	22,377,889	99,084,291	1,332,204	21,575	23,715	35,573	71,146	47,430	11,858	11,858	59,288	24,901
	Open Space	-	-	604,204	-	6,788	110	121	181	363	242	60	60	302	127
	<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>22,982,093</b>	<b>99,084,291</b>	<b>1,338,992</b>	<b>21,685</b>	<b>23,836</b>	<b>35,754</b>	<b>71,508</b>	<b>47,672</b>	<b>11,918</b>	<b>11,918</b>	<b>59,590</b>	<b>25,028</b>
2031	Single Family	-	-	23,049,226	102,056,820	1,372,170	22,222	24,427	36,640	73,280	48,853	12,213	12,213	61,067	25,648
	Open Space	-	-	622,331	-	6,992	113	124	187	373	249	62	62	311	131
	<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>23,671,556</b>	<b>102,056,820</b>	<b>1,379,162</b>	<b>22,335</b>	<b>24,551</b>	<b>36,827</b>	<b>73,654</b>	<b>49,102</b>	<b>12,276</b>	<b>12,276</b>	<b>61,378</b>	<b>25,779</b>

**APPENDIX 4A-SCENARIO 2  
WASHOE COUNTY  
ESTIMATED REAL PROPERTY TAX REVENUE**

YEAR	USE TYPE	TAXABLE LAND VALUE	TAXABLE IMPROVE. VALUE	CUMULATIVE ASSESSED		WASHOE COUNTY									
				LAND VALUE	IMPROVE. VALUE	GENERAL FUND	AB104	LIBRARY EXPANS.	ANIMAL SERVICES	INDIGENT TAX LEVY	CHILD PROTECT.	SENIOR SERVICES	OTHER SPECIAL	CAPITAL FACILITIES	DEBT SERVICE
2032	Single Family	-	-	23,740,702	105,118,524	1,413,335	22,889	25,160	37,739	75,479	50,319	12,580	12,580	62,899	26,417
	Open Space	-	-	641,000	-	7,202	117	128	192	385	256	64	64	321	135
	<b>Subtotal</b>	-	-	<b>24,381,703</b>	<b>105,118,524</b>	<b>1,420,537</b>	<b>23,005</b>	<b>25,288</b>	<b>37,932</b>	<b>75,863</b>	<b>50,575</b>	<b>12,644</b>	<b>12,644</b>	<b>63,219</b>	<b>26,552</b>
2033	Single Family	-	-	24,452,923	108,272,080	1,455,735	23,575	25,914	38,871	77,743	51,829	12,957	12,957	64,786	27,210
	Open Space	-	-	660,230	-	7,418	120	132	198	396	264	66	66	330	139
	<b>Subtotal</b>	-	-	<b>25,113,154</b>	<b>108,272,080</b>	<b>1,463,153</b>	<b>23,696</b>	<b>26,046</b>	<b>39,070</b>	<b>78,139</b>	<b>52,093</b>	<b>13,023</b>	<b>13,023</b>	<b>65,116</b>	<b>27,349</b>
2034	Single Family	-	-	25,186,511	111,520,242	1,499,407	24,283	26,692	40,038	80,075	53,383	13,346	13,346	66,729	28,026
	Open Space	-	-	680,037	-	7,640	124	136	204	408	272	68	68	340	143
	<b>Subtotal</b>	-	-	<b>25,866,549</b>	<b>111,520,242</b>	<b>1,507,047</b>	<b>24,406</b>	<b>26,828</b>	<b>40,242</b>	<b>80,483</b>	<b>53,655</b>	<b>13,414</b>	<b>13,414</b>	<b>67,069</b>	<b>28,169</b>
2035	Single Family	-	-	25,942,106	114,865,850	1,544,389	25,011	27,492	41,239	82,477	54,985	13,746	13,746	68,731	28,867
	Open Space	-	-	700,439	-	7,869	127	140	210	420	280	70	70	350	147
	<b>Subtotal</b>	-	-	<b>26,642,545</b>	<b>114,865,850</b>	<b>1,552,259</b>	<b>25,139</b>	<b>27,633</b>	<b>41,449</b>	<b>82,898</b>	<b>55,265</b>	<b>13,816</b>	<b>13,816</b>	<b>69,081</b>	<b>29,014</b>
2036	Single Family	-	-	26,720,370	118,311,825	1,590,721	25,762	28,317	42,476	84,952	56,634	14,159	14,159	70,793	29,733
	Open Space	-	-	721,452	-	8,106	131	144	216	433	289	72	72	361	152
	<b>Subtotal</b>	-	-	<b>27,441,821</b>	<b>118,311,825</b>	<b>1,598,827</b>	<b>25,893</b>	<b>28,462</b>	<b>42,692</b>	<b>85,385</b>	<b>56,923</b>	<b>14,231</b>	<b>14,231</b>	<b>71,154</b>	<b>29,885</b>
2037	Single Family	-	-	27,521,981	121,861,180	1,638,443	26,534	29,167	43,750	87,500	58,334	14,583	14,583	72,917	30,625
	Open Space	-	-	743,095	-	8,349	135	149	223	446	297	74	74	372	156
	<b>Subtotal</b>	-	-	<b>28,265,076</b>	<b>121,861,180</b>	<b>1,646,791</b>	<b>26,670</b>	<b>29,315</b>	<b>43,973</b>	<b>87,946</b>	<b>58,631</b>	<b>14,658</b>	<b>14,658</b>	<b>73,288</b>	<b>30,781</b>
2038	Single Family	-	-	28,347,640	125,517,015	1,687,596	27,330	30,042	45,063	90,125	60,084	15,021	15,021	75,104	31,544
	Open Space	-	-	765,388	-	8,599	139	153	230	459	306	77	77	383	161
	<b>Subtotal</b>	-	-	<b>29,113,028</b>	<b>125,517,015</b>	<b>1,696,195</b>	<b>27,470</b>	<b>30,195</b>	<b>45,292</b>	<b>90,585</b>	<b>60,390</b>	<b>15,097</b>	<b>15,097</b>	<b>75,487</b>	<b>31,705</b>
2039	Single Family	-	-	29,198,069	129,282,526	1,738,224	28,150	30,943	46,415	92,829	61,886	15,472	15,472	77,358	32,490
	Open Space	-	-	788,350	-	8,857	143	158	237	473	315	79	79	394	166
	<b>Subtotal</b>	-	-	<b>29,986,419</b>	<b>129,282,526</b>	<b>1,747,081</b>	<b>28,294</b>	<b>31,101</b>	<b>46,651</b>	<b>93,302</b>	<b>62,201</b>	<b>15,550</b>	<b>15,550</b>	<b>77,752</b>	<b>32,656</b>
2040	Single Family	-	-	30,074,011	133,161,002	1,790,371	28,995	31,871	47,807	95,614	63,743	15,936	15,936	79,678	33,465
	Open Space	-	-	812,000	-	9,123	148	162	244	487	325	81	81	406	171
	<b>Subtotal</b>	-	-	<b>30,886,012</b>	<b>133,161,002</b>	<b>1,799,494</b>	<b>29,143</b>	<b>32,034</b>	<b>48,051</b>	<b>96,101</b>	<b>64,067</b>	<b>16,017</b>	<b>16,017</b>	<b>80,084</b>	<b>33,635</b>
<b>TOTAL</b>		<b>\$ 54,466,131</b>	<b>\$ 234,499,623</b>			<b>\$ 23,906,425</b>	<b>\$ 387,162</b>	<b>\$ 425,571</b>	<b>\$ 638,356</b>	<b>\$ 1,276,712</b>	<b>\$ 851,141</b>	<b>\$ 212,785</b>	<b>\$ 212,785</b>	<b>\$ 1,063,926</b>	<b>\$ 446,849</b>

**APPENDIX 4A-B, ASSUMPTIONS:**

1. As the project's parcels currently generate property tax revenue for the County, the existing FY 2018-19 taxable value of the parcels in the Project of

Taxable Land	Taxable Improve.	Total
\$ 2,253,221	\$ -	\$ 2,253,221

is subtracted from Taxable Land and Improvement Values estimated in Appendix 1 in the first year of the project. Source: Washoe County Assessor.

**APPENDIX 4A-SCENARIO 2  
WASHOE COUNTY  
ESTIMATED REAL PROPERTY TAX REVENUE**

<u>YEAR</u>	<u>USE TYPE</u>	<u>TAXABLE LAND VALUE</u>	<u>TAXABLE IMPROVE. VALUE</u>	<u>CUMULATIVE ASSESSED</u>		<u>WASHOE COUNTY</u>									
				<u>LAND VALUE</u>	<u>IMPROVE. VALUE</u>	<u>GENERAL FUND</u>	<u>AB104</u>	<u>LIBRARY EXPANS.</u>	<u>ANIMAL SERVICES</u>	<u>INDIGENT TAX LEVY</u>	<u>CHILD PROTECT.</u>	<u>SENIOR SERVICES</u>	<u>OTHER SPECIAL</u>	<u>CAPITAL FACILITIES</u>	<u>DEBT SERVICE</u>

2. Assessed land and improvement values are estimating by adjusting taxable values by 35%.
3. Cumulative assessed value for previous year's construction is increased by **3.0%** per year.
4. Improvement values are estimated to generate property tax revenue starting the year following construction to account for work in progress.
5. Operating tax rate is assumed to remain constant at FY 2018-19 amount:

Fund	<b>Rate</b>	
General Fund	\$ 1.1235	
AB104	0.0272	Washoe County receives <b>66.9%</b> and Truckee Meadows Fire Protection District receives <b>5.89%</b>
Library Expansion	0.0200	Libraries rate expires FY 2024-25, analysis assumes the rate will continue through the analysis period
Animal Services	0.0300	Animal Shelter rate expires FY 2032-33, analysis assumes the rate will continue through the analysis period
Indigent Tax Levy	0.0600	
Child Protective Services	0.0400	
Senior Services	0.0100	
Other Restricted Special Rev.	0.0100	
Capital Facilities	0.0500	
Debt	0.0210	
	<b>\$ 1.3917</b>	Source: Washoe County Budget, FY 2018-19.
TM Fire Protection	<b>\$ 0.5400</b>	Source: Truckee Meadows Fire Protection District, FY 2018-19.

**APPENDIX 4B-SCENARIO 2**  
**TRUCKEE MEADOWS FIRE PROTECTION DISTRICT**  
**ESTIMATED REAL PROPERTY TAX REVENUE**

YEAR	USE TYPE	TAXABLE LAND VALUE	TAXABLE IMPROVE. VALUE	CUMULATIVE ASSESSED		TM FIRE DISTRICT	
				LAND VALUE	IMPROVE. VALUE	GENERAL FUND	AB104
2021	Single Family	\$ 6,420,782	\$ 36,718,173	\$ 2,247,274	\$ 12,851,361	\$ 12,135	\$ 36
	Open Space	1,323,064	-	463,072	-	2,501	7
<b>Subtotal</b>		<b>7,743,846</b>	<b>36,718,173</b>	<b>2,710,346</b>	<b>12,851,361</b>	<b>14,636</b>	<b>43</b>
2022	Single Family	8,460,439	35,814,127	5,275,846	25,771,846	97,887	291
	Open Space	-	-	476,965	-	2,576	8
<b>Subtotal</b>		<b>8,460,439</b>	<b>35,814,127</b>	<b>5,752,810</b>	<b>25,771,846</b>	<b>100,463</b>	<b>298</b>
2023	Single Family	8,714,252	36,888,551	8,484,109	39,455,994	184,982	549
	Open Space	-	-	491,273	-	2,653	8
<b>Subtotal</b>		<b>8,714,252</b>	<b>36,888,551</b>	<b>8,975,383</b>	<b>39,455,994</b>	<b>187,635</b>	<b>557</b>
2024	Single Family	8,975,680	37,995,208	11,880,120	53,937,997	277,215	823
	Open Space	-	-	506,012	-	2,732	8
<b>Subtotal</b>		<b>8,975,680</b>	<b>37,995,208</b>	<b>12,386,132</b>	<b>53,937,997</b>	<b>279,947</b>	<b>831</b>
2025	Single Family	9,244,950	39,135,064	15,472,256	69,253,409	374,815	1,113
	Open Space	-	-	521,192	-	2,814	8
<b>Subtotal</b>		<b>9,244,950</b>	<b>39,135,064</b>	<b>15,993,448</b>	<b>69,253,409</b>	<b>377,630</b>	<b>1,121</b>
2026	Single Family	9,522,298	40,309,116	19,269,228	85,439,202	478,022	1,419
	Open Space	-	-	536,828	-	2,899	9
<b>Subtotal</b>		<b>9,522,298</b>	<b>40,309,116</b>	<b>19,806,056</b>	<b>85,439,202</b>	<b>480,921</b>	<b>1,428</b>
2027	Single Family	1,804,666	7,639,384	20,478,938	90,676,162	571,958	1,698
	Open Space	-	-	552,933	-	2,986	9
<b>Subtotal</b>		<b>1,804,666</b>	<b>7,639,384</b>	<b>21,031,871</b>	<b>90,676,162</b>	<b>574,944</b>	<b>1,707</b>
2028	Single Family	-	-	21,093,307	93,396,447	603,555	1,792
	Open Space	-	-	569,521	-	3,075	9
<b>Subtotal</b>		<b>-</b>	<b>-</b>	<b>21,662,827</b>	<b>93,396,447</b>	<b>606,631</b>	<b>1,801</b>
2029	Single Family	-	-	21,726,106	96,198,341	621,662	1,846
	Open Space	-	-	586,606	-	3,168	9
<b>Subtotal</b>		<b>-</b>	<b>-</b>	<b>22,312,712</b>	<b>96,198,341</b>	<b>624,829</b>	<b>1,855</b>
2030	Single Family	-	-	22,377,889	99,084,291	640,312	1,901
	Open Space	-	-	604,204	-	3,263	10
<b>Subtotal</b>		<b>-</b>	<b>-</b>	<b>22,982,093</b>	<b>99,084,291</b>	<b>643,574</b>	<b>1,911</b>
2031	Single Family	-	-	23,049,226	102,056,820	659,521	1,958
	Open Space	-	-	622,331	-	3,361	10
<b>Subtotal</b>		<b>-</b>	<b>-</b>	<b>23,671,556</b>	<b>102,056,820</b>	<b>662,882</b>	<b>1,968</b>
2032	Single Family	-	-	23,740,702	105,118,524	679,307	2,017
	Open Space	-	-	641,000	-	3,461	10
<b>Subtotal</b>		<b>-</b>	<b>-</b>	<b>24,381,703</b>	<b>105,118,524</b>	<b>682,768</b>	<b>2,027</b>
2033	Single Family	-	-	24,452,923	108,272,080	699,686	2,077
	Open Space	-	-	660,230	-	3,565	11
<b>Subtotal</b>		<b>-</b>	<b>-</b>	<b>25,113,154</b>	<b>108,272,080</b>	<b>703,251</b>	<b>2,088</b>
2034	Single Family	-	-	25,186,511	111,520,242	720,676	2,140
	Open Space	-	-	680,037	-	3,672	11
<b>Subtotal</b>		<b>-</b>	<b>-</b>	<b>25,866,549</b>	<b>111,520,242</b>	<b>724,349</b>	<b>2,150</b>
2035	Single Family	-	-	25,942,106	114,865,850	742,297	2,204
	Open Space	-	-	700,439	-	3,782	11
<b>Subtotal</b>		<b>-</b>	<b>-</b>	<b>26,642,545</b>	<b>114,865,850</b>	<b>746,079</b>	<b>2,215</b>
2036	Single Family	-	-	26,720,370	118,311,825	764,566	2,270
	Open Space	-	-	721,452	-	3,896	12
<b>Subtotal</b>		<b>-</b>	<b>-</b>	<b>27,441,821</b>	<b>118,311,825</b>	<b>768,461</b>	<b>2,281</b>

**APPENDIX 4B-SCENARIO 2  
TRUCKEE MEADOWS FIRE PROTECTION DISTRICT  
ESTIMATED REAL PROPERTY TAX REVENUE**

YEAR	USE TYPE	TAXABLE LAND VALUE	TAXABLE IMPROVE. VALUE	CUMULATIVE ASSESSED		TM FIRE DISTRICT	
				LAND VALUE	IMPROVE. VALUE	GENERAL FUND	AB104
2037	Single Family	-	-	27,521,981	121,861,180	787,503	2,338
	Open Space	-	-	743,095	-	4,013	12
<b>Subtotal</b>		-	-	<b>28,265,076</b>	<b>121,861,180</b>	<b>791,515</b>	<b>2,350</b>
2038	Single Family	-	-	28,347,640	125,517,015	811,128	2,408
	Open Space	-	-	765,388	-	4,133	12
<b>Subtotal</b>		-	-	<b>29,113,028</b>	<b>125,517,015</b>	<b>815,261</b>	<b>2,420</b>
2039	Single Family	-	-	29,198,069	129,282,526	835,461	2,480
	Open Space	-	-	788,350	-	4,257	13
<b>Subtotal</b>		-	-	<b>29,986,419</b>	<b>129,282,526</b>	<b>839,719</b>	<b>2,493</b>
2040	Single Family	-	-	30,074,011	133,161,002	860,525	2,555
	Open Space	-	-	812,000	-	4,385	13
<b>Subtotal</b>		-	-	<b>30,886,012</b>	<b>133,161,002</b>	<b>864,910</b>	<b>2,568</b>
<b>TOTAL</b>		<b>\$ 54,466,131</b>	<b>\$ 234,499,623</b>			<b>\$ 11,490,404</b>	<b>\$ 34,113</b>

**APPENDIX 5-SCENARIO 2  
WASHOE COUNTY  
ESTIMATED SALES TAX REVENUE**

YEAR	USE TYPE	CUMULATIVE # OF OCCUP. HOUSEHOLDS	CONSTR. MATERIALS PURCHASES	HOUSEHOLD TAXABLE SALES	TOTAL TAXABLE SALES	WASHOE COUNTY					TM FIRE DISTRICT	
						CCRT TAX REVENUE	AB 104 TAX REVENUE	PUBLIC MASS TRANSPORT.	RAILROAD GRADE	INFRASTR- RUCTURE	CCRT TAX REVENUE	AB 104 TAX REVENUE
2021	Single Family Open Space	-	\$ 18,359,087	\$ -	\$ 18,359,087	\$ 207,196	\$ 30,165	\$ 67,642	\$ 22,547	\$ 22,547	\$ 15,674	\$ 2,658
<b>Subtotal</b>		<b>-</b>	<b>18,359,087</b>	<b>-</b>	<b>18,359,087</b>	<b>207,196</b>	<b>30,165</b>	<b>67,642</b>	<b>22,547</b>	<b>22,547</b>	<b>15,674</b>	<b>2,658</b>
2022	Single Family Open Space	127	17,907,064	3,039,885	20,946,949	236,402	34,417	77,176	25,725	25,725	17,883	3,033
<b>Subtotal</b>		<b>127</b>	<b>17,907,064</b>	<b>3,039,885</b>	<b>20,946,949</b>	<b>236,402</b>	<b>34,417</b>	<b>77,176</b>	<b>25,725</b>	<b>25,725</b>	<b>17,883</b>	<b>3,033</b>
2023	Single Family Open Space	248	18,444,276	6,096,121	24,540,397	276,957	40,322	90,416	30,139	30,139	20,951	3,553
<b>Subtotal</b>		<b>248</b>	<b>18,444,276</b>	<b>6,096,121</b>	<b>24,540,397</b>	<b>276,957</b>	<b>40,322</b>	<b>90,416</b>	<b>30,139</b>	<b>30,139</b>	<b>20,951</b>	<b>3,553</b>
2024	Single Family Open Space	369	18,997,604	9,332,996	28,330,599	319,733	46,549	104,381	34,794	34,794	24,187	4,101
<b>Subtotal</b>		<b>369</b>	<b>18,997,604</b>	<b>9,332,996</b>	<b>28,330,599</b>	<b>319,733</b>	<b>46,549</b>	<b>104,381</b>	<b>34,794</b>	<b>34,794</b>	<b>24,187</b>	<b>4,101</b>
2025	Single Family Open Space	489	19,567,532	12,758,596	32,326,128	364,825	53,114	119,102	39,701	39,701	27,598	4,680
<b>Subtotal</b>		<b>489</b>	<b>19,567,532</b>	<b>12,758,596</b>	<b>32,326,128</b>	<b>364,825</b>	<b>53,114</b>	<b>119,102</b>	<b>39,701</b>	<b>39,701</b>	<b>27,598</b>	<b>4,680</b>
2026	Single Family Open Space	610	20,154,558	16,381,332	36,535,890	412,336	60,031	134,612	44,871	44,871	31,192	5,289
<b>Subtotal</b>		<b>610</b>	<b>20,154,558</b>	<b>16,381,332</b>	<b>36,535,890</b>	<b>412,336</b>	<b>60,031</b>	<b>134,612</b>	<b>44,871</b>	<b>44,871</b>	<b>31,192</b>	<b>5,289</b>
2027	Single Family Open Space	731	3,819,692	20,209,950	24,029,642	271,193	39,482	88,534	29,511	29,511	20,515	3,479
<b>Subtotal</b>		<b>731</b>	<b>3,819,692</b>	<b>20,209,950</b>	<b>24,029,642</b>	<b>271,193</b>	<b>39,482</b>	<b>88,534</b>	<b>29,511</b>	<b>29,511</b>	<b>20,515</b>	<b>3,479</b>
2028	Single Family Open Space	753	-	21,448,711	21,448,711	242,065	35,242	79,025	26,342	26,342	18,312	3,105
<b>Subtotal</b>		<b>753</b>	<b>-</b>	<b>21,448,711</b>	<b>21,448,711</b>	<b>242,065</b>	<b>35,242</b>	<b>79,025</b>	<b>26,342</b>	<b>26,342</b>	<b>18,312</b>	<b>3,105</b>
2029	Single Family Open Space	753	-	22,092,172	22,092,172	249,327	36,299	81,396	27,132	27,132	18,861	3,198
<b>Subtotal</b>		<b>753</b>	<b>-</b>	<b>22,092,172</b>	<b>22,092,172</b>	<b>249,327</b>	<b>36,299</b>	<b>81,396</b>	<b>27,132</b>	<b>27,132</b>	<b>18,861</b>	<b>3,198</b>
2030	Single Family Open Space	753	-	22,754,937	22,754,937	256,807	37,388	83,838	27,946	27,946	19,427	3,294
<b>Subtotal</b>		<b>753</b>	<b>-</b>	<b>22,754,937</b>	<b>22,754,937</b>	<b>256,807</b>	<b>37,388</b>	<b>83,838</b>	<b>27,946</b>	<b>27,946</b>	<b>19,427</b>	<b>3,294</b>
2031	Single Family Open Space	753	-	23,437,586	23,437,586	264,511	38,510	86,353	28,784	28,784	20,010	3,393
<b>Subtotal</b>		<b>753</b>	<b>-</b>	<b>23,437,586</b>	<b>23,437,586</b>	<b>264,511</b>	<b>38,510</b>	<b>86,353</b>	<b>28,784</b>	<b>28,784</b>	<b>20,010</b>	<b>3,393</b>

**APPENDIX 5-SCENARIO 2  
WASHOE COUNTY  
ESTIMATED SALES TAX REVENUE**

YEAR	USE TYPE	CUMULATIVE # OF OCCUP. HOUSEHOLDS	CONSTR. MATERIALS PURCHASES	HOUSEHOLD TAXABLE SALES	TOTAL TAXABLE SALES	WASHOE COUNTY					TM FIRE DISTRICT	
						CCRT TAX REVENUE	AB 104 TAX REVENUE	PUBLIC MASS TRANSPORT.	RAILROAD GRADE	INFRASTR- RUCTURE	CCRT TAX REVENUE	AB 104 TAX REVENUE
2032	Single Family Open Space	753	-	24,140,713	24,140,713	272,446	39,665	88,943	29,648	29,648	20,610	3,495
		-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>753</b>	<b>-</b>	<b>24,140,713</b>	<b>24,140,713</b>	<b>272,446</b>	<b>39,665</b>	<b>88,943</b>	<b>29,648</b>	<b>29,648</b>	<b>20,610</b>	<b>3,495</b>
2033	Single Family Open Space	753	-	24,864,934	24,864,934	280,620	40,855	91,612	30,537	30,537	21,228	3,600
		-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>753</b>	<b>-</b>	<b>24,864,934</b>	<b>24,864,934</b>	<b>280,620</b>	<b>40,855</b>	<b>91,612</b>	<b>30,537</b>	<b>30,537</b>	<b>21,228</b>	<b>3,600</b>
2034	Single Family Open Space	753	-	25,610,883	25,610,883	289,038	42,080	94,360	31,453	31,453	21,865	3,708
		-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>753</b>	<b>-</b>	<b>25,610,883</b>	<b>25,610,883</b>	<b>289,038</b>	<b>42,080</b>	<b>94,360</b>	<b>31,453</b>	<b>31,453</b>	<b>21,865</b>	<b>3,708</b>
2035	Single Family Open Space	753	-	26,379,209	26,379,209	297,710	43,343	97,191	32,397	32,397	22,521	3,819
		-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>753</b>	<b>-</b>	<b>26,379,209</b>	<b>26,379,209</b>	<b>297,710</b>	<b>43,343</b>	<b>97,191</b>	<b>32,397</b>	<b>32,397</b>	<b>22,521</b>	<b>3,819</b>
2036	Single Family Open Space	753	-	27,170,585	27,170,585	306,641	44,643	100,107	33,369	33,369	23,197	3,934
		-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>753</b>	<b>-</b>	<b>27,170,585</b>	<b>27,170,585</b>	<b>306,641</b>	<b>44,643</b>	<b>100,107</b>	<b>33,369</b>	<b>33,369</b>	<b>23,197</b>	<b>3,934</b>
2037	Single Family Open Space	753	-	27,985,703	27,985,703	315,840	45,982	103,110	34,370	34,370	23,892	4,052
		-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>753</b>	<b>-</b>	<b>27,985,703</b>	<b>27,985,703</b>	<b>315,840</b>	<b>45,982</b>	<b>103,110</b>	<b>34,370</b>	<b>34,370</b>	<b>23,892</b>	<b>4,052</b>
2038	Single Family Open Space	753	-	28,825,274	28,825,274	325,315	47,362	106,203	35,401	35,401	24,609	4,173
		-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>753</b>	<b>-</b>	<b>28,825,274</b>	<b>28,825,274</b>	<b>325,315</b>	<b>47,362</b>	<b>106,203</b>	<b>35,401</b>	<b>35,401</b>	<b>24,609</b>	<b>4,173</b>
2039	Single Family Open Space	753	-	29,690,032	29,690,032	335,075	48,783	109,389	36,463	36,463	25,347	4,298
		-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>753</b>	<b>-</b>	<b>29,690,032</b>	<b>29,690,032</b>	<b>335,075</b>	<b>48,783</b>	<b>109,389</b>	<b>36,463</b>	<b>36,463</b>	<b>25,347</b>	<b>4,298</b>
2040	Single Family Open Space	753	-	30,580,733	30,580,733	345,127	50,246	112,671	37,557	37,557	26,108	4,427
		-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>753</b>	<b>-</b>	<b>30,580,733</b>	<b>30,580,733</b>	<b>345,127</b>	<b>50,246</b>	<b>112,671</b>	<b>37,557</b>	<b>37,557</b>	<b>26,108</b>	<b>4,427</b>
<b>TOTAL</b>			<b>\$ 117,249,812</b>	<b>\$ 402,800,353</b>	<b>\$ 520,050,164</b>	<b>\$ 5,869,166</b>	<b>\$ 854,477</b>	<b>\$ 1,916,060</b>	<b>\$ 638,687</b>	<b>\$ 638,687</b>	<b>\$ 443,986</b>	<b>\$ 75,289</b>

**APPENDIX 5, ASSUMPTIONS:**

- 1. Sales tax rates applicable to Washoe County are as follows:
  - 0.500% Basic City County Relief Tax (BCCRT)
  - 1.750% Supplemental City County Relief Tax (SCCRT)
  - 0.250% Fair Share (AB 104)
  - 0.375% Public Mass Transportation

**APPENDIX 5-SCENARIO 2  
WASHOE COUNTY  
ESTIMATED SALES TAX REVENUE**

<u>YEAR</u>	<u>USE TYPE</u>	<u>CUMULATIVE # OF OCCUP. HOUSEHOLDS</u>	<u>CONSTR. MATERIALS PURCHASES</u>	<u>HOUSEHOLD TAXABLE SALES</u>	<u>TOTAL TAXABLE SALES</u>	<u>WASHOE COUNTY</u>					<u>TM FIRE DISTRICT</u>	
						<u>CCRT TAX REVENUE</u>	<u>AB 104 TAX REVENUE</u>	<u>PUBLIC MASS TRANSPORT.</u>	<u>RAILROAD GRADE</u>	<u>INFRASTRUCTURE</u>	<u>CCRT TAX REVENUE</u>	<u>AB 104 TAX REVENUE</u>

0.125% Washoe Railroad Grade  
0.125% Infrastructure

2. BCCRT and SCCRT (CCRT) sales tax revenue generated in the County is distributed to Washoe County and Truckee Meadows Fire Protection District as follows:

Washoe County	<b>51.05%</b>
TM Fire District	<b>3.86%</b>

Source: Distribution based on average percentage share of Washoe County C-Tax distribution from FY 2016-17 to partial year FY 18-19. Data from Nevada Department of Taxation, "Consolidated Tax Distribution: Revenue Summary by County."

3. AB104 sales tax revenue generated in the County is distributed to Washoe County and Truckee Meadows Fire Protection District as follows:

Washoe County	<b>66.89%</b>
TM Fire District	<b>5.89%</b>

Source: Distribution based on average percentage share of Washoe County AB104 distribution from FY 2016-17 to partial year FY 18-19. Data from Nevada Department of Taxation, "Local Government Tax Act Distribution."

4. A State administrative fee of **1.75%** of all sales tax revenue is subtracted for State uses. Source: AB 552.

5. Construction Materials Purchases-See Appendix 1.

6. Number of Occupied Households-See Appendix 2. By definition, each occupied residential unit represents a household.

7. Household Taxable Sales-estimated based on the number of occupied households, estimated household income, and expenditure information. Household incomes and percent of income spent on taxable items are estimated as follows, inflated 3% annually:

	<b>Household Income</b>	<b>% Spent on Taxable Items</b>
Single Family	<b>\$ 87,892</b>	<b>24.8%</b>

Based on an average sales price of \$372,000, 10% down, 4.7% loan rate, and 30-year mortgage.

Source: Estimated home sales price based on median sales price per square foot for new homes sold in 2018 in nearby Woodland Village with a 10% premium for larger lots from Center for Regional Studies, UNR. Household income is estimated using a home affordability calculator created by EEC and Center for Regional Studies, UNR and estimated home sales price. Taxable spending ratio from Consumer Expenditure Survey, 2017, Bureau of Labor Statistics.

**APPENDIX 6-SCENARIO 2  
WASHOE COUNTY  
SHERIFF OPERATIONS COST PROJECTIONS**

<u>YEAR</u>	<u>NEW RESIDENT POPULATION</u>	<u>OFFICERS REQUIRED</u>	<u>SALARY/ BENEFITS</u>	<u>SERVICES/ SUPPLIES</u>	<u>VEHICLE PURCHASE</u>	<u>ANNUALIZED VEH. PURCH.</u>	<u>ADMIN. COSTS</u>	<u>TOTAL COST</u>
2021	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2022	320	0.544	64,749	10,678	53,835	-	19,844	95,270
2023	622	1.058	130,980	21,600	-	27,283	40,142	220,005
2024	925	1.573	202,279	33,358	-	27,283	61,993	324,912
2025	1,228	2.088	278,940	46,000	-	27,283	85,487	437,710
2026	1,531	2.602	361,273	59,577	-	27,283	110,720	558,853
2027	1,834	3.117	449,604	74,144	124,819	27,283	137,791	688,821
2028	1,889	3.212	481,331	79,376	-	27,283	147,514	735,504
2029	1,889	3.212	500,103	82,471	-	27,283	153,267	763,125
2030	1,889	3.212	519,607	85,688	-	27,283	159,245	791,823
2031	1,889	3.212	539,872	89,030	-	27,283	165,455	821,640
2032	1,889	3.212	560,927	92,502	144,699	27,283	171,908	852,620
2033	1,889	3.212	582,803	96,109	-	27,283	178,612	884,808
2034	1,889	3.212	605,532	99,858	-	27,283	185,578	918,251
2035	1,889	3.212	629,148	103,752	-	27,283	192,816	952,999
2036	1,889	3.212	653,685	107,798	-	27,283	200,336	989,102
2037	1,889	3.212	679,179	112,003	167,746	27,283	208,149	1,026,613
2038	1,889	3.212	705,667	116,371	-	27,283	216,267	1,065,587
2039	1,889	3.212	733,188	120,909	-	27,283	224,701	1,106,081
2040	1,889	3.212	761,782	125,625	-	27,283	233,464	1,148,154
<b>TOTAL</b>			<b>\$ 9,440,647</b>	<b>\$ 1,556,846</b>	<b>\$ 491,098</b>	<b>\$ 491,098</b>	<b>\$ 2,893,288</b>	<b>\$ 14,381,879</b>

**APPENDIX 6, ASSUMPTIONS:**

Note: See Appendix 2 for population estimates.

1. The analysis uses Western States average of **1.7** uniformed officers per 1,000 of population. Source: Washoe County Sheriff's Office. This includes all uniformed officers for the Department, including patrol, detectives, etc.

2. Uniformed salaries are estimated at **\$ 66,779** inflated **4%** annually.

Source: Washoe County Human Resources website, average of salary range for Deputy Sheriff positions.

3. Benefits are estimated at **62.1%** of salaries.  
Services/Supplies estimated at **16.5%** of salaries and benefits.

Source: Three-year average FY 2016-17 through FY 2018-19 from Washoe County Budget FY 2018-19.

4. Two vehicles are added per three rotation shift at a cost of **\$ 50,000** inflated 3% annually. Life of vehicle is 5 years.

Source: Washoe County Sheriff's Office.

5. Administrative costs for Operations are estimated at **26.3%** of above uniformed costs using the average costs between FY 2016-17 and FY 2018-19. Source: Washoe County Budget FY 2018-19.

**APPENDIX 1-SCENARIO 3  
BUILDOUT ASSUMPTIONS**

<u>YEAR</u>	<u>RESIDENTIAL UNITS CONSTRUCTED</u>	<u>SQUARE FEET CONSTRUCTED</u>	<u>USE TYPE</u>	<u>NEW TAXABLE LAND VALUE</u>	<u>NEW TAXABLE IMPROVEMENTS VALUE</u>	<u>TOTAL NEW TAXABLE VALUE</u>	<u>CONSTR. MATERIALS COST</u>
2021	132	250,800	Single Family	\$ 8,217,477	\$ 36,718,173	\$ 44,935,650	\$ 18,359,087
	-	-	Retail	-	-	-	-
	-	-	Open Space	1,323,064	-	1,323,064	-
<b>Subtotal</b>	<b>132</b>	<b>250,800</b>		<b>9,540,541</b>	<b>36,718,173</b>	<b>46,258,714</b>	<b>18,359,087</b>
2022	125	237,500	Single Family	8,015,153	35,814,127	43,829,280	17,907,064
	-	22,500	Retail	866,934	4,868,099	5,735,033	2,434,049
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>260,000</b>		<b>8,882,087</b>	<b>40,682,226</b>	<b>49,564,313</b>	<b>20,341,113</b>
2023	125	237,500	Single Family	8,255,607	36,888,551	45,144,158	18,444,276
	-	22,500	Retail	892,942	5,014,142	5,907,084	2,507,071
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>260,000</b>		<b>9,148,549</b>	<b>41,902,693</b>	<b>51,051,242</b>	<b>20,951,346</b>
2024	125	237,500	Single Family	8,503,275	37,995,208	46,498,483	18,997,604
	-	-	Retail	-	-	-	-
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>8,503,275</b>	<b>37,995,208</b>	<b>46,498,483</b>	<b>18,997,604</b>
2025	125	237,500	Single Family	8,758,374	39,135,064	47,893,438	19,567,532
	-	-	Retail	-	-	-	-
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>8,758,374</b>	<b>39,135,064</b>	<b>47,893,438</b>	<b>19,567,532</b>
2026	125	237,500	Single Family	9,021,125	40,309,116	49,330,241	20,154,558
	-	-	Retail	-	-	-	-
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>9,021,125</b>	<b>40,309,116</b>	<b>49,330,241</b>	<b>20,154,558</b>
2027	125	237,500	Single Family	9,291,759	41,518,389	50,810,148	20,759,195
	-	-	Retail	-	-	-	-
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>9,291,759</b>	<b>41,518,389</b>	<b>50,810,148</b>	<b>20,759,195</b>
2028	125	237,500	Single Family	9,570,511	42,763,941	52,334,452	21,381,971
	-	-	Retail	-	-	-	-
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>9,570,511</b>	<b>42,763,941</b>	<b>52,334,452</b>	<b>21,381,971</b>
2029	125	237,500	Single Family	9,857,627	44,046,859	53,904,486	22,023,430
	-	-	Retail	-	-	-	-
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>9,857,627</b>	<b>44,046,859</b>	<b>53,904,486</b>	<b>22,023,430</b>
2030	125	237,500	Single Family	10,153,355	45,368,265	55,521,621	22,684,133
	-	-	Retail	-	-	-	-
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>10,153,355</b>	<b>45,368,265</b>	<b>55,521,621</b>	<b>22,684,133</b>
2031	125	237,500	Single Family	10,457,956	46,729,313	57,187,269	23,364,657
	-	-	Retail	-	-	-	-
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>10,457,956</b>	<b>46,729,313</b>	<b>57,187,269</b>	<b>23,364,657</b>
2032	125	237,500	Single Family	10,771,695	48,131,192	58,902,887	24,065,596
	-	-	Retail	-	-	-	-
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>10,771,695</b>	<b>48,131,192</b>	<b>58,902,887</b>	<b>24,065,596</b>

**APPENDIX 1-SCENARIO 3  
BUILDOUT ASSUMPTIONS**

<u>YEAR</u>	<u>RESIDENTIAL UNITS CONSTRUCTED</u>	<u>SQUARE FEET CONSTRUCTED</u>	<u>USE TYPE</u>	<u>NEW TAXABLE LAND VALUE</u>	<u>NEW TAXABLE IMPROVEMENTS VALUE</u>	<u>TOTAL NEW TAXABLE VALUE</u>	<u>CONSTR. MATERIALS COST</u>
2033	125	237,500	Single Family	11,094,846	49,575,128	60,669,974	24,787,564
	-	-	Retail	-	-	-	-
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>11,094,846</b>	<b>49,575,128</b>	<b>60,669,974</b>	<b>24,787,564</b>
2034	125	237,500	Single Family	11,427,691	51,062,382	62,490,073	25,531,191
	-	-	Retail	-	-	-	-
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>125</b>	<b>237,500</b>		<b>11,427,691</b>	<b>51,062,382</b>	<b>62,490,073</b>	<b>25,531,191</b>
2035	115	218,500	Single Family	10,828,880	48,386,713	59,215,593	24,193,357
	-	-	Retail	-	-	-	-
	-	-	Open Space	-	-	-	-
<b>Subtotal</b>	<b>115</b>	<b>218,500</b>		<b>10,828,880</b>	<b>48,386,713</b>	<b>59,215,593</b>	<b>24,193,357</b>
<b>TOTAL</b>	<b>1,872</b>	<b>3,601,800</b>		<b>\$ 147,308,270</b>	<b>\$ 654,324,664</b>	<b>\$ 801,632,934</b>	<b>\$ 327,162,332</b>

**APPENDIX 1, ASSUMPTIONS:**

1. The following is project buildout information on which the analysis is based:

	<u># of Acres</u>	<u># of Units</u>	<u>Building Square Feet</u>	<u>Taxable Value of Land</u>	<u>Taxable Value of Improvements</u>
Single Family	587.9	1,872	3,556,800	\$ 109,848,960	\$ 490,838,400
Retail	4.0	-	45,000	1,586,735	8,910,000
Public Facilities	31.0	-	-	-	-
Open Space	157.4	-	-	1,247,115	-
<b>Total</b>	<b>780.3</b>	<b>1,872</b>	<b>3,601,800</b>	<b>\$ 112,682,809</b>	<b>\$ 499,748,400</b>

Source: Buildout information and retail square footage from developer, residential square footage, and taxable land and improvement value from Washoe County Assessor's data for similar land uses, as shown in footnotes 2 and 3 below.

2. Taxable land and improvement values for the residential portion of the project are difficult to determine at this early stage, as a result, the analysis estimates these values using data for comparable developments in the vicinity of the proposed project (Silver Knolls development):

<u>Land Use Code</u>	<u>Taxable Land Value/Unit</u>	<u>Taxable Improv. Value/Sq.Ft.</u>	
Single Family 200	\$ 58,680	\$ 138.00	Land value data for units with 0.5 acre and smaller lots.

Source: Washoe County Assessor data as of February 2019 for fiscal year 2017-18.

Square footage for project homes based on average size of homes built in nearby Woodland Village in 2018. Data from Silver Knolls is not used as these units were built between 1970 and 1990s and do not reflect current market demand for home size. Source: Center for Regional Studies, UNR.

3. Taxable land and improvement values for the retail portion of the project are difficult to determine at this early stage, as a result, the analysis estimates these values using data for comparable developments in the vicinity of the proposed project (retail uses along Stead Blvd):

<u>Land Use Code</u>	<u>Taxable Land Value/Acre</u>	<u>Taxable Improv. Value/Sq.Ft.</u>
Retail 400	\$ 396,684	\$ 198.00

Source: Washoe County Assessor data as of February 2019 for fiscal year 2017-18.

4. Open Space land values are estimated using existing values of the undeveloped project parcels, which have an average taxable land value of \$ **7,923** per acre. This amount is multiplied by the number of acres dedicated to Open Space for the project. Source: Washoe County Assessor. No taxable land value is assumed for Public Facilities (roads, parks, etc.) as they will be dedicated to Washoe County for maintenance.

5. Construction Materials Cost is estimated at 50% of taxable building value. Source: Discussions with contractors.

**APPENDIX 2-SCENARIO 3  
WASHOE COUNTY  
ESTIMATED NUMBER OF RESIDENTS AND EMPLOYEES**

YEAR	USE TYPE	CUMULATIVE			ESTIMATED # OF RESIDENTS	ESTIMATED # OF EMPLOYEES	% OF WASHOE CO RESIDENTS	% OF TMFPD RESIDENTS
		# OF RESIDENTIAL UNITS	# OF OCCUPIED UNITS	# OF SQUARE FEET				
2021	Single Family	132	-	250,800	-	-	0.00%	0.00%
	Retail	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>132</b>	<b>-</b>	<b>250,800</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
2022	Single Family	257	127	488,300	320	-	0.07%	0.30%
	Retail	-	-	22,500	-	27	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>257</b>	<b>127</b>	<b>510,800</b>	<b>320</b>	<b>27</b>	<b>0.07%</b>	<b>0.30%</b>
2023	Single Family	382	248	725,800	622	-	0.14%	0.59%
	Retail	-	-	45,000	-	55	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>382</b>	<b>248</b>	<b>770,800</b>	<b>622</b>	<b>55</b>	<b>0.14%</b>	<b>0.59%</b>
2024	Single Family	507	369	963,300	925	-	0.21%	0.87%
	Retail	-	-	45,000	-	55	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>507</b>	<b>369</b>	<b>1,008,300</b>	<b>925</b>	<b>55</b>	<b>0.21%</b>	<b>0.87%</b>
2025	Single Family	632	489	1,200,800	1,228	-	0.27%	1.16%
	Retail	-	-	45,000	-	55	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>632</b>	<b>489</b>	<b>1,245,800</b>	<b>1,228</b>	<b>55</b>	<b>0.27%</b>	<b>1.16%</b>
2026	Single Family	757	610	1,438,300	1,531	-	0.34%	1.44%
	Retail	-	-	45,000	-	55	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>757</b>	<b>610</b>	<b>1,483,300</b>	<b>1,531</b>	<b>55</b>	<b>0.34%</b>	<b>1.44%</b>
2027	Single Family	882	731	1,675,800	1,834	-	0.41%	1.73%
	Retail	-	-	45,000	-	55	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>882</b>	<b>731</b>	<b>1,720,800</b>	<b>1,834</b>	<b>55</b>	<b>0.41%</b>	<b>1.73%</b>
2028	Single Family	1,007	851	1,913,300	2,136	-	0.48%	2.01%
	Retail	-	-	45,000	-	55	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>1,007</b>	<b>851</b>	<b>1,958,300</b>	<b>2,136</b>	<b>55</b>	<b>0.48%</b>	<b>2.01%</b>
2029	Single Family	1,132	972	2,150,800	2,439	-	0.54%	2.30%
	Retail	-	-	45,000	-	55	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>1,132</b>	<b>972</b>	<b>2,195,800</b>	<b>2,439</b>	<b>55</b>	<b>0.54%</b>	<b>2.30%</b>
2030	Single Family	1,257	1,092	2,388,300	2,742	-	0.61%	2.58%
	Retail	-	-	45,000	-	55	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>1,257</b>	<b>1,092</b>	<b>2,433,300</b>	<b>2,742</b>	<b>55</b>	<b>0.61%</b>	<b>2.58%</b>
2031	Single Family	1,382	1,213	2,625,800	3,045	-	0.68%	2.87%
	Retail	-	-	45,000	-	55	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>1,382</b>	<b>1,213</b>	<b>2,670,800</b>	<b>3,045</b>	<b>55</b>	<b>0.68%</b>	<b>2.87%</b>
2032	Single Family	1,507	1,334	2,863,300	3,347	-	0.75%	3.15%
	Retail	-	-	45,000	-	55	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>1,507</b>	<b>1,334</b>	<b>2,908,300</b>	<b>3,347</b>	<b>55</b>	<b>0.75%</b>	<b>3.15%</b>

**APPENDIX 2-SCENARIO 3  
WASHOE COUNTY  
ESTIMATED NUMBER OF RESIDENTS AND EMPLOYEES**

YEAR	USE TYPE	CUMULATIVE			ESTIMATED # OF RESIDENTS	ESTIMATED # OF EMPLOYEES	% OF WASHOE CO RESIDENTS	% OF TMFPD RESIDENTS
		# OF RESIDENTIAL UNITS	# OF OCCUPIED UNITS	# OF SQUARE FEET				
2033	Single Family	1,632	1,454	3,100,800	3,650	-	0.81%	3.44%
	Retail	-	-	45,000	-	55	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>1,632</b>	<b>1,454</b>	<b>3,145,800</b>	<b>3,650</b>	<b>55</b>	<b>0.81%</b>	<b>3.44%</b>
2034	Single Family	1,757	1,575	3,338,300	3,953	-	0.88%	3.72%
	Retail	-	-	45,000	-	55	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>1,757</b>	<b>1,575</b>	<b>3,383,300</b>	<b>3,953</b>	<b>55</b>	<b>0.88%</b>	<b>3.72%</b>
2035	Single Family	1,872	1,696	3,556,800	4,256	-	0.95%	4.01%
	Retail	-	-	45,000	-	55	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>1,872</b>	<b>1,696</b>	<b>3,601,800</b>	<b>4,256</b>	<b>55</b>	<b>0.95%</b>	<b>4.01%</b>
2036	Single Family	1,872	1,806	3,556,800	4,534	-	1.01%	4.27%
	Retail	-	-	45,000	-	55	-	-
	Open Space	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>1,872</b>	<b>1,806</b>	<b>3,601,800</b>	<b>4,534</b>	<b>55</b>	<b>1.01%</b>	<b>4.27%</b>

**APPENDIX 2, ASSUMPTIONS:**

- Residents of the development are estimated using **2.51** residents per unit.  
Source: "CP04 Comparative Housing Characteristics." 2017 American Community Survey 1-Year Estimates. Data for Washoe County, Nevada.
- Occupied units are estimated using a vacancy rate of **3.50%** to account for household movement and other timing issues.  
Source: Center for Regional Studies, University of Nevada, Reno, based on data from the American Community Survey.  
All residents are considered new to the area, whether they relocating from an existing Washoe County home or moving to the area. This is because due to low housing vacancy rates in the area, homes vacated by County residents moving to the project are expected to be filled by out-of-area persons, resulting in a net increase in population in the County. Units are assumed to be occupied the year after construction.
- Employees of the project are estimated using data from the Center for Regional Studies, UNR (CRS):

Use Type	Project Square Feet	Sq.Ft./Employee	Employee Estimate
Retail	45,000	824	55
- Impacts: Analysis estimates costs and revenues associated with the development using estimated number of new development residents only.  
The analysis assumes employees of the development will be existing residents of the region, residents of other regions, or residents of the development.
- Some Washoe County and Truckee Meadows Fire Protection District (TMFPD) revenues and costs shown in Appendix 3 are estimated using the Average Cost Method (ACM) per capita methodology. The ACM estimates residents added to the County by the development and divides this amount by Washoe County and TMFPD FY 2017-18 population.

Population	FY 2017-2018
Washoe County	448,316
TMFPD	106,243

Source: Washoe County and Truckee Meadows Fire Protection District budgets, FY 2018-19.

**APPENDIX 3-SCENARIO 3  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

GENERAL FUND	Base Year FY 17-18	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	10-YEAR SUBTOTAL
<b>REVENUE</b>												
<u>Taxes</u>												
Ad Valorem General <sup>1</sup>	Appendix 4A	\$ 25,620	\$ 186,708	\$ 367,502	\$ 555,742	\$ 736,788	\$ 928,197	\$ 1,130,427	\$ 1,343,955	\$ 1,569,278	\$ 1,806,911	\$ 8,651,129
Ad Valorem Detention Facility <sup>1</sup>	Appendix 4A	1,974	14,386	28,317	42,822	56,772	71,521	87,103	103,556	120,918	139,228	666,598
Ad Valorem Indigent Insurance <sup>1</sup>	Appendix 4A	383	2,788	5,488	8,299	11,002	13,861	16,880	20,069	23,434	26,982	129,186
Ad Valorem AB104 <sup>1</sup>	Appendix 4A	464	3,382	6,657	10,066	13,346	16,813	20,476	24,344	28,425	32,729	156,702
Ad Valorem China Springs <sup>1</sup>	Appendix 4A	189	1,375	2,707	4,094	5,428	6,838	8,328	9,901	11,561	13,311	63,732
Ad Valorem Family Court <sup>1</sup>	Appendix 4A	490	3,569	7,024	10,622	14,083	17,742	21,607	25,688	29,995	34,537	165,358
Room Tax <sup>2</sup>		425,000	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>\$ 29,120</b>	<b>\$ 212,209</b>	<b>\$ 417,695</b>	<b>\$ 631,645</b>	<b>\$ 837,419</b>	<b>\$ 1,054,970</b>	<b>\$ 1,284,821</b>	<b>\$ 1,527,513</b>	<b>\$ 1,783,611</b>	<b>\$ 2,053,700</b>	<b>\$ 9,832,703</b>
<u>Licenses and Permits</u>												
Business Licenses/Permits												
Business Licenses <sup>3</sup>	\$ 840,000	\$ -	\$ 2,083	\$ 4,178	\$ 6,397	\$ 8,744	\$ 11,227	\$ 13,851	\$ 16,623	\$ 19,548	\$ 22,634	\$ 105,286
Business Licenses/Elec and Telecom <sup>3</sup>	4,715,000	-	11,695	23,452	35,905	49,084	63,021	77,750	93,306	109,725	127,046	590,983
Franchise Fees <sup>3</sup>	1,980,000	-	4,911	9,849	15,078	20,612	26,465	32,650	39,182	46,078	53,351	248,175
Liquor Licenses <sup>3</sup>	254,600	-	631	1,266	1,939	2,650	3,403	4,198	5,038	5,925	6,860	31,912
Local Gaming Licenses <sup>2</sup>	677,800	-	-	-	-	-	-	-	-	-	-	-
County Gaming Licenses <sup>2</sup>	234,300	-	-	-	-	-	-	-	-	-	-	-
AB104 Gaming Licenses <sup>2</sup>	725,000	-	-	-	-	-	-	-	-	-	-	-
Nonbusiness Licenses and Permits												
Marriage Affidavits <sup>4</sup>	175,000	-	143	286	438	598	768	948	1,137	1,338	1,549	7,204
Mobile Home Permits <sup>2</sup>	200	-	-	-	-	-	-	-	-	-	-	-
Other <sup>2</sup>	300	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>\$ -</b>	<b>\$ 19,463</b>	<b>\$ 39,031</b>	<b>\$ 59,756</b>	<b>\$ 81,689</b>	<b>\$ 104,884</b>	<b>\$ 129,397</b>	<b>\$ 155,287</b>	<b>\$ 182,613</b>	<b>\$ 211,440</b>	<b>\$ 983,560</b>
<u>Intergovernmental Revenue</u>												
Federal/State Grants and Other <sup>2</sup>	\$ 7,233,361	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BCCRT/SCCRT <sup>5</sup>	Appendix 5	207,196	261,081	299,653	311,162	353,109	397,292	443,809	492,759	544,247	598,381	3,908,691
Remainder C-Tax Revenue Sources <sup>6</sup>	16,812,065	-	13,696	27,465	42,048	57,481	73,803	91,052	109,269	128,498	148,782	692,092
AB 104 Sales Tax @ .25% <sup>5</sup>	Appendix 5	30,165	38,010	43,626	45,301	51,408	57,841	64,613	71,740	79,236	87,117	569,056
Remainder AB 104 Revenue <sup>7</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Other Revenue <sup>4</sup>	253,712	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>		<b>\$ 237,362</b>	<b>\$ 312,787</b>	<b>\$ 370,744</b>	<b>\$ 398,511</b>	<b>\$ 461,998</b>	<b>\$ 528,936</b>	<b>\$ 599,474</b>	<b>\$ 673,768</b>	<b>\$ 751,981</b>	<b>\$ 834,279</b>	<b>\$ 5,169,839</b>
<u>Charges for Services</u>												
General Government-Clerk/Recorder <sup>4</sup>	\$ 2,355,500	\$ -	\$ 1,919	\$ 3,848	\$ 5,891	\$ 8,054	\$ 10,340	\$ 12,757	\$ 15,309	\$ 18,004	\$ 20,845	\$ 96,967
General Gov.-PTx/Cent. Billing/Other <sup>2</sup>	9,608,958	-	-	-	-	-	-	-	-	-	-	-
Judicial <sup>4</sup>	1,343,300	-	1,094	2,194	3,360	4,593	5,897	7,275	8,731	10,267	11,888	55,299
Public Safety <sup>2</sup>	6,285,731	-	-	-	-	-	-	-	-	-	-	-
Public Works <sup>2</sup>	255,315	-	-	-	-	-	-	-	-	-	-	-
Welfare <sup>2</sup>	2,500	-	-	-	-	-	-	-	-	-	-	-
Cultural and Recreation <sup>4</sup>	793,572	-	646	1,296	1,985	2,713	3,484	4,298	5,158	6,065	7,023	32,668
<b>Subtotal</b>		<b>\$ -</b>	<b>\$ 3,660</b>	<b>\$ 7,339</b>	<b>\$ 11,236</b>	<b>\$ 15,360</b>	<b>\$ 19,721</b>	<b>\$ 24,330</b>	<b>\$ 29,198</b>	<b>\$ 34,336</b>	<b>\$ 39,756</b>	<b>\$ 184,935</b>

**APPENDIX 3-SCENARIO 3  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>Base Year FY 17-18</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>10-YEAR SUBTOTAL</u>
<b>Fines and Forfeits</b>												
Fines <sup>4</sup>	\$ 4,909,550	\$ -	\$ 3,999	\$ 8,020	\$ 12,279	\$ 16,786	\$ 21,552	\$ 26,589	\$ 31,909	\$ 37,525	\$ 43,448	\$ 202,108
Forfeits <sup>4</sup>	1,892,000	-	1,541	3,091	4,732	6,469	8,306	10,247	12,297	14,461	16,744	77,887
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 5,541</b>	<b>\$ 11,111</b>	<b>\$ 17,011</b>	<b>\$ 23,255</b>	<b>\$ 29,858</b>	<b>\$ 36,836</b>	<b>\$ 44,206</b>	<b>\$ 51,986</b>	<b>\$ 60,192</b>	<b>\$ 279,995</b>	
<b>Miscellaneous</b>												
Miscellaneous <sup>2</sup>	\$ 3,746,441	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>REVENUE TOTAL</b>	<b>\$ 266,481</b>	<b>\$ 553,659</b>	<b>\$ 845,921</b>	<b>\$ 1,118,159</b>	<b>\$ 1,419,720</b>	<b>\$ 1,738,368</b>	<b>\$ 2,074,858</b>	<b>\$ 2,429,973</b>	<b>\$ 2,804,527</b>	<b>\$ 3,199,367</b>	<b>\$ 16,451,032</b>	
<b>EXPENDITURES</b>												
<b>General Government</b>												
<b>General Government</b>												
Commissioners <sup>8</sup>	\$ 767,569	\$ -	\$ 1,269	\$ 2,545	\$ 3,897	\$ 5,327	\$ 6,840	\$ 8,438	\$ 10,126	\$ 11,908	\$ 13,788	\$ 64,139
County Manager <sup>9</sup>	4,909,099	-	2,095	4,827	7,096	9,518	12,101	14,852	17,780	20,895	24,205	113,369
Elections <sup>10</sup>	1,700,013	-	1,385	2,777	4,252	5,812	7,463	9,207	11,049	12,994	15,045	69,983
Finance <sup>9</sup>	5,584,348	-	3,177	7,321	10,763	14,437	18,354	22,526	26,967	31,691	36,713	171,950
Human Resources <sup>9</sup>	2,323,128	-	1,322	3,046	4,478	6,006	7,635	9,371	11,219	13,184	15,273	71,532
Technology Services <sup>9</sup>	13,576,480	-	7,725	17,798	26,168	35,099	44,621	54,764	65,562	77,047	89,256	418,039
Accrued Benefits <sup>9</sup>	2,500,000	-	1,422	3,277	4,819	6,463	8,217	10,084	12,073	14,188	16,436	76,979
Centrally Managed Activities <sup>9</sup>	1,431,947	-	815	1,877	2,760	3,702	4,706	5,776	6,915	8,126	9,414	44,092
Assessor <sup>10</sup>	7,084,190	-	5,771	11,573	17,718	24,221	31,099	38,367	46,043	54,146	62,693	291,630
Clerk <sup>10</sup>	1,484,042	-	1,209	2,424	3,712	5,074	6,515	8,037	9,645	11,343	13,133	61,093
Recorder <sup>10</sup>	2,191,862	-	1,786	3,581	5,482	7,494	9,622	11,871	14,246	16,753	19,397	90,231
<b>General Government Total</b>	<b>\$ -</b>	<b>\$ 27,976</b>	<b>\$ 61,046</b>	<b>\$ 91,144</b>	<b>\$ 123,154</b>	<b>\$ 157,171</b>	<b>\$ 193,293</b>	<b>\$ 231,625</b>	<b>\$ 272,274</b>	<b>\$ 315,353</b>	<b>\$ 1,473,036</b>	
<b>Judicial</b>												
District Courts <sup>10</sup>	\$ 20,788,093	\$ -	\$ 16,935	\$ 33,960	\$ 51,992	\$ 71,075	\$ 91,257	\$ 112,585	\$ 135,111	\$ 158,887	\$ 183,968	\$ 855,770
District Attorney <sup>10</sup>	21,640,780	-	17,629	35,353	54,125	73,991	95,000	117,203	140,653	165,404	191,514	890,873
Public Defender <sup>10</sup>	13,479,521	-	10,981	22,021	33,713	46,087	59,173	73,003	87,609	103,026	119,290	554,903
Justice Courts <sup>10</sup>	10,849,719	-	8,838	17,724	27,136	37,096	47,629	58,760	70,517	82,926	96,017	446,644
Incline Constable <sup>11</sup>	176,362	-	-	-	-	-	-	-	-	-	-	-
<b>Judicial Total</b>	<b>\$ -</b>	<b>\$ 54,383</b>	<b>\$ 109,058</b>	<b>\$ 166,965</b>	<b>\$ 228,249</b>	<b>\$ 293,059</b>	<b>\$ 361,552</b>	<b>\$ 433,891</b>	<b>\$ 510,245</b>	<b>\$ 590,789</b>	<b>\$ 2,748,190</b>	
<b>Public Safety</b>												
<b>Sheriff and Detention</b>												
Operations and Detention <sup>12</sup>	Appendix 6	\$ -	\$ 95,270	\$ 246,595	\$ 351,503	\$ 464,300	\$ 585,443	\$ 715,411	\$ 854,708	\$ 1,003,864	\$ 1,163,436	\$ 5,480,531
Administration <sup>12</sup>	8,462,617	-	8,984	23,254	33,147	43,784	55,208	67,464	80,600	94,665	109,713	516,820
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 104,254</b>	<b>\$ 269,849</b>	<b>\$ 384,650</b>	<b>\$ 508,084</b>	<b>\$ 640,651</b>	<b>\$ 782,875</b>	<b>\$ 935,308</b>	<b>\$ 1,098,530</b>	<b>\$ 1,273,149</b>	<b>\$ 5,997,351</b>	
<b>Medical Examiner</b>												
Medical Examiner <sup>10</sup>	\$ 3,365,349	\$ -	\$ 2,742	\$ 5,498	\$ 8,417	\$ 11,506	\$ 14,773	\$ 18,226	\$ 21,873	\$ 25,722	\$ 29,782	\$ 138,539
<b>Other</b>												
Juvenile Services <sup>10</sup>	\$ 15,459,393	\$ -	\$ 12,594	\$ 25,255	\$ 38,665	\$ 52,856	\$ 67,865	\$ 83,726	\$ 100,477	\$ 118,159	\$ 136,811	\$ 636,407
Manager's Office <sup>11</sup>	1,066,438	-	-	-	-	-	-	-	-	-	-	-

**APPENDIX 3-SCENARIO 3  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>Base Year FY 17-18</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>10-YEAR SUBTOTAL</u>
Alternative Sentencing <sup>10</sup>	1,546,108	-	1,259	2,526	3,867	5,286	6,787	8,373	10,049	11,817	13,683	63,648
Emergency Management <sup>10</sup>	1,229,999	-	1,002	2,009	3,076	4,205	5,400	6,661	7,994	9,401	10,885	50,635
Public Administrator <sup>10</sup>	1,220,419	-	994	1,994	3,052	4,173	5,357	6,610	7,932	9,328	10,800	50,240
Public Guardian <sup>10</sup>	1,871,400	-	1,524	3,057	4,680	6,398	8,215	10,135	12,163	14,303	16,561	77,039
<b>Subtotal</b>		\$ -	\$ 17,374	\$ 34,841	\$ 53,341	\$ 72,919	\$ 93,624	\$ 115,505	\$ 138,616	\$ 163,009	\$ 188,740	\$ 877,968
<b>Public Safety Total</b>		\$ -	\$ 124,369	\$ 310,188	\$ 446,407	\$ 592,509	\$ 749,049	\$ 916,607	\$ 1,095,797	\$ 1,287,260	\$ 1,491,672	\$ 7,013,858
<b>Public Works</b>												
<u>Public Works</u>												
Community Services <sup>9</sup>	\$ 14,360,823	\$ -	\$ 8,171	\$ 18,826	\$ 27,679	\$ 37,126	\$ 47,198	\$ 57,928	\$ 69,350	\$ 81,498	\$ 94,412	\$ 442,190
<b>Public Works Total</b>		\$ -	\$ 8,171	\$ 18,826	\$ 27,679	\$ 37,126	\$ 47,198	\$ 57,928	\$ 69,350	\$ 81,498	\$ 94,412	\$ 442,190
<b>Welfare</b>												
<u>Social Services</u>												
Human Services <sup>11</sup>	\$ 1,405,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Welfare Total</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Culture and Recreation</b>												
<u>Culture and Recreation</u>												
Library <sup>10</sup>	\$ 9,488,709	\$ -	\$ 7,730	\$ 15,501	\$ 23,732	\$ 32,442	\$ 41,654	\$ 51,389	\$ 61,671	\$ 72,524	\$ 83,972	\$ 390,616
Regional Parks/Open Space <sup>10</sup>	6,556,129	-	5,341	10,710	16,397	22,416	28,780	35,507	42,611	50,110	58,020	269,892
<b>Culture and Recreation Total</b>		\$ -	\$ 13,071	\$ 26,211	\$ 40,129	\$ 54,858	\$ 70,435	\$ 86,896	\$ 104,283	\$ 122,634	\$ 141,992	\$ 660,508
<b>Community Support<sup>10</sup></b>	\$ 367,280	\$ -	\$ 299	\$ 600	\$ 919	\$ 1,256	\$ 1,612	\$ 1,989	\$ 2,387	\$ 2,807	\$ 3,250	\$ 15,120
<b>Intergovernmental Expenditures</b>												
Indigent Ins. Program <sup>13</sup>	\$ 2,107,357	\$ 383	\$ 2,788	\$ 5,488	\$ 8,299	\$ 11,002	\$ 13,861	\$ 16,880	\$ 20,069	\$ 23,434	\$ 26,982	\$ 129,186
China Springs Youth Facility <sup>13</sup>	1,249,218	189	1,375	2,707	4,094	5,428	6,838	8,328	9,901	11,561	13,311	63,732
TM Regional Planning <sup>11</sup>	250,160	-	-	-	-	-	-	-	-	-	-	-
Ethics Commission Assessment <sup>11</sup>	25,342	-	-	-	-	-	-	-	-	-	-	-
<b>Intergovernmental Expenditures</b>		\$ 571	\$ 4,164	\$ 8,195	\$ 12,393	\$ 16,430	\$ 20,698	\$ 25,208	\$ 29,970	\$ 34,994	\$ 40,293	\$ 192,917
<b>EXPENDITURES SUBTOTAL</b>		\$ 571	\$ 232,432	\$ 534,125	\$ 785,636	\$ 1,053,582	\$ 1,339,221	\$ 1,643,474	\$ 1,967,302	\$ 2,311,713	\$ 2,677,762	\$ 12,545,819
<b>CONTINGENCY @ 1.0%</b>		\$ 6	\$ 2,324	\$ 5,341	\$ 7,856	\$ 10,536	\$ 13,392	\$ 16,435	\$ 19,673	\$ 23,117	\$ 26,778	\$ 125,458
<b>EXPENDITURES TOTAL</b>		\$ 577	\$ 234,757	\$ 539,467	\$ 793,492	\$ 1,064,117	\$ 1,352,614	\$ 1,659,909	\$ 1,986,975	\$ 2,334,830	\$ 2,704,540	\$ 12,671,277
<b>GENERAL FUND SURPLUS/DEFICIT</b>		\$ 265,904	\$ 318,902	\$ 306,454	\$ 324,666	\$ 355,602	\$ 385,755	\$ 414,949	\$ 442,998	\$ 469,697	\$ 494,827	\$ 3,779,755

**APPENDIX 3-SCENARIO 3  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>Base Year FY 17-18</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>10-YEAR SUBTOTAL</u>
<b>OTHER FUNDS<sup>14</sup></b>												
<b><u>LIBRARY EXPANSION FUND</u></b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	Appendix 4A	\$ 510	\$ 3,717	\$ 7,317	\$ 11,065	\$ 14,670	\$ 18,481	\$ 22,507	\$ 26,759	\$ 31,245	\$ 35,976	\$ 172,247
Miscellaneous <sup>2</sup>	15,000	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>		<b>\$ 510</b>	<b>\$ 3,717</b>	<b>\$ 7,317</b>	<b>\$ 11,065</b>	<b>\$ 14,670</b>	<b>\$ 18,481</b>	<b>\$ 22,507</b>	<b>\$ 26,759</b>	<b>\$ 31,245</b>	<b>\$ 35,976</b>	<b>\$ 172,247</b>
<b>EXPENDITURES</b>												
Library <sup>10</sup>	\$ 2,589,846	\$ -	\$ 2,110	\$ 4,231	\$ 6,477	\$ 8,855	\$ 11,369	\$ 14,026	\$ 16,833	\$ 19,795	\$ 22,919	\$ 106,615
<b>SURPLUS/DEFICIT</b>		<b>\$ 510</b>	<b>\$ 1,608</b>	<b>\$ 3,086</b>	<b>\$ 4,588</b>	<b>\$ 5,815</b>	<b>\$ 7,112</b>	<b>\$ 8,481</b>	<b>\$ 9,926</b>	<b>\$ 11,450</b>	<b>\$ 13,057</b>	<b>\$ 65,633</b>
<b><u>ANIMAL SERVICES FUND</u></b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	Appendix 4A	\$ 765	\$ 5,576	\$ 10,976	\$ 16,598	\$ 22,005	\$ 27,721	\$ 33,761	\$ 40,138	\$ 46,867	\$ 53,964	\$ 258,371
Licenses and Permits <sup>4</sup>	307,000	-	250	502	768	1,050	1,348	1,663	1,995	2,346	2,717	12,638
Charges for Services <sup>4</sup>	203,000	-	165	332	508	694	891	1,099	1,319	1,552	1,796	8,357
Miscellaneous <sup>2</sup>	191,350	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>		<b>\$ 765</b>	<b>\$ 5,992</b>	<b>\$ 11,809</b>	<b>\$ 17,873</b>	<b>\$ 23,748</b>	<b>\$ 29,960</b>	<b>\$ 36,523</b>	<b>\$ 43,453</b>	<b>\$ 50,765</b>	<b>\$ 58,478</b>	<b>\$ 279,366</b>
<b>EXPENDITURES</b>												
Animal Services <sup>10</sup>	\$ 5,681,196	\$ -	\$ 4,628	\$ 9,281	\$ 14,209	\$ 19,424	\$ 24,940	\$ 30,768	\$ 36,925	\$ 43,422	\$ 50,277	\$ 233,874
<b>SURPLUS/DEFICIT</b>		<b>\$ 765</b>	<b>\$ 1,364</b>	<b>\$ 2,528</b>	<b>\$ 3,664</b>	<b>\$ 4,324</b>	<b>\$ 5,020</b>	<b>\$ 5,754</b>	<b>\$ 6,528</b>	<b>\$ 7,343</b>	<b>\$ 8,201</b>	<b>\$ 45,492</b>
<b><u>INDIGENT TAX LEVY FUND</u></b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	Appendix 4A	\$ 1,530	\$ 11,152	\$ 21,951	\$ 33,195	\$ 44,009	\$ 55,442	\$ 67,522	\$ 80,276	\$ 93,735	\$ 107,929	\$ 516,742
Charges for Services <sup>2</sup>	78,000	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous <sup>2</sup>	3,322,000	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>		<b>\$ 1,530</b>	<b>\$ 11,152</b>	<b>\$ 21,951</b>	<b>\$ 33,195</b>	<b>\$ 44,009</b>	<b>\$ 55,442</b>	<b>\$ 67,522</b>	<b>\$ 80,276</b>	<b>\$ 93,735</b>	<b>\$ 107,929</b>	<b>\$ 516,742</b>
<b>EXPENDITURES</b>												
Indigent Assistance <sup>15</sup>	\$ 31,886,929	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>SURPLUS/DEFICIT</b>		<b>\$ 1,530</b>	<b>\$ 11,152</b>	<b>\$ 21,951</b>	<b>\$ 33,195</b>	<b>\$ 44,009</b>	<b>\$ 55,442</b>	<b>\$ 67,522</b>	<b>\$ 80,276</b>	<b>\$ 93,735</b>	<b>\$ 107,929</b>	<b>\$ 516,742</b>
<b><u>CHILD PROTECTIVE SERVICES FUND</u></b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	Appendix 4A	\$ 1,020	\$ 7,435	\$ 14,634	\$ 22,130	\$ 29,339	\$ 36,962	\$ 45,015	\$ 53,517	\$ 62,490	\$ 71,953	\$ 344,495
Licenses and Permits <sup>4</sup>	22,500	-	18	37	56	77	99	122	146	172	199	926
Intergovernmental <sup>4</sup>	41,036,087	-	33,429	67,038	102,633	140,304	180,143	222,245	266,712	313,646	363,157	1,689,307
Charges for Services <sup>4</sup>	3,492,000	-	2,845	5,705	8,734	11,939	15,329	18,912	22,696	26,690	30,903	143,753
Reimbursements <sup>4</sup>	7,965,822	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous <sup>2</sup>	125,000	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>		<b>\$ 1,020</b>	<b>\$ 43,727</b>	<b>\$ 87,414</b>	<b>\$ 133,553</b>	<b>\$ 181,660</b>	<b>\$ 232,532</b>	<b>\$ 286,294</b>	<b>\$ 343,071</b>	<b>\$ 402,998</b>	<b>\$ 466,212</b>	<b>\$ 2,178,481</b>

**APPENDIX 3-SCENARIO 3  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	Base Year FY 17-18	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	10-YEAR SUBTOTAL
<b>EXPENDITURES</b>												
Child Protective Services <sup>10</sup>	\$ 58,006,283	\$ -	\$ 47,253	\$ 94,761	\$ 145,077	\$ 198,326	\$ 254,639	\$ 314,153	\$ 377,009	\$ 443,353	\$ 513,338	\$ 2,387,909
<b>SURPLUS/DEFICIT</b>	<b>\$ 1,020</b>	<b>\$ (3,526)</b>	<b>\$ (7,347)</b>	<b>\$ (11,523)</b>	<b>\$ (16,666)</b>	<b>\$ (22,107)</b>	<b>\$ (27,859)</b>	<b>\$ (33,937)</b>	<b>\$ (40,354)</b>	<b>\$ (47,126)</b>	<b>\$ (209,427)</b>	
<b>SENIOR SERVICES FUND</b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	Appendix 4A	\$ 255	\$ 1,859	\$ 3,659	\$ 5,533	\$ 7,335	\$ 9,240	\$ 11,254	\$ 13,379	\$ 15,622	\$ 17,988	\$ 86,124
Intergovernmental <sup>4</sup>	1,695,622	-	1,381	2,770	4,241	5,797	7,444	9,183	11,021	12,960	15,006	69,803
Charges for Services <sup>4</sup>	392,834	-	320	642	982	1,343	1,724	2,128	2,553	3,003	3,476	16,172
Miscellaneous/Reimbursements <sup>a</sup>	74,450	-	61	122	186	255	327	403	484	569	659	3,065
<b>Revenue Total</b>	<b>\$ 255</b>	<b>\$ 3,621</b>	<b>\$ 7,192</b>	<b>\$ 10,942</b>	<b>\$ 14,730</b>	<b>\$ 18,735</b>	<b>\$ 22,968</b>	<b>\$ 27,437</b>	<b>\$ 32,154</b>	<b>\$ 37,129</b>	<b>\$ 175,163</b>	
<b>EXPENDITURES</b>												
Senior Citizens <sup>16</sup>	\$ 5,240,937	\$ -	\$ 3,202	\$ 6,421	\$ 9,831	\$ 13,439	\$ 17,255	\$ 21,288	\$ 25,547	\$ 30,043	\$ 34,786	\$ 161,813
<b>SURPLUS/DEFICIT</b>	<b>\$ 255</b>	<b>\$ 419</b>	<b>\$ 771</b>	<b>\$ 1,111</b>	<b>\$ 1,291</b>	<b>\$ 1,480</b>	<b>\$ 1,680</b>	<b>\$ 1,890</b>	<b>\$ 2,111</b>	<b>\$ 2,344</b>	<b>\$ 13,350</b>	
<b>OTHER RESTRICTED SPECIAL REVENUE FUND</b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	Appendix 4A	\$ 255	\$ 1,859	\$ 3,659	\$ 5,533	\$ 7,335	\$ 9,240	\$ 11,254	\$ 13,379	\$ 15,622	\$ 17,988	\$ 86,124
Car Rental Fee <sup>2</sup>	2,754,904	-	-	-	-	-	-	-	-	-	-	-
Intergovernmental <sup>4</sup>	12,251,034	-	9,980	20,014	30,640	41,887	53,780	66,350	79,625	93,637	108,418	504,331
Charges for Services <sup>4</sup>	3,629,089	-	2,956	5,929	9,077	12,408	15,931	19,655	23,587	27,738	32,116	149,396
Fines and Forfeits <sup>4</sup>	2,826,909	-	2,303	4,618	7,070	9,665	12,410	15,310	18,373	21,607	25,017	116,374
Miscellaneous <sup>2</sup>	1,036,753	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 255</b>	<b>\$ 17,098</b>	<b>\$ 34,219</b>	<b>\$ 52,320</b>	<b>\$ 71,295</b>	<b>\$ 91,362</b>	<b>\$ 112,568</b>	<b>\$ 134,965</b>	<b>\$ 158,604</b>	<b>\$ 183,540</b>	<b>\$ 856,224</b>	
<b>EXPENDITURES</b>												
General Government <sup>17</sup>	\$ 6,080,007	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Judicial <sup>17</sup>	16,317,444	-	-	-	-	-	-	-	-	-	-	-
Public Safety <sup>17</sup>	10,887,591	-	-	-	-	-	-	-	-	-	-	-
Public Works <sup>17</sup>	1,002,657	-	-	-	-	-	-	-	-	-	-	-
Welfare <sup>17</sup>	1,417,288	-	-	-	-	-	-	-	-	-	-	-
Culture and Recreation <sup>17</sup>	2,068,711	-	-	-	-	-	-	-	-	-	-	-
Intergovernmental <sup>17</sup>	1,404,904	-	-	-	-	-	-	-	-	-	-	-
<b>Expenditures Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>SURPLUS/DEFICIT</b>	<b>\$ 255</b>	<b>\$ 17,098</b>	<b>\$ 34,219</b>	<b>\$ 52,320</b>	<b>\$ 71,295</b>	<b>\$ 91,362</b>	<b>\$ 112,568</b>	<b>\$ 134,965</b>	<b>\$ 158,604</b>	<b>\$ 183,540</b>	<b>\$ 856,224</b>	
<b>ROADS SPECIAL REVENUE FUND</b>												
<b>REVENUE</b>												
Motor Vehicle Fuel Tax <sup>4</sup>	\$ 9,955,724	\$ -	\$ 8,110	\$ 16,264	\$ 24,900	\$ 34,039	\$ 43,704	\$ 53,919	\$ 64,707	\$ 76,093	\$ 88,105	\$ 409,841
Charges for Services <sup>4</sup>	750,000	-	611	1,225	1,876	2,564	3,292	4,062	4,875	5,732	6,637	30,875
Miscellaneous <sup>2</sup>	506,244	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ -</b>	<b>\$ 8,721</b>	<b>\$ 17,489</b>	<b>\$ 26,776</b>	<b>\$ 36,603</b>	<b>\$ 46,997</b>	<b>\$ 57,981</b>	<b>\$ 69,581</b>	<b>\$ 81,826</b>	<b>\$ 94,742</b>	<b>\$ 440,716</b>	

**APPENDIX 3-SCENARIO 3  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>Base Year FY 17-18</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>10-YEAR SUBTOTAL</u>
<b>EXPENDITURES</b>												
Public Works <sup>18</sup>	\$ 20,919,086	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>SURPLUS/DEFICIT</b>		\$ -	\$ 8,721	\$ 17,489	\$ 26,776	\$ 36,603	\$ 46,997	\$ 57,981	\$ 69,581	\$ 81,826	\$ 94,742	\$ 440,716
<b>TRUCKEE MEADOWS FIRE PROTECTION DISTRICT</b>												
<b>REVENUE</b>												
Property Tax-AB104 <sup>1</sup>	Appendix 4B	\$ 41	\$ 298	\$ 587	\$ 887	\$ 1,176	\$ 1,481	\$ 1,804	\$ 2,145	\$ 2,505	\$ 2,884	\$ 13,807
Property Tax-General <sup>1</sup>	Appendix 4B	13,773	100,371	197,562	298,756	396,083	498,981	607,696	722,485	843,614	971,361	4,650,681
Sales Tax-AB104 <sup>5</sup>	Appendix 5	2,658	3,349	3,844	3,992	4,530	5,096	5,693	6,321	6,982	7,676	50,140
Remainder of AB104 <sup>7</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Sales Tax-CCRT <sup>5</sup>	Appendix 5	15,674	19,750	22,668	23,539	26,712	30,054	33,573	37,276	41,171	45,266	295,681
Remainder of C-Tax <sup>6</sup>	1,271,785	-	4,372	8,767	13,422	18,349	23,559	29,065	34,880	41,018	47,493	220,923
Other Sources <sup>2</sup>	1,117,128	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>		\$ 32,146	\$ 128,140	\$ 233,427	\$ 340,595	\$ 446,849	\$ 559,171	\$ 677,831	\$ 803,106	\$ 935,289	\$ 1,074,679	\$ 5,231,233
<b>EXPENDITURES</b>												
Fire Operations <sup>19</sup>	\$ 26,747,759	\$ -	\$ 91,945	\$ 184,385	\$ 282,289	\$ 385,900	\$ 495,475	\$ 611,276	\$ 733,580	\$ 862,672	\$ 998,849	\$ 4,646,372
<b>Expenditure Total</b>		\$ -	\$ 91,945	\$ 184,385	\$ 282,289	\$ 385,900	\$ 495,475	\$ 611,276	\$ 733,580	\$ 862,672	\$ 998,849	\$ 4,646,372
<b>SURPLUS/DEFICIT</b>		\$ 32,146	\$ 36,194	\$ 49,042	\$ 58,307	\$ 60,948	\$ 63,696	\$ 66,554	\$ 69,526	\$ 72,617	\$ 75,830	\$ 584,861

**APPENDIX 3-SCENARIO 3  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>	<u>2036</u>	<u>2037</u>	<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>10-YEAR SUBTOTAL</u>	<u>ANALYSIS TOTAL</u>
<b>GENERAL FUND</b>												
<b>REVENUE</b>												
<u>Taxes</u>												
Ad Valorem General <sup>1</sup>	\$ 2,057,390	\$ 2,321,270	\$ 2,599,132	\$ 2,891,577	\$ 3,195,919	\$ 3,461,912	\$ 3,565,769	\$ 3,672,742	\$ 3,782,924	\$ 3,896,412	\$ 31,445,047	\$ 40,096,176
Ad Valorem Detention Facility <sup>1</sup>	158,529	178,861	200,272	222,805	246,256	266,752	274,754	282,997	291,487	300,231	2,422,943	3,089,541
Ad Valorem Indigent Insurance <sup>1</sup>	30,723	34,663	38,812	43,179	47,724	51,696	53,247	54,844	56,490	58,184	469,563	598,748
Ad Valorem AB104 <sup>1</sup>	37,266	42,046	47,079	52,376	57,889	62,707	64,588	66,526	68,522	70,578	569,579	726,281
Ad Valorem China Springs <sup>1</sup>	15,156	17,100	19,147	21,302	23,544	25,503	26,268	27,057	27,868	28,704	231,651	295,382
Ad Valorem Family Court <sup>1</sup>	39,325	44,369	49,680	55,270	61,087	66,171	68,156	70,201	72,307	74,476	601,040	766,398
Room Tax <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>	<b>\$ 2,338,389</b>	<b>\$ 2,638,310</b>	<b>\$ 2,954,123</b>	<b>\$ 3,286,510</b>	<b>\$ 3,632,418</b>	<b>\$ 3,934,741</b>	<b>\$ 4,052,783</b>	<b>\$ 4,174,367</b>	<b>\$ 4,299,598</b>	<b>\$ 4,428,586</b>	<b>\$ 35,739,823</b>	<b>\$ 45,572,526</b>
<u>Licenses and Permits</u>												
Business Licenses/Permits												
Business Licenses <sup>3</sup>	\$ 25,887	\$ 29,315	\$ 32,926	\$ 36,727	\$ 40,726	\$ 44,693	\$ 46,034	\$ 47,415	\$ 48,837	\$ 50,303	\$ 402,863	\$ 508,149
Business Licenses/Elec and Telecom <sup>3</sup>	145,307	164,550	184,816	206,150	228,598	250,867	258,393	266,145	274,129	282,353	2,261,308	2,852,290
Franchise Fees <sup>3</sup>	61,020	69,100	77,611	86,570	95,997	105,348	108,509	111,764	115,117	118,570	949,605	1,197,781
Liquor Licenses <sup>3</sup>	7,846	8,885	9,980	11,132	12,344	13,546	13,953	14,371	14,802	15,246	122,106	154,018
Local Gaming Licenses <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
County Gaming Licenses <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
AB104 Gaming Licenses <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Nonbusiness Licenses and Permits												
Marriage Affidavits <sup>4</sup>	1,771	2,006	2,253	2,513	2,787	3,058	3,150	3,244	3,342	3,442	27,565	34,770
Mobile Home Permits <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Other <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>	<b>\$ 241,832</b>	<b>\$ 273,856</b>	<b>\$ 307,585</b>	<b>\$ 343,091</b>	<b>\$ 380,451</b>	<b>\$ 417,513</b>	<b>\$ 430,038</b>	<b>\$ 442,939</b>	<b>\$ 456,227</b>	<b>\$ 469,914</b>	<b>\$ 3,763,447</b>	<b>\$ 4,747,008</b>
<u>Intergovernmental Revenue</u>												
Federal/State Grants and Other <sup>2</sup>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BCCRT/SCCRT <sup>5</sup>	655,273	715,040	777,803	843,688	889,084	676,055	696,337	717,227	738,744	760,906	7,470,157	11,378,847
Remainder C-Tax Revenue Sources <sup>6</sup>	170,167	192,702	216,435	241,419	267,708	293,787	302,600	311,678	321,029	330,660	2,648,186	3,340,278
AB 104 Sales Tax @ .25% <sup>5</sup>	95,399	104,101	113,238	122,830	129,439	98,425	101,378	104,419	107,552	110,778	1,087,561	1,656,618
Remainder AB 104 Revenue <sup>7</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Other Revenue <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal</b>	<b>\$ 920,839</b>	<b>\$ 1,011,842</b>	<b>\$ 1,107,476</b>	<b>\$ 1,207,938</b>	<b>\$ 1,286,231</b>	<b>\$ 1,068,268</b>	<b>\$ 1,100,316</b>	<b>\$ 1,133,325</b>	<b>\$ 1,167,325</b>	<b>\$ 1,202,345</b>	<b>\$ 11,205,904</b>	<b>\$ 16,375,742</b>
<u>Charges for Services</u>												
General Government-Clerk/Recorder <sup>4</sup>	\$ 23,842	\$ 26,999	\$ 30,324	\$ 33,825	\$ 37,508	\$ 41,162	\$ 42,397	\$ 43,669	\$ 44,979	\$ 46,328	\$ 371,031	\$ 467,999
General Gov.-PTx/Cent. Billing/Other <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Judicial <sup>4</sup>	13,597	15,397	17,293	19,290	21,390	23,474	24,178	24,903	25,651	26,420	211,593	266,891
Public Safety <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Public Works <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Welfare <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Cultural and Recreation <sup>4</sup>	8,032	9,096	10,216	11,396	12,636	13,867	14,284	14,712	15,153	15,608	125,001	157,670
<b>Subtotal</b>	<b>\$ 45,471</b>	<b>\$ 51,492</b>	<b>\$ 57,834</b>	<b>\$ 64,510</b>	<b>\$ 71,535</b>	<b>\$ 78,503</b>	<b>\$ 80,858</b>	<b>\$ 83,284</b>	<b>\$ 85,782</b>	<b>\$ 88,356</b>	<b>\$ 707,625</b>	<b>\$ 892,560</b>

**APPENDIX 3-SCENARIO 3  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>	<u>2036</u>	<u>2037</u>	<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>10-YEAR SUBTOTAL</u>	<u>ANALYSIS TOTAL</u>
<b>Fines and Forfeits</b>												
Fines <sup>4</sup>	\$ 49,693	\$ 56,274	\$ 63,205	\$ 70,501	\$ 78,177	\$ 85,793	\$ 88,367	\$ 91,018	\$ 93,749	\$ 96,561	\$ 773,337	\$ 975,446
Forfeits <sup>4</sup>	19,150	21,686	24,357	27,169	30,127	33,062	34,054	35,076	36,128	37,212	298,022	375,909
<b>Subtotal</b>	<b>\$ 68,843</b>	<b>\$ 77,960</b>	<b>\$ 87,562</b>	<b>\$ 97,670</b>	<b>\$ 108,305</b>	<b>\$ 118,855</b>	<b>\$ 122,421</b>	<b>\$ 126,094</b>	<b>\$ 129,877</b>	<b>\$ 133,773</b>	<b>\$ 1,071,360</b>	<b>\$ 1,351,355</b>
<b>Miscellaneous</b>												
Miscellaneous <sup>2</sup>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>REVENUE TOTAL</b>	<b>\$ 3,615,373</b>	<b>\$ 4,053,461</b>	<b>\$ 4,514,580</b>	<b>\$ 4,999,718</b>	<b>\$ 5,478,939</b>	<b>\$ 5,617,880</b>	<b>\$ 5,786,416</b>	<b>\$ 5,960,009</b>	<b>\$ 6,138,809</b>	<b>\$ 6,322,973</b>	<b>\$ 52,488,159</b>	<b>\$ 68,939,191</b>
<b>EXPENDITURES</b>												
<b>General Government</b>												
<b>General Government</b>												
Commissioners <sup>8</sup>	\$ 15,770	\$ 17,858	\$ 20,058	\$ 22,373	\$ 24,809	\$ 27,226	\$ 28,043	\$ 28,884	\$ 29,751	\$ 30,643	\$ 245,417	\$ 309,555
County Manager <sup>9</sup>	27,722	31,456	35,417	39,617	44,068	48,527	50,199	51,930	53,722	55,578	438,235	551,604
Elections <sup>10</sup>	17,207	19,486	21,886	24,412	27,070	29,707	30,599	31,517	32,462	33,436	267,781	337,764
Finance <sup>9</sup>	42,047	47,710	53,718	60,088	66,840	73,603	76,138	78,764	81,482	84,297	664,686	836,636
Human Resources <sup>9</sup>	17,492	19,848	22,347	24,997	27,806	30,619	31,674	32,766	33,897	35,068	276,514	348,046
Technology Services <sup>9</sup>	102,224	115,991	130,597	146,085	162,498	178,941	185,105	191,487	198,096	204,940	1,615,963	2,034,002
Accrued Benefits <sup>9</sup>	18,824	21,359	24,048	26,900	29,923	32,951	34,086	35,261	36,478	37,738	297,567	374,545
Centrally Managed Activities <sup>9</sup>	10,782	12,234	13,774	15,408	17,139	18,873	19,523	20,197	20,894	21,616	170,440	214,531
Assessor <sup>10</sup>	71,704	81,200	91,201	101,728	112,805	123,795	127,508	131,334	135,274	139,332	1,115,880	1,407,511
Clerk <sup>10</sup>	15,021	17,010	19,105	21,311	23,631	25,933	26,711	27,513	28,338	29,188	233,762	294,854
Recorder <sup>10</sup>	22,185	25,123	28,218	31,475	34,902	38,302	39,451	40,635	41,854	43,110	345,255	435,487
<b>General Government Total</b>	<b>\$ 360,978</b>	<b>\$ 409,274</b>	<b>\$ 460,368</b>	<b>\$ 514,394</b>	<b>\$ 571,492</b>	<b>\$ 628,478</b>	<b>\$ 649,037</b>	<b>\$ 670,286</b>	<b>\$ 692,247</b>	<b>\$ 714,945</b>	<b>\$ 5,671,500</b>	<b>\$ 7,144,536</b>
<b>Judicial</b>												
District Courts <sup>10</sup>	\$ 210,411	\$ 238,275	\$ 267,622	\$ 298,515	\$ 331,020	\$ 363,267	\$ 374,165	\$ 385,390	\$ 396,952	\$ 408,860	\$ 3,274,478	\$ 4,130,248
District Attorney <sup>10</sup>	219,042	248,049	278,599	310,759	344,598	378,168	389,513	401,198	413,234	425,631	3,408,790	4,299,663
Public Defender <sup>10</sup>	136,436	154,504	173,533	193,564	214,642	235,551	242,618	249,897	257,393	265,115	2,123,253	2,678,156
Justice Courts <sup>10</sup>	109,818	124,361	139,677	155,801	172,766	189,596	195,284	201,143	207,177	213,392	1,709,015	2,155,659
Incline Constable <sup>11</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Judicial Total</b>	<b>\$ 675,707</b>	<b>\$ 765,189</b>	<b>\$ 859,431</b>	<b>\$ 958,639</b>	<b>\$ 1,063,026</b>	<b>\$ 1,166,582</b>	<b>\$ 1,201,580</b>	<b>\$ 1,237,627</b>	<b>\$ 1,274,756</b>	<b>\$ 1,312,999</b>	<b>\$ 10,515,536</b>	<b>\$ 13,263,726</b>
<b>Public Safety</b>												
<b>Sheriff and Detention</b>												
Operations and Detention <sup>12</sup>	\$ 1,334,010	\$ 1,516,201	\$ 1,710,655	\$ 1,918,053	\$ 2,139,108	\$ 2,362,239	\$ 2,452,265	\$ 2,545,803	\$ 2,642,988	\$ 2,743,963	\$ 21,365,285	\$ 26,845,817
Administration <sup>14</sup>	125,798	142,979	161,317	180,874	201,720	222,762	231,251	240,072	249,236	258,759	2,014,768	2,531,588
<b>Subtotal</b>	<b>\$ 1,459,808</b>	<b>\$ 1,659,180</b>	<b>\$ 1,871,972</b>	<b>\$ 2,098,928</b>	<b>\$ 2,340,828</b>	<b>\$ 2,585,001</b>	<b>\$ 2,683,516</b>	<b>\$ 2,785,874</b>	<b>\$ 2,892,224</b>	<b>\$ 3,002,722</b>	<b>\$ 23,380,054</b>	<b>\$ 29,377,404</b>
<b>Medical Examiner</b>												
Medical Examiner <sup>10</sup>	\$ 34,063	\$ 38,574	\$ 43,325	\$ 48,326	\$ 53,588	\$ 58,809	\$ 60,573	\$ 62,390	\$ 64,262	\$ 66,190	\$ 530,100	\$ 668,639

**APPENDIX 3-SCENARIO 3  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>	<u>2036</u>	<u>2037</u>	<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>10-YEAR SUBTOTAL</u>	<u>ANALYSIS TOTAL</u>
<b>Other</b>												
Juvenile Services <sup>10</sup>	\$ 156,476	\$ 177,197	\$ 199,021	\$ 221,995	\$ 246,168	\$ 270,149	\$ 278,254	\$ 286,601	\$ 295,199	\$ 304,055	\$ 2,435,117	\$ 3,071,524
Manager's Office <sup>11</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Alternative Sentencing <sup>10</sup>	15,649	17,722	19,904	22,202	24,620	27,018	27,828	28,663	29,523	30,409	243,538	307,186
Emergency Management <sup>10</sup>	12,450	14,098	15,835	17,663	19,586	21,494	22,139	22,803	23,487	24,192	193,746	244,380
Public Administrator <sup>10</sup>	12,353	13,989	15,711	17,525	19,433	21,327	21,966	22,625	23,304	24,003	192,237	242,477
Public Guardian <sup>10</sup>	18,942	21,450	24,092	26,873	29,799	32,702	33,683	34,694	35,735	36,807	294,777	371,816
<b>Subtotal</b>	<b>\$ 215,869</b>	<b>\$ 244,456</b>	<b>\$ 274,564</b>	<b>\$ 306,258</b>	<b>\$ 339,607</b>	<b>\$ 372,690</b>	<b>\$ 383,871</b>	<b>\$ 395,387</b>	<b>\$ 407,248</b>	<b>\$ 419,466</b>	<b>\$ 3,359,415</b>	<b>\$ 4,237,383</b>
<b>Public Safety Total</b>	<b>\$ 1,709,741</b>	<b>\$ 1,942,210</b>	<b>\$ 2,189,861</b>	<b>\$ 2,453,512</b>	<b>\$ 2,734,023</b>	<b>\$ 3,016,499</b>	<b>\$ 3,127,960</b>	<b>\$ 3,243,651</b>	<b>\$ 3,363,734</b>	<b>\$ 3,488,377</b>	<b>\$ 27,269,568</b>	<b>\$ 34,283,426</b>
<b>Public Works</b>												
<b>Public Works</b>												
Community Services <sup>9</sup>	\$ 108,129	\$ 122,692	\$ 138,142	\$ 154,524	\$ 171,886	\$ 189,279	\$ 195,799	\$ 202,550	\$ 209,541	\$ 216,779	\$ 1,709,320	\$ 2,151,510
<b>Public Works Total</b>	<b>\$ 108,129</b>	<b>\$ 122,692</b>	<b>\$ 138,142</b>	<b>\$ 154,524</b>	<b>\$ 171,886</b>	<b>\$ 189,279</b>	<b>\$ 195,799</b>	<b>\$ 202,550</b>	<b>\$ 209,541</b>	<b>\$ 216,779</b>	<b>\$ 1,709,320</b>	<b>\$ 2,151,510</b>
<b>Welfare</b>												
<b>Social Services</b>												
Human Services <sup>11</sup>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Welfare Total</b>	<b>\$ -</b>	<b>\$ -</b>										
<b>Culture and Recreation</b>												
<b>Culture and Recreation</b>												
Library <sup>10</sup>	\$ 96,042	\$ 108,761	\$ 122,156	\$ 136,257	\$ 151,094	\$ 165,813	\$ 170,787	\$ 175,911	\$ 181,188	\$ 186,624	\$ 1,494,633	\$ 1,885,248
Regional Parks/Open Space <sup>10</sup>	66,359	75,147	84,402	94,145	104,397	114,567	118,004	121,544	125,190	128,946	1,032,702	1,302,594
<b>Culture and Recreation Total</b>	<b>\$ 162,401</b>	<b>\$ 183,908</b>	<b>\$ 206,558</b>	<b>\$ 230,402</b>	<b>\$ 255,491</b>	<b>\$ 280,380</b>	<b>\$ 288,791</b>	<b>\$ 297,455</b>	<b>\$ 306,379</b>	<b>\$ 315,570</b>	<b>\$ 2,527,334</b>	<b>\$ 3,187,842</b>
<b>Community Support<sup>10</sup></b>	<b>\$ 3,718</b>	<b>\$ 4,210</b>	<b>\$ 4,728</b>	<b>\$ 5,274</b>	<b>\$ 5,848</b>	<b>\$ 6,418</b>	<b>\$ 6,611</b>	<b>\$ 6,809</b>	<b>\$ 7,013</b>	<b>\$ 7,224</b>	<b>\$ 57,853</b>	<b>\$ 72,972</b>
<b>Intergovernmental Expenditures</b>												
Indigent Ins. Program <sup>13</sup>	\$ 30,723	\$ 34,663	\$ 38,812	\$ 43,179	\$ 47,724	\$ 51,696	\$ 53,247	\$ 54,844	\$ 56,490	\$ 58,184	\$ 469,563	\$ 598,748
China Springs Youth Facility <sup>13</sup>	15,156	17,100	19,147	21,302	23,544	25,503	26,268	27,057	27,868	28,704	231,651	295,382
TM Regional Planning <sup>11</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Ethics Commission Assessment <sup>11</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Intergovernmental Expenditures</b>	<b>\$ 45,879</b>	<b>\$ 51,764</b>	<b>\$ 57,960</b>	<b>\$ 64,481</b>	<b>\$ 71,268</b>	<b>\$ 77,199</b>	<b>\$ 79,515</b>	<b>\$ 81,901</b>	<b>\$ 84,358</b>	<b>\$ 86,889</b>	<b>\$ 701,214</b>	<b>\$ 894,131</b>
<b>EXPENDITURES SUBTOTAL</b>	<b>\$ 3,066,554</b>	<b>\$ 3,479,246</b>	<b>\$ 3,917,047</b>	<b>\$ 4,381,226</b>	<b>\$ 4,873,035</b>	<b>\$ 5,364,835</b>	<b>\$ 5,549,293</b>	<b>\$ 5,740,279</b>	<b>\$ 5,938,028</b>	<b>\$ 6,142,782</b>	<b>\$ 48,452,325</b>	<b>\$ 60,998,144</b>
<b>CONTINGENCY @</b>	<b>\$ 30,666</b>	<b>\$ 34,792</b>	<b>\$ 39,170</b>	<b>\$ 43,812</b>	<b>\$ 48,730</b>	<b>\$ 53,648</b>	<b>\$ 55,493</b>	<b>\$ 57,403</b>	<b>\$ 59,380</b>	<b>\$ 61,428</b>	<b>\$ 484,523</b>	<b>\$ 609,981</b>
<b>EXPENDITURES TOTAL</b>	<b>\$ 3,097,220</b>	<b>\$ 3,514,038</b>	<b>\$ 3,956,218</b>	<b>\$ 4,425,039</b>	<b>\$ 4,921,766</b>	<b>\$ 5,418,483</b>	<b>\$ 5,604,786</b>	<b>\$ 5,797,682</b>	<b>\$ 5,997,408</b>	<b>\$ 6,204,210</b>	<b>\$ 48,936,848</b>	<b>\$ 61,608,126</b>
<b>GENERAL FUND SURPLUS/DEFICIT</b>	<b>\$ 518,154</b>	<b>\$ 539,423</b>	<b>\$ 558,362</b>	<b>\$ 574,679</b>	<b>\$ 557,173</b>	<b>\$ 199,397</b>	<b>\$ 181,630</b>	<b>\$ 162,327</b>	<b>\$ 141,401</b>	<b>\$ 118,763</b>	<b>\$ 3,551,310</b>	<b>\$ 7,331,065</b>

**APPENDIX 3-SCENARIO 3  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>	<u>2036</u>	<u>2037</u>	<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>10-YEAR SUBTOTAL</u>	<u>ANALYSIS TOTAL</u>
<b>OTHER FUNDS<sup>14</sup></b>												
<b><u>LIBRARY EXPANSION FUND</u></b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	\$ 40,963	\$ 46,217	\$ 51,750	\$ 57,572	\$ 63,632	\$ 68,928	\$ 70,996	\$ 73,126	\$ 75,320	\$ 77,579	\$ 626,084	\$ 798,331
Miscellaneous <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 40,963</b>	<b>\$ 46,217</b>	<b>\$ 51,750</b>	<b>\$ 57,572</b>	<b>\$ 63,632</b>	<b>\$ 68,928</b>	<b>\$ 70,996</b>	<b>\$ 73,126</b>	<b>\$ 75,320</b>	<b>\$ 77,579</b>	<b>\$ 626,084</b>	<b>\$ 798,331</b>
<b>EXPENDITURES</b>												
Library <sup>10</sup>	\$ 26,214	\$ 29,685	\$ 33,341	\$ 37,190	\$ 41,240	\$ 45,257	\$ 46,615	\$ 48,013	\$ 49,453	\$ 50,937	\$ 407,945	\$ 514,559
<b>SURPLUS/DEFICIT</b>	<b>\$ 14,750</b>	<b>\$ 16,532</b>	<b>\$ 18,409</b>	<b>\$ 20,383</b>	<b>\$ 22,392</b>	<b>\$ 23,671</b>	<b>\$ 24,381</b>	<b>\$ 25,113</b>	<b>\$ 25,866</b>	<b>\$ 26,642</b>	<b>\$ 218,139</b>	<b>\$ 283,772</b>
<b><u>ANIMAL SERVICES FUND</u></b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	\$ 61,445	\$ 69,326	\$ 77,625	\$ 86,359	\$ 95,448	\$ 103,392	\$ 106,494	\$ 109,689	\$ 112,979	\$ 116,369	\$ 939,125	\$ 1,197,497
Licenses and Permits <sup>4</sup>	3,107	3,519	3,952	4,408	4,889	5,365	5,526	5,691	5,862	6,038	48,358	60,996
Charges for Services <sup>4</sup>	2,055	2,327	2,613	2,915	3,232	3,547	3,654	3,763	3,876	3,993	31,976	40,333
Miscellaneous <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 66,607</b>	<b>\$ 75,172</b>	<b>\$ 84,190</b>	<b>\$ 93,682</b>	<b>\$ 103,569</b>	<b>\$ 112,304</b>	<b>\$ 115,673</b>	<b>\$ 119,144</b>	<b>\$ 122,718</b>	<b>\$ 126,399</b>	<b>\$ 1,019,459</b>	<b>\$ 1,298,825</b>
<b>EXPENDITURES</b>												
Animal Services <sup>10</sup>	\$ 57,504	\$ 65,118	\$ 73,139	\$ 81,581	\$ 90,465	\$ 99,278	\$ 102,256	\$ 105,324	\$ 108,483	\$ 111,738	\$ 894,885	\$ 1,128,759
<b>SURPLUS/DEFICIT</b>	<b>\$ 9,104</b>	<b>\$ 10,053</b>	<b>\$ 11,052</b>	<b>\$ 12,101</b>	<b>\$ 13,104</b>	<b>\$ 13,027</b>	<b>\$ 13,417</b>	<b>\$ 13,820</b>	<b>\$ 14,235</b>	<b>\$ 14,662</b>	<b>\$ 124,574</b>	<b>\$ 170,066</b>
<b><u>INDIGENT TAX LEVY FUND</u></b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	\$ 122,890	\$ 138,652	\$ 155,249	\$ 172,717	\$ 190,896	\$ 206,784	\$ 212,988	\$ 219,377	\$ 225,959	\$ 232,737	\$ 1,878,251	\$ 2,394,993
Charges for Services <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 122,890</b>	<b>\$ 138,652</b>	<b>\$ 155,249</b>	<b>\$ 172,717</b>	<b>\$ 190,896</b>	<b>\$ 206,784</b>	<b>\$ 212,988</b>	<b>\$ 219,377</b>	<b>\$ 225,959</b>	<b>\$ 232,737</b>	<b>\$ 1,878,251</b>	<b>\$ 2,394,993</b>
<b>EXPENDITURES</b>												
Indigent Assistance <sup>15</sup>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>SURPLUS/DEFICIT</b>	<b>\$ 122,890</b>	<b>\$ 138,652</b>	<b>\$ 155,249</b>	<b>\$ 172,717</b>	<b>\$ 190,896</b>	<b>\$ 206,784</b>	<b>\$ 212,988</b>	<b>\$ 219,377</b>	<b>\$ 225,959</b>	<b>\$ 232,737</b>	<b>\$ 1,878,251</b>	<b>\$ 2,394,993</b>
<b><u>CHILD PROTECTIVE SERVICES FUND</u></b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	\$ 81,927	\$ 92,435	\$ 103,500	\$ 115,145	\$ 127,264	\$ 137,856	\$ 141,992	\$ 146,252	\$ 150,639	\$ 155,158	\$ 1,252,167	\$ 1,596,662
Licenses and Permits <sup>4</sup>	228	258	290	323	358	393	405	417	430	443	3,544	4,470
Intergovernmental <sup>4</sup>	415,356	470,360	528,291	589,274	653,440	717,096	738,609	760,767	783,590	807,098	6,463,881	8,153,188
Charges for Services <sup>4</sup>	35,345	40,026	44,955	50,145	55,605	61,022	62,853	64,738	66,680	68,681	550,049	693,802
Reimbursements <sup>4</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 532,856</b>	<b>\$ 603,079</b>	<b>\$ 677,035</b>	<b>\$ 754,887</b>	<b>\$ 836,668</b>	<b>\$ 916,367</b>	<b>\$ 943,858</b>	<b>\$ 972,174</b>	<b>\$ 1,001,339</b>	<b>\$ 1,031,379</b>	<b>\$ 8,269,641</b>	<b>\$ 10,448,122</b>

**APPENDIX 3-SCENARIO 3  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	10-YEAR SUBTOTAL	ANALYSIS TOTAL
<b>EXPENDITURES</b>												
Child Protective Services <sup>10</sup>	\$ 587,124	\$ 664,874	\$ 746,762	\$ 832,964	\$ 923,666	\$ 1,013,646	\$ 1,044,055	\$ 1,075,377	\$ 1,107,638	\$ 1,140,868	\$ 9,136,975	\$ 11,524,883
<b>SURPLUS/DEFICIT</b>	<b>\$ (54,268)</b>	<b>\$ (61,796)</b>	<b>\$ (69,726)</b>	<b>\$ (78,077)</b>	<b>\$ (86,998)</b>	<b>\$ (97,279)</b>	<b>\$ (100,197)</b>	<b>\$ (103,203)</b>	<b>\$ (106,299)</b>	<b>\$ (109,488)</b>	<b>\$ (867,333)</b>	<b>\$ (1,076,761)</b>
<b>SENIOR SERVICES FUND</b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	\$ 20,482	\$ 23,109	\$ 25,875	\$ 28,786	\$ 31,816	\$ 34,464	\$ 35,498	\$ 36,563	\$ 37,660	\$ 38,790	\$ 313,042	\$ 399,166
Intergovernmental <sup>4</sup>	17,163	19,435	21,829	24,349	27,000	29,631	30,520	31,435	32,378	33,349	267,089	336,892
Charges for Services <sup>4</sup>	3,976	4,503	5,057	5,641	6,255	6,865	7,071	7,283	7,501	7,726	61,878	78,050
Miscellaneous/Reimbursements <sup>4</sup>	754	853	958	1,069	1,186	1,301	1,340	1,380	1,422	1,464	11,727	14,792
<b>Revenue Total</b>	<b>\$ 42,374</b>	<b>\$ 47,900</b>	<b>\$ 53,720</b>	<b>\$ 59,845</b>	<b>\$ 66,257</b>	<b>\$ 72,260</b>	<b>\$ 74,428</b>	<b>\$ 76,661</b>	<b>\$ 78,961</b>	<b>\$ 81,330</b>	<b>\$ 653,736</b>	<b>\$ 828,899</b>
<b>EXPENDITURES</b>												
Senior Citizens <sup>16</sup>	\$ 39,785	\$ 45,054	\$ 50,603	\$ 56,444	\$ 62,591	\$ 68,688	\$ 70,749	\$ 72,871	\$ 75,057	\$ 77,309	\$ 619,152	\$ 780,965
<b>SURPLUS/DEFICIT</b>	<b>\$ 2,589</b>	<b>\$ 2,846</b>	<b>\$ 3,117</b>	<b>\$ 3,401</b>	<b>\$ 3,666</b>	<b>\$ 3,572</b>	<b>\$ 3,679</b>	<b>\$ 3,790</b>	<b>\$ 3,903</b>	<b>\$ 4,021</b>	<b>\$ 34,584</b>	<b>\$ 47,934</b>
<b>OTHER RESTRICTED SPECIAL REVENUE FUND</b>												
<b>REVENUE</b>												
Ad Valorem <sup>1</sup>	\$ 20,482	\$ 23,109	\$ 25,875	\$ 28,786	\$ 31,816	\$ 34,464	\$ 35,498	\$ 36,563	\$ 37,660	\$ 38,790	\$ 313,042	\$ 399,166
Car Rental Fee <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Intergovernmental <sup>4</sup>	124,002	140,423	157,717	175,924	195,080	214,084	220,506	227,122	233,935	240,953	1,929,746	2,434,077
Charges for Services <sup>4</sup>	36,733	41,597	46,720	52,113	57,788	63,417	65,320	67,280	69,298	71,377	571,643	721,040
Fines and Forfeits <sup>4</sup>	28,613	32,402	36,393	40,594	45,014	49,400	50,882	52,408	53,980	55,600	445,286	561,660
Miscellaneous <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 209,829</b>	<b>\$ 237,531</b>	<b>\$ 266,706</b>	<b>\$ 297,417</b>	<b>\$ 329,698</b>	<b>\$ 361,365</b>	<b>\$ 372,206</b>	<b>\$ 383,372</b>	<b>\$ 394,873</b>	<b>\$ 406,719</b>	<b>\$ 3,259,717</b>	<b>\$ 4,115,941</b>
<b>EXPENDITURES</b>												
General Government <sup>17</sup>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Judicial <sup>17</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Public Safety <sup>17</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Public Works <sup>17</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Welfare <sup>17</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Culture and Recreation <sup>17</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Intergovernmental <sup>11</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Expenditures Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>						
<b>SURPLUS/DEFICIT</b>	<b>\$ 209,829</b>	<b>\$ 237,531</b>	<b>\$ 266,706</b>	<b>\$ 297,417</b>	<b>\$ 329,698</b>	<b>\$ 361,365</b>	<b>\$ 372,206</b>	<b>\$ 383,372</b>	<b>\$ 394,873</b>	<b>\$ 406,719</b>	<b>\$ 3,259,717</b>	<b>\$ 4,115,941</b>
<b>ROADS SPECIAL REVENUE FUND</b>												
<b>REVENUE</b>												
Motor Vehicle Fuel Tax <sup>4</sup>	\$ 100,769	\$ 114,114	\$ 128,168	\$ 142,963	\$ 158,531	\$ 173,974	\$ 179,193	\$ 184,569	\$ 190,106	\$ 195,809	\$ 1,568,196	\$ 1,978,037
Charges for Services <sup>4</sup>	7,591	8,597	9,655	10,770	11,943	13,106	13,499	13,904	14,321	14,751	118,138	149,013
Miscellaneous <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 108,360</b>	<b>\$ 122,710</b>	<b>\$ 137,823</b>	<b>\$ 153,733</b>	<b>\$ 170,473</b>	<b>\$ 187,080</b>	<b>\$ 192,692</b>	<b>\$ 198,473</b>	<b>\$ 204,427</b>	<b>\$ 210,560</b>	<b>\$ 1,686,333</b>	<b>\$ 2,127,049</b>

**APPENDIX 3-SCENARIO 3  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>	<u>2036</u>	<u>2037</u>	<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>10-YEAR SUBTOTAL</u>	<u>ANALYSIS TOTAL</u>
<b>EXPENDITURES</b>												
Public Works <sup>18</sup>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>SURPLUS/DEFICIT</b>	<b>\$ 108,360</b>	<b>\$ 122,710</b>	<b>\$ 137,823</b>	<b>\$ 153,733</b>	<b>\$ 170,473</b>	<b>\$ 187,080</b>	<b>\$ 192,692</b>	<b>\$ 198,473</b>	<b>\$ 204,427</b>	<b>\$ 210,560</b>	<b>\$ 1,686,333</b>	<b>\$ 2,127,049</b>
<b><u>TRUCKEE MEADOWS FIRE PROTECTION DISTRICT</u></b>												
<b>REVENUE</b>												
Property Tax-AB104 <sup>1</sup>	\$ 3,284	\$ 3,705	\$ 4,148	\$ 4,615	\$ 5,101	\$ 5,525	\$ 5,691	\$ 5,862	\$ 6,038	\$ 6,219	\$ 50,186	\$ 63,993
Property Tax-General <sup>1</sup>	1,106,013	1,247,871	1,397,244	1,554,457	1,718,065	1,861,058	1,916,889	1,974,396	2,033,628	2,094,637	16,904,256	21,554,938
Sales Tax-AB104 <sup>5</sup>	8,406	9,172	9,978	10,823	11,405	8,672	8,933	9,200	9,477	9,761	95,826	145,966
Remainder of AB104 <sup>7</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Sales Tax-CCRT <sup>5</sup>	49,570	54,091	58,839	63,823	67,257	51,142	52,676	54,256	55,884	57,560	565,096	860,777
Remainder of C-Tax <sup>6</sup>	54,319	61,512	69,088	77,063	85,455	93,780	96,593	99,491	102,476	105,550	845,327	1,066,250
Other Sources <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Revenue Total</b>	<b>\$ 1,221,591</b>	<b>\$ 1,376,351</b>	<b>\$ 1,539,297</b>	<b>\$ 1,710,780</b>	<b>\$ 1,887,282</b>	<b>\$ 2,020,176</b>	<b>\$ 2,080,782</b>	<b>\$ 2,143,205</b>	<b>\$ 2,207,501</b>	<b>\$ 2,273,726</b>	<b>\$ 18,460,692</b>	<b>\$ 23,691,925</b>
<b>EXPENDITURES</b>												
Fire Operations <sup>19</sup>	\$ 1,142,420	\$ 1,293,707	\$ 1,453,043	\$ 1,620,774	\$ 1,797,262	\$ 1,972,344	\$ 2,031,514	\$ 2,092,460	\$ 2,155,233	\$ 2,219,890	\$ 17,778,646	\$ 22,425,018
<b>Expenditure Total</b>	<b>\$ 1,142,420</b>	<b>\$ 1,293,707</b>	<b>\$ 1,453,043</b>	<b>\$ 1,620,774</b>	<b>\$ 1,797,262</b>	<b>\$ 1,972,344</b>	<b>\$ 2,031,514</b>	<b>\$ 2,092,460</b>	<b>\$ 2,155,233</b>	<b>\$ 2,219,890</b>	<b>\$ 17,778,646</b>	<b>\$ 22,425,018</b>
<b>SURPLUS/DEFICIT</b>	<b>\$ 79,171</b>	<b>\$ 82,644</b>	<b>\$ 86,254</b>	<b>\$ 90,006</b>	<b>\$ 90,020</b>	<b>\$ 47,833</b>	<b>\$ 49,268</b>	<b>\$ 50,746</b>	<b>\$ 52,268</b>	<b>\$ 53,836</b>	<b>\$ 682,045</b>	<b>\$ 1,266,906</b>

**APPENDIX 3-SCENARIO 3  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

**APPENDIX 3, ASSUMPTIONS:****\*Overall Assumption-Base Year**

Unless otherwise noted, analysis uses estimated FY 2017-18 revenues and expenditures as the base year to estimate revenues and costs associated with the development. Source: Washoe County Budget, FY 2018-19.

**Estimated Revenues**

1 See Appendices 4A and 4B for real property tax revenue calculation. In the General Fund, revenue is divided among restricted and unrestricted sources as follows:

General Fund	Property Tax Rate	% of General Fund Revenue
General	1.0045	89.4%
Detention Facility	0.0774	6.9%
Indigent Insurance	0.0150	1.3%
China Springs	0.0074	0.7%
Family Court	0.0192	1.7%
<b>Total</b>	<b>1.1235</b>	<b>100.0%</b>

Source: Washoe County Budget, FY 2018-19.

- 2 It is expected that an increase in population will lead to an increase in these revenues. However, it is difficult to estimate how the development will impact these revenue sources as many of the sources are also impacted by other factors, such as area visitors, the analysis conservatively does not estimate revenue generated from these sources.
- 3 Business license, franchise fee, and liquor license revenues are based on business revenues and expenditures by project residents are expected to increase these revenues. Analysis assumes residents will impact 75% of these sources, with the remainder impacted by businesses and visitors. These revenues/services are also provided by Cities of Reno and Sparks. As a result, the analysis estimates project resident impacts on these revenue sources using the Average Cost Method (ACM) using only the unincorporated population rather than the entire Washoe County population. To use this method, revenues are calculated based on estimated FY 2017-18 Washoe County unincorporated per capita revenue, inflated **3%** annually and applied to estimated annual population generated by the residents of the development. Unincorporated per capita revenue is calculated by dividing estimated FY 2017-18 revenues for each source by Washoe County FY 2017-18 unincorporated population of **110,432** Source: Washoe County, City of Reno, and City of Sparks budgets, FY 2018-19.
- 4 These revenues are assumed to be directly related to population growth and are generated across the entire County, and are, therefore, estimated using the Average Cost Method (ACM) with total County population: Revenues are based on estimated FY 2017-18 Washoe County per capita revenue, inflated **3%** annually and applied to estimated annual population generated by the residents of the development. Per capita revenue is calculated by dividing estimated FY 2017-18 revenues for each source by Washoe County FY 2017-18 population of **448,316** Source: Washoe County Budget, FY 2018-19.
- 5 For calculation of BCCRT, SCCRT, and AB 104 sales tax revenue see Appendix 5.
- 6 In addition to CCRT revenue, Consolidated tax for the County includes revenue from Real Property Transfer Tax, GST (MVPT), Cigarette and Liquor taxes. A per capita methodology as explained in footnote 4 is applied to estimate this revenue. Washoe County revenues from GST, Cigarette and Liquor Tax (analysis conservatively does not include RPTT as it is not a recurring revenue) totaled **\$ 32,931,007** in FY 2017-18. The County is estimated to receive **51.05%** of all County C-tax revenue (see Appendix 5). As a result, the County's portion of GST, Cigarette and Liquor Tax revenue is estimated at **\$ 16,812,065** which is used to estimate development impacts using the methodology in footnote 4. Source: Nevada Department of Taxation. "Consolidated Tax Distribution FY 2017-18." The Truckee Meadows Fire District is estimated to receive **3.86%** of all County C-tax revenue. As a result, the Fire District's portion of GST, Cigarette and Liquor Tax revenue is estimated at **\$ 1,271,785** used to estimate development impacts using the methodology in footnote 4 using population estimates for the TFMFD instead of Washoe County population. Source: Nevada Department of Taxation, "Consolidated Tax Distribution FY 2017-18."
- 7 In addition to sales tax revenue, AB 104 revenue for the County includes revenue from property, gaming, and RPTT taxes and interest. Analysis is conservative in not estimating gaming, RPTT, and interest revenue. Property tax revenue is estimated in Appendix 4A and 4B and shown elsewhere in the report.

**Estimated Costs**

- 8 Some departments provide services to residents of the unincorporated Washoe County, rather than the geographic County region. Costs associated with these departments are estimated using the Average Cost Method (ACM) using only the unincorporated population rather than the entire Washoe County population. To use this method, costs are based on estimated FY 2017-18 Washoe County unincorporated per capita cost, inflated **3%** annually and applied to estimated annual population generated by the residents of the development. For County Commissioners, costs are estimated to 50% of department budget. Source: Washoe County budget, FY 2018-19.
- 9 Administration services (indirect) costs assumed to be impacted by the development are calculated at **12.1%** of all direct service costs. Percent indirect costs of direct costs for FY 2017-18. Source: Washoe County Budget, FY 2018-19. County Manager office costs are estimated at 75% of budgeted amount.
- 10 ACM: Expenditures are calculated based on estimated FY 2017-18 Washoe County per capita expenditures inflated **3%** annually and applied to estimated annual population of the development. Per capita cost is calculated by dividing FY 2017-18 expenditures for each source by Washoe County FY 2017-18 population. Source: Washoe County Budget FY 2018-19.
- 11 As the impact of the development on these expenditures is difficult to estimate, the analysis does not estimate costs associated with these expenditures. Alternately, no costs associated with the project are expected to occur.
- 12 See Appendix 6 for calculation of Operations and Detention costs. Administration costs are estimated at **9.4%** of Operations and Detention costs using the average costs for these activities between FY 2016-17 and FY 2018-19. Source: Washoe County Budget FY 2018-19.
- 13 The amount of the expenditure is the same as the revenue estimated to be generated by the ad valorem rate for this source.
- 14 Other Funds: Only operating funds supported by Ad Valorem revenue or directly impacted by the development are included in this analysis. Capital Facilities and Debt Services Funds are not included, as the impact of the

**APPENDIX 3-SCENARIO 3  
WASHOE COUNTY  
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

development on these funds is difficult to estimate, though property tax revenues for these funds are estimated in Appendix 4A.

- 15 The project is unlikely to generate a significant number of indigent population in the region. As a result, costs for this fund associated with the project are expected to be minimal.
- 16 Senior Services Fund provides various services, including Nutrition, Adult Day Care, Social Services, and more. Analysis expects project will generate need for service at a reduced rate compared to the overall County, as a result, costs are estimated at 75% of budgeted costs.
- 17 The impact of the project on these discretionary costs is difficult to estimate.
- 18 Information about roads added by the project is unavailable at this point of the project and are difficult to estimate.
- 19 Costs associated with the Truckee Meadows Fire Protection District are estimated using the ACM with FY 2017-18 expenditures for the TMFPD divided by the population with the TMFPD service area, applied to the estimated population of the project. Source: Truckee Meadows Fire Protection District budget, FY 2018-19.

**APPENDIX 4A-SCENARIO 3  
WASHOE COUNTY  
ESTIMATED REAL PROPERTY TAX REVENUE**

YEAR	USE TYPE	TAXABLE LAND VALUE	TAXABLE IMPROVE. VALUE	CUMULATIVE ASSESSED		WASHOE COUNTY									
				LAND VALUE	IMPROVE. VALUE	GENERAL FUND	AB104	LIBRARY EXPANS.	ANIMAL SERVICES	INDIGENT TAX LEVY	CHILD PROTECT.	SENIOR SERVICES	OTHER SPECIAL	CAPITAL FACILITIES	DEBT SERVICE
2021	Single Family	\$ 5,964,256	\$ 36,718,173	\$ 2,087,490	\$ 12,851,361	\$ 23,453	\$ 380	\$ 417	\$ 626	\$ 1,252	\$ 835	\$ 209	\$ 209	\$ 1,044	\$ 438
	Retail	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Open Space	1,323,064	-	463,072	-	5,203	84	93	139	278	185	46	46	232	97
	<b>Subtotal</b>	<b>7,287,320</b>	<b>36,718,173</b>	<b>2,550,562</b>	<b>12,851,361</b>	<b>28,656</b>	<b>464</b>	<b>510</b>	<b>765</b>	<b>1,530</b>	<b>1,020</b>	<b>255</b>	<b>255</b>	<b>1,275</b>	<b>536</b>
2022	Single Family	8,015,153	35,814,127	4,955,418	25,771,846	200,059	3,240	3,561	5,342	10,684	7,123	1,781	1,781	8,903	3,739
	Retail	866,934	4,868,099	303,427	1,703,835	3,409	55	61	91	182	121	30	30	152	64
	Open Space	-	-	476,965	-	5,359	87	95	143	286	191	48	48	238	100
	<b>Subtotal</b>	<b>8,882,087</b>	<b>40,682,226</b>	<b>5,735,809</b>	<b>27,475,681</b>	<b>208,827</b>	<b>3,382</b>	<b>3,717</b>	<b>5,576</b>	<b>11,152</b>	<b>7,435</b>	<b>1,859</b>	<b>1,859</b>	<b>9,294</b>	<b>3,903</b>
2023	Single Family	8,255,607	36,888,551	7,993,543	39,455,994	379,354	6,144	6,753	10,130	20,259	13,506	3,377	3,377	16,883	7,091
	Retail	892,942	5,014,142	625,059	3,509,899	26,165	424	466	699	1,397	932	233	233	1,164	489
	Open Space	-	-	491,273	-	5,519	89	98	147	295	197	49	49	246	103
	<b>Subtotal</b>	<b>9,148,549</b>	<b>41,902,693</b>	<b>9,109,875</b>	<b>42,965,894</b>	<b>411,039</b>	<b>6,657</b>	<b>7,317</b>	<b>10,976</b>	<b>21,951</b>	<b>14,634</b>	<b>3,659</b>	<b>3,659</b>	<b>18,293</b>	<b>7,683</b>
2024	Single Family	8,503,275	37,995,208	11,209,495	53,937,997	569,227	9,219	10,133	15,200	30,399	20,266	5,067	5,067	25,333	10,640
	Retail	-	-	643,811	3,615,196	46,667	756	831	1,246	2,492	1,661	415	415	2,077	872
	Open Space	-	-	506,012	-	5,685	92	101	152	304	202	51	51	253	106
	<b>Subtotal</b>	<b>8,503,275</b>	<b>37,995,208</b>	<b>12,359,318</b>	<b>57,553,193</b>	<b>621,579</b>	<b>10,066</b>	<b>11,065</b>	<b>16,598</b>	<b>33,195</b>	<b>22,130</b>	<b>5,533</b>	<b>5,533</b>	<b>27,663</b>	<b>11,618</b>
2025	Single Family	8,758,374	39,135,064	14,611,211	69,253,409	770,150	12,473	13,710	20,565	41,130	27,420	6,855	6,855	34,275	14,395
	Retail	-	-	663,126	3,723,652	48,067	778	856	1,283	2,567	1,711	428	428	2,139	898
	Open Space	-	-	521,192	-	5,856	95	104	156	313	208	52	52	261	109
	<b>Subtotal</b>	<b>8,758,374</b>	<b>39,135,064</b>	<b>15,795,528</b>	<b>72,977,061</b>	<b>824,073</b>	<b>13,346</b>	<b>14,670</b>	<b>22,005</b>	<b>44,009</b>	<b>29,339</b>	<b>7,335</b>	<b>7,335</b>	<b>36,674</b>	<b>15,403</b>
2026	Single Family	9,021,125	40,309,116	18,206,941	85,439,202	982,617	15,913	17,492	26,238	52,476	34,984	8,746	8,746	43,730	18,367
	Retail	-	-	683,019	3,835,362	49,509	802	881	1,322	2,644	1,763	441	441	2,203	925
	Open Space	-	-	536,828	-	6,031	98	107	161	322	215	54	54	268	113
	<b>Subtotal</b>	<b>9,021,125</b>	<b>40,309,116</b>	<b>19,426,788</b>	<b>89,274,564</b>	<b>1,038,157</b>	<b>16,813</b>	<b>18,481</b>	<b>27,721</b>	<b>55,442</b>	<b>36,962</b>	<b>9,240</b>	<b>9,240</b>	<b>46,202</b>	<b>19,405</b>
2027	Single Family	9,291,759	41,518,389	22,005,265	102,533,815	1,207,139	19,549	21,489	32,233	64,467	42,978	10,744	10,744	53,722	22,563
	Retail	-	-	703,510	3,950,422	50,994	826	908	1,362	2,723	1,816	454	454	2,269	953
	Open Space	-	-	552,933	-	6,212	101	111	166	332	221	55	55	276	116
	<b>Subtotal</b>	<b>9,291,759</b>	<b>41,518,389</b>	<b>23,261,707</b>	<b>106,484,237</b>	<b>1,264,345</b>	<b>20,476</b>	<b>22,507</b>	<b>33,761</b>	<b>67,522</b>	<b>45,015</b>	<b>11,254</b>	<b>11,254</b>	<b>56,268</b>	<b>23,633</b>
2028	Single Family	9,570,511	42,763,941	26,015,102	120,577,208	1,444,247	23,389	25,710	38,565	77,129	51,420	12,855	12,855	64,274	26,995
	Retail	-	-	724,615	4,068,935	52,524	851	935	1,403	2,805	1,870	468	468	2,338	982
	Open Space	-	-	569,521	-	6,399	104	114	171	342	228	57	57	285	120
	<b>Subtotal</b>	<b>9,570,511</b>	<b>42,763,941</b>	<b>27,309,237</b>	<b>124,646,143</b>	<b>1,503,170</b>	<b>24,344</b>	<b>26,759</b>	<b>40,138</b>	<b>80,276</b>	<b>53,517</b>	<b>13,379</b>	<b>13,379</b>	<b>66,897</b>	<b>28,097</b>
2029	Single Family	9,857,627	44,046,859	30,245,724	139,610,925	1,694,496	27,442	30,165	45,247	90,494	60,329	15,082	15,082	75,411	31,673
	Retail	-	-	746,354	4,191,003	54,100	876	963	1,445	2,889	1,926	482	482	2,408	1,011
	Open Space	-	-	586,606	-	6,591	107	117	176	352	235	59	59	293	123
	<b>Subtotal</b>	<b>9,857,627</b>	<b>44,046,859</b>	<b>31,578,684</b>	<b>143,801,929</b>	<b>1,755,186</b>	<b>28,425</b>	<b>31,245</b>	<b>46,867</b>	<b>93,735</b>	<b>62,490</b>	<b>15,622</b>	<b>15,622</b>	<b>78,112</b>	<b>32,807</b>

**APPENDIX 4A-SCENARIO 3  
WASHOE COUNTY  
ESTIMATED REAL PROPERTY TAX REVENUE**

YEAR	USE TYPE	TAXABLE LAND VALUE	TAXABLE IMPROVE. VALUE	CUMULATIVE ASSESSED		WASHOE COUNTY									
				LAND VALUE	IMPROVE. VALUE	GENERAL FUND	AB104	LIBRARY EXPANS.	ANIMAL SERVICES	INDIGENT TAX LEVY	CHILD PROTECT.	SENIOR SERVICES	OTHER SPECIAL	CAPITAL FACILITIES	DEBT SERVICE
2030	Single Family	10,153,355	45,368,265	34,706,770	159,678,146	1,958,459	31,717	34,864	52,295	104,591	69,727	17,432	17,432	87,159	36,607
	Retail	-	-	768,744	4,316,733	55,723	902	992	1,488	2,976	1,984	496	496	2,480	1,042
	Open Space	-	-	604,204	-	6,788	110	121	181	363	242	60	60	302	127
	<b>Subtotal</b>	<b>10,153,355</b>	<b>45,368,265</b>	<b>36,079,719</b>	<b>163,994,879</b>	<b>2,020,970</b>	<b>32,729</b>	<b>35,976</b>	<b>53,964</b>	<b>107,929</b>	<b>71,953</b>	<b>17,988</b>	<b>17,988</b>	<b>89,941</b>	<b>37,775</b>
2031	Single Family	10,457,956	46,729,313	39,408,258	180,823,750	2,236,736	36,224	39,817	59,726	119,452	79,635	19,909	19,909	99,543	41,808
	Retail	-	-	791,807	4,446,235	57,394	929	1,022	1,533	3,065	2,043	511	511	2,554	1,073
	Open Space	-	-	622,331	-	6,992	113	124	187	373	249	62	62	311	131
	<b>Subtotal</b>	<b>10,457,956</b>	<b>46,729,313</b>	<b>40,822,395</b>	<b>185,269,985</b>	<b>2,301,122</b>	<b>37,266</b>	<b>40,963</b>	<b>61,445</b>	<b>122,890</b>	<b>81,927</b>	<b>20,482</b>	<b>20,482</b>	<b>102,409</b>	<b>43,012</b>
2032	Single Family	10,771,695	48,131,192	44,360,599	203,094,380	2,529,946	40,972	45,037	67,555	135,111	90,074	22,518	22,518	112,592	47,289
	Retail	-	-	815,561	4,579,622	59,116	957	1,052	1,579	3,157	2,105	526	526	2,631	1,105
	Open Space	-	-	641,000	-	7,202	117	128	192	385	256	64	64	321	135
	<b>Subtotal</b>	<b>10,771,695</b>	<b>48,131,192</b>	<b>45,817,160</b>	<b>207,674,002</b>	<b>2,596,264</b>	<b>42,046</b>	<b>46,217</b>	<b>69,326</b>	<b>138,652</b>	<b>92,435</b>	<b>23,109</b>	<b>23,109</b>	<b>115,544</b>	<b>48,528</b>
2033	Single Family	11,094,846	49,575,128	49,574,613	226,538,506	2,838,736	45,973	50,534	75,801	151,601	101,068	25,267	25,267	126,334	53,060
	Retail	-	-	840,028	4,717,011	60,890	986	1,084	1,626	3,252	2,168	542	542	2,710	1,138
	Open Space	-	-	660,230	-	7,418	120	132	198	396	264	66	66	330	139
	<b>Subtotal</b>	<b>11,094,846</b>	<b>49,575,128</b>	<b>51,074,871</b>	<b>231,255,517</b>	<b>2,907,044</b>	<b>47,079</b>	<b>51,750</b>	<b>77,625</b>	<b>155,249</b>	<b>103,500</b>	<b>25,875</b>	<b>25,875</b>	<b>129,374</b>	<b>54,337</b>
2034	Single Family	11,427,691	51,062,382	55,061,543	251,206,495	3,163,777	51,237	56,320	84,480	168,960	112,640	28,160	28,160	140,800	59,136
	Retail	-	-	865,228	4,858,521	62,716	1,016	1,116	1,675	3,349	2,233	558	558	2,791	1,172
	Open Space	-	-	680,037	-	7,640	124	136	204	408	272	68	68	340	143
	<b>Subtotal</b>	<b>11,427,691</b>	<b>51,062,382</b>	<b>56,606,809</b>	<b>256,065,016</b>	<b>3,234,133</b>	<b>52,376</b>	<b>57,572</b>	<b>86,359</b>	<b>172,717</b>	<b>115,145</b>	<b>28,786</b>	<b>28,786</b>	<b>143,931</b>	<b>60,451</b>
2035	Single Family	10,828,880	48,386,713	60,503,497	275,678,039	3,502,062	56,716	62,342	93,513	187,026	124,684	31,171	31,171	155,855	65,459
	Retail	-	-	891,185	5,004,277	64,598	1,046	1,150	1,725	3,450	2,300	575	575	2,875	1,207
	Open Space	-	-	700,439	-	7,869	127	140	210	420	280	70	70	350	147
	<b>Subtotal</b>	<b>10,828,880</b>	<b>48,386,713</b>	<b>62,095,121</b>	<b>280,682,316</b>	<b>3,574,529</b>	<b>57,889</b>	<b>63,632</b>	<b>95,448</b>	<b>190,896</b>	<b>127,264</b>	<b>31,816</b>	<b>31,816</b>	<b>159,080</b>	<b>66,814</b>
2036	Single Family	-	-	62,318,602	283,948,381	3,797,392	61,498	67,599	101,399	202,798	135,199	33,800	33,800	168,998	70,979
	Retail	-	-	917,921	5,154,405	66,536	1,078	1,184	1,777	3,553	2,369	592	592	2,961	1,244
	Open Space	-	-	721,452	-	8,106	131	144	216	433	289	72	72	361	152
	<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>63,957,974</b>	<b>289,102,786</b>	<b>3,872,034</b>	<b>62,707</b>	<b>68,928</b>	<b>103,392</b>	<b>206,784</b>	<b>137,856</b>	<b>34,464</b>	<b>34,464</b>	<b>172,320</b>	<b>72,374</b>
2037	Single Family	-	-	64,188,160	292,466,832	3,911,314	63,343	69,627	104,441	208,882	139,255	34,814	34,814	174,068	73,109
	Retail	-	-	945,458	5,309,038	68,532	1,110	1,220	1,830	3,660	2,440	610	610	3,050	1,281
	Open Space	-	-	743,095	-	8,349	135	149	223	446	297	74	74	372	156
	<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>65,876,714</b>	<b>297,775,869</b>	<b>3,988,195</b>	<b>64,588</b>	<b>70,996</b>	<b>106,494</b>	<b>212,988</b>	<b>141,992</b>	<b>35,498</b>	<b>35,498</b>	<b>177,490</b>	<b>74,546</b>
2038	Single Family	-	-	66,113,805	301,240,837	4,028,653	65,244	71,716	107,574	215,148	143,432	35,858	35,858	179,290	75,302
	Retail	-	-	973,822	5,468,309	70,588	1,143	1,257	1,885	3,770	2,513	628	628	3,141	1,319
	Open Space	-	-	765,388	-	8,599	139	153	230	459	306	77	77	383	161
	<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>67,853,015</b>	<b>306,709,146</b>	<b>4,107,841</b>	<b>66,526</b>	<b>73,126</b>	<b>109,689</b>	<b>219,377</b>	<b>146,252</b>	<b>36,563</b>	<b>36,563</b>	<b>182,814</b>	<b>76,782</b>

**APPENDIX 4A-SCENARIO 3  
WASHOE COUNTY  
ESTIMATED REAL PROPERTY TAX REVENUE**

YEAR	USE TYPE	TAXABLE LAND VALUE	TAXABLE IMPROVE. VALUE	CUMULATIVE ASSESSED		WASHOE COUNTY									
				LAND VALUE	IMPROVE. VALUE	GENERAL FUND	AB104	LIBRARY EXPANS.	ANIMAL SERVICES	INDIGENT TAX LEVY	CHILD PROTECT.	SENIOR SERVICES	OTHER SPECIAL	CAPITAL FACILITIES	DEBT SERVICE
2039	Single Family	-	-	68,097,219	310,278,062	4,149,513	67,201	73,868	110,801	221,603	147,735	36,934	36,934	184,669	77,561
	Retail	-	-	1,003,037	5,632,358	72,706	1,177	1,294	1,941	3,883	2,589	647	647	3,236	1,359
	Open Space	-	-	788,350	-	8,857	143	158	237	473	315	79	79	394	166
	<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>69,888,606</b>	<b>315,910,420</b>	<b>4,231,076</b>	<b>68,522</b>	<b>75,320</b>	<b>112,979</b>	<b>225,959</b>	<b>150,639</b>	<b>37,660</b>	<b>37,660</b>	<b>188,299</b>	<b>79,086</b>
2040	Single Family	-	-	70,140,136	319,586,404	4,273,998	69,217	76,084	114,125	228,251	152,167	38,042	38,042	190,209	79,888
	Retail	-	-	1,033,128	5,801,329	74,887	1,213	1,333	2,000	3,999	2,666	667	667	3,333	1,400
	Open Space	-	-	812,000	-	9,123	148	162	244	487	325	81	81	406	171
	<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>71,985,264</b>	<b>325,387,733</b>	<b>4,358,008</b>	<b>70,578</b>	<b>77,579</b>	<b>116,369</b>	<b>232,737</b>	<b>155,158</b>	<b>38,790</b>	<b>38,790</b>	<b>193,948</b>	<b>81,458</b>
<b>TOTAL</b>		<b>\$ 145,055,049</b>	<b>\$ 654,324,664</b>			<b>\$ 44,846,246</b>	<b>\$ 726,281</b>	<b>\$ 798,331</b>	<b>\$ 1,197,497</b>	<b>\$ 2,394,993</b>	<b>\$ 1,596,662</b>	<b>\$ 399,166</b>	<b>\$ 399,166</b>	<b>\$ 1,995,828</b>	<b>\$ 838,248</b>

**APPENDIX 4A-B, ASSUMPTIONS:**

1. As the project's parcels currently generate property tax revenue for the County, the existing FY 2018-19 taxable value of the parcels in the Project of

Taxable Land	Taxable Improve.	Total
\$ 2,253,221	\$ -	\$ 2,253,221

is subtracted from Taxable Land and Improvement Values estimated in Appendix 1 in the first year of the project. Source: Washoe County Assessor.

- Assessed land and improvement values are estimating by adjusting taxable values by 35%.
- Cumulative assessed value for previous year's construction is increased by **3.0%** per year.
- Improvement values are estimated to generate property tax revenue starting the year following construction to account for work in progress.
- Operating tax rate is assumed to remain constant at FY 2018-19 amount:

Fund	Rate	
General Fund	\$ 1.1235	
AB104	0.0272	Washoe County receives <b>66.9%</b> and Truckee Meadows Fire Protection District receives <b>5.89%</b>
Library Expansion	0.0200	Libraries rate expires FY 2024-25, analysis assumes the rate will continue through the analysis period
Animal Services	0.0300	Animal Shelter rate expires FY 2032-33, analysis assumes the rate will continue through the analysis period
Indigent Tax Levy	0.0600	
Child Protective Services	0.0400	
Senior Services	0.0100	
Other Restricted Special Rev.	0.0100	
Capital Facilities	0.0500	
Debt	0.0210	
	<b>\$ 1.3917</b>	Source: Washoe County Budget, FY 2018-19.
TM Fire Protection	<b>\$ 0.5400</b>	Source: Truckee Meadows Fire Protection District, FY 2018-19.

**APPENDIX 4B-SCENARIO 3  
TRUCKEE MEADOWS FIRE PROTECTION DISTRICT  
ESTIMATED REAL PROPERTY TAX REVENUE**

YEAR	USE TYPE	TAXABLE LAND VALUE	TAXABLE IMPROVE. VALUE	CUMULATIVE ASSESSED		TM FIRE DISTRICT	
				LAND VALUE	IMPROVE. VALUE	GENERAL FUND	AB104
2021	Single Family	\$ 5,964,256	\$ 36,718,173	\$ 2,087,490	\$ 12,851,361	\$ 11,272	\$ 33
	Retail	-	-	-	-	-	-
	Open Space	1,323,064	-	463,072	-	2,501	7
<b>Subtotal</b>		<b>7,287,320</b>	<b>36,718,173</b>	<b>2,550,562</b>	<b>12,851,361</b>	<b>13,773</b>	<b>41</b>
2022	Single Family	8,015,153	35,814,127	4,955,418	25,771,846	96,157	285
	Retail	866,934	4,868,099	303,427	1,703,835	1,639	5
	Open Space	-	-	476,965	-	2,576	8
<b>Subtotal</b>		<b>8,882,087</b>	<b>40,682,226</b>	<b>5,735,809</b>	<b>27,475,681</b>	<b>100,371</b>	<b>298</b>
2023	Single Family	8,255,607	36,888,551	7,993,543	39,455,994	182,333	541
	Retail	892,942	5,014,142	625,059	3,509,899	12,576	37
	Open Space	-	-	491,273	-	2,653	8
<b>Subtotal</b>		<b>9,148,549</b>	<b>41,902,693</b>	<b>9,109,875</b>	<b>42,965,894</b>	<b>197,562</b>	<b>587</b>
2024	Single Family	8,503,275	37,995,208	11,209,495	53,937,997	273,594	812
	Retail	-	-	643,811	3,615,196	22,430	67
	Open Space	-	-	506,012	-	2,732	8
<b>Subtotal</b>		<b>8,503,275</b>	<b>37,995,208</b>	<b>12,359,318</b>	<b>57,553,193</b>	<b>298,756</b>	<b>887</b>
2025	Single Family	8,758,374	39,135,064	14,611,211	69,253,409	370,166	1,099
	Retail	-	-	663,126	3,723,652	23,103	69
	Open Space	-	-	521,192	-	2,814	8
<b>Subtotal</b>		<b>8,758,374</b>	<b>39,135,064</b>	<b>15,795,528</b>	<b>72,977,061</b>	<b>396,083</b>	<b>1,176</b>
2026	Single Family	9,021,125	40,309,116	18,206,941	85,439,202	472,286	1,402
	Retail	-	-	683,019	3,835,362	23,796	71
	Open Space	-	-	536,828	-	2,899	9
<b>Subtotal</b>		<b>9,021,125</b>	<b>40,309,116</b>	<b>19,426,788</b>	<b>89,274,564</b>	<b>498,981</b>	<b>1,481</b>
2027	Single Family	9,291,759	41,518,389	22,005,265	102,533,815	580,200	1,723
	Retail	-	-	703,510	3,950,422	24,510	73
	Open Space	-	-	552,933	-	2,986	9
<b>Subtotal</b>		<b>9,291,759</b>	<b>41,518,389</b>	<b>23,261,707</b>	<b>106,484,237</b>	<b>607,696</b>	<b>1,804</b>
2028	Single Family	9,570,511	42,763,941	26,015,102	120,577,208	694,164	2,061
	Retail	-	-	724,615	4,068,935	25,245	75
	Open Space	-	-	569,521	-	3,075	9
<b>Subtotal</b>		<b>9,570,511</b>	<b>42,763,941</b>	<b>27,309,237</b>	<b>124,646,143</b>	<b>722,485</b>	<b>2,145</b>
2029	Single Family	9,857,627	44,046,859	30,245,724	139,610,925	814,444	2,418
	Retail	-	-	746,354	4,191,003	26,003	77
	Open Space	-	-	586,606	-	3,168	9
<b>Subtotal</b>		<b>9,857,627</b>	<b>44,046,859</b>	<b>31,578,684</b>	<b>143,801,929</b>	<b>843,614</b>	<b>2,505</b>
2030	Single Family	10,153,355	45,368,265	34,706,770	159,678,146	941,316	2,795
	Retail	-	-	768,744	4,316,733	26,783	80
	Open Space	-	-	604,204	-	3,263	10
<b>Subtotal</b>		<b>10,153,355</b>	<b>45,368,265</b>	<b>36,079,719</b>	<b>163,994,879</b>	<b>971,361</b>	<b>2,884</b>
2031	Single Family	10,457,956	46,729,313	39,408,258	180,823,750	1,075,067	3,192
	Retail	-	-	791,807	4,446,235	27,586	82
	Open Space	-	-	622,331	-	3,361	10
<b>Subtotal</b>		<b>10,457,956</b>	<b>46,729,313</b>	<b>40,822,395</b>	<b>185,269,985</b>	<b>1,106,013</b>	<b>3,284</b>
2032	Single Family	10,771,695	48,131,192	44,360,599	203,094,380	1,215,995	3,610
	Retail	-	-	815,561	4,579,622	28,414	84
	Open Space	-	-	641,000	-	3,461	10
<b>Subtotal</b>		<b>10,771,695</b>	<b>48,131,192</b>	<b>45,817,160</b>	<b>207,674,002</b>	<b>1,247,871</b>	<b>3,705</b>
2033	Single Family	11,094,846	49,575,128	49,574,613	226,538,506	1,364,413	4,051
	Retail	-	-	840,028	4,717,011	29,266	87
	Open Space	-	-	660,230	-	3,565	11
<b>Subtotal</b>		<b>11,094,846</b>	<b>49,575,128</b>	<b>51,074,871</b>	<b>231,255,517</b>	<b>1,397,244</b>	<b>4,148</b>

**APPENDIX 4B-SCENARIO 3  
TRUCKEE MEADOWS FIRE PROTECTION DISTRICT  
ESTIMATED REAL PROPERTY TAX REVENUE**

YEAR	USE TYPE	TAXABLE LAND VALUE	TAXABLE IMPROVE. VALUE	CUMULATIVE ASSESSED		TM FIRE DISTRICT	
				LAND VALUE	IMPROVE. VALUE	GENERAL FUND	AB104
2034	Single Family	11,427,691	51,062,382	55,061,543	251,206,495	1,520,640	4,515
	Retail	-	-	865,228	4,858,521	30,144	89
	Open Space	-	-	680,037	-	3,672	11
<b>Subtotal</b>		<b>11,427,691</b>	<b>51,062,382</b>	<b>56,606,809</b>	<b>256,065,016</b>	<b>1,554,457</b>	<b>4,615</b>
2035	Single Family	10,828,880	48,386,713	60,503,497	275,678,039	1,683,234	4,997
	Retail	-	-	891,185	5,004,277	31,048	92
	Open Space	-	-	700,439	-	3,782	11
<b>Subtotal</b>		<b>10,828,880</b>	<b>48,386,713</b>	<b>62,095,121</b>	<b>280,682,316</b>	<b>1,718,065</b>	<b>5,101</b>
2036	Single Family	-	-	62,318,602	283,948,381	1,825,182	5,419
	Retail	-	-	917,921	5,154,405	31,980	95
	Open Space	-	-	721,452	-	3,896	12
<b>Subtotal</b>		<b>-</b>	<b>-</b>	<b>63,957,974</b>	<b>289,102,786</b>	<b>1,861,058</b>	<b>5,525</b>
2037	Single Family	-	-	64,188,160	292,466,832	1,879,937	5,581
	Retail	-	-	945,458	5,309,038	32,939	98
	Open Space	-	-	743,095	-	4,013	12
<b>Subtotal</b>		<b>-</b>	<b>-</b>	<b>65,876,714</b>	<b>297,775,869</b>	<b>1,916,889</b>	<b>5,691</b>
2038	Single Family	-	-	66,113,805	301,240,837	1,936,335	5,749
	Retail	-	-	973,822	5,468,309	33,927	101
	Open Space	-	-	765,388	-	4,133	12
<b>Subtotal</b>		<b>-</b>	<b>-</b>	<b>67,853,015</b>	<b>306,709,146</b>	<b>1,974,396</b>	<b>5,862</b>
2039	Single Family	-	-	68,097,219	310,278,062	1,994,426	5,921
	Retail	-	-	1,003,037	5,632,358	34,945	104
	Open Space	-	-	788,350	-	4,257	13
<b>Subtotal</b>		<b>-</b>	<b>-</b>	<b>69,888,606</b>	<b>315,910,420</b>	<b>2,033,628</b>	<b>6,038</b>
2040	Single Family	-	-	70,140,136	319,586,404	2,054,258	6,099
	Retail	-	-	1,033,128	5,801,329	35,994	107
	Open Space	-	-	812,000	-	4,385	13
<b>Subtotal</b>		<b>-</b>	<b>-</b>	<b>71,985,264</b>	<b>325,387,733</b>	<b>2,094,637</b>	<b>6,219</b>
<b>TOTAL</b>		<b>\$ 145,055,049</b>	<b>\$ 654,324,664</b>			<b>\$ 21,554,938</b>	<b>\$ 63,993</b>

**APPENDIX 5-SCENARIO 3  
WASHOE COUNTY  
ESTIMATED SALES TAX REVENUE**

YEAR	USE TYPE	CUMULATIVE # OF OCCUP. HOUSEHOLDS	CONSTR. MATERIALS PURCHASES	HOUSEHOLD TAXABLE SALES	TOTAL TAXABLE SALES	WASHOE COUNTY					TM FIRE DISTRICT	
						CCRT TAX REVENUE	AB 104 TAX REVENUE	PUBLIC MASS TRANSPORT.	RAILROAD GRADE	INFRASTR- RUCTURE	CCRT TAX REVENUE	AB 104 TAX REVENUE
2021	Single Family	-	\$ 18,359,087	\$ -	\$ 18,359,087	\$ 207,196	\$ 30,165	\$ 67,642	\$ 22,547	\$ 22,547	\$ 15,674	\$ 2,658
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>-</b>	<b>18,359,087</b>	<b>-</b>	<b>18,359,087</b>	<b>207,196</b>	<b>30,165</b>	<b>67,642</b>	<b>22,547</b>	<b>22,547</b>	<b>15,674</b>	<b>2,658</b>
2022	Single Family	127	17,907,064	2,792,532	20,699,596	233,611	34,011	76,265	25,422	25,422	17,672	2,997
	Retail	-	2,434,049	-	2,434,049	27,470	3,999	8,968	2,989	2,989	2,078	352
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>127</b>	<b>20,341,113</b>	<b>2,792,532</b>	<b>23,133,645</b>	<b>261,081</b>	<b>38,010</b>	<b>85,233</b>	<b>28,411</b>	<b>28,411</b>	<b>19,750</b>	<b>3,349</b>
2023	Single Family	248	18,444,276	5,600,084	24,044,360	271,359	39,506	88,588	29,529	29,529	20,528	3,481
	Retail	-	2,507,071	-	2,507,071	28,294	4,119	9,237	3,079	3,079	2,140	363
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>248</b>	<b>20,951,346</b>	<b>5,600,084</b>	<b>26,551,431</b>	<b>299,653</b>	<b>43,626</b>	<b>97,825</b>	<b>32,608</b>	<b>32,608</b>	<b>22,668</b>	<b>3,844</b>
2024	Single Family	369	18,997,604	8,573,576	27,571,180	311,162	45,301	101,583	33,861	33,861	23,539	3,992
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>369</b>	<b>18,997,604</b>	<b>8,573,576</b>	<b>27,571,180</b>	<b>311,162</b>	<b>45,301</b>	<b>101,583</b>	<b>33,861</b>	<b>33,861</b>	<b>23,539</b>	<b>3,992</b>
2025	Single Family	489	19,567,532	11,720,438	31,287,970	353,109	51,408	115,277	38,426	38,426	26,712	4,530
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>489</b>	<b>19,567,532</b>	<b>11,720,438</b>	<b>31,287,970</b>	<b>353,109</b>	<b>51,408</b>	<b>115,277</b>	<b>38,426</b>	<b>38,426</b>	<b>26,712</b>	<b>4,530</b>
2026	Single Family	610	20,154,558	15,048,395	35,202,953	397,292	57,841	129,701	43,234	43,234	30,054	5,096
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>610</b>	<b>20,154,558</b>	<b>15,048,395</b>	<b>35,202,953</b>	<b>397,292</b>	<b>57,841</b>	<b>129,701</b>	<b>43,234</b>	<b>43,234</b>	<b>30,054</b>	<b>5,096</b>
2027	Single Family	731	20,759,195	18,565,481	39,324,676	443,809	64,613	144,887	48,296	48,296	33,573	5,693
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>731</b>	<b>20,759,195</b>	<b>18,565,481</b>	<b>39,324,676</b>	<b>443,809</b>	<b>64,613</b>	<b>144,887</b>	<b>48,296</b>	<b>48,296</b>	<b>33,573</b>	<b>5,693</b>
2028	Single Family	851	21,381,971	22,280,049	43,662,019	492,759	71,740	160,867	53,622	53,622	37,276	6,321
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>851</b>	<b>21,381,971</b>	<b>22,280,049</b>	<b>43,662,019</b>	<b>492,759</b>	<b>71,740</b>	<b>160,867</b>	<b>53,622</b>	<b>53,622</b>	<b>37,276</b>	<b>6,321</b>
2029	Single Family	972	22,023,430	26,200,782	48,224,211	544,247	79,236	177,676	59,225	59,225	41,171	6,982
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>972</b>	<b>22,023,430</b>	<b>26,200,782</b>	<b>48,224,211</b>	<b>544,247</b>	<b>79,236</b>	<b>177,676</b>	<b>59,225</b>	<b>59,225</b>	<b>41,171</b>	<b>6,982</b>

**APPENDIX 5-SCENARIO 3  
WASHOE COUNTY  
ESTIMATED SALES TAX REVENUE**

YEAR	USE TYPE	CUMULATIVE # OF OCCUP. HOUSEHOLDS	CONSTR. MATERIALS PURCHASES	HOUSEHOLD TAXABLE SALES	TOTAL TAXABLE SALES	WASHOE COUNTY					TM FIRE DISTRICT	
						CCRT TAX REVENUE	AB 104 TAX REVENUE	PUBLIC MASS TRANSPORT.	RAILROAD GRADE	INFRASTR- RUCTURE	CCRT TAX REVENUE	AB 104 TAX REVENUE
2030	Single Family	1,092	22,684,133	30,336,706	53,020,839	598,381	87,117	195,349	65,116	65,116	45,266	7,676
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>1,092</b>	<b>22,684,133</b>	<b>30,336,706</b>	<b>53,020,839</b>	<b>598,381</b>	<b>87,117</b>	<b>195,349</b>	<b>65,116</b>	<b>65,116</b>	<b>45,266</b>	<b>7,676</b>
2031	Single Family	1,213	23,364,657	34,697,206	58,061,863	655,273	95,399	213,922	71,307	71,307	49,570	8,406
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>1,213</b>	<b>23,364,657</b>	<b>34,697,206</b>	<b>58,061,863</b>	<b>655,273</b>	<b>95,399</b>	<b>213,922</b>	<b>71,307</b>	<b>71,307</b>	<b>49,570</b>	<b>8,406</b>
2032	Single Family	1,334	24,065,596	39,292,033	63,357,629	715,040	104,101	233,433	77,811	77,811	54,091	9,172
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>1,334</b>	<b>24,065,596</b>	<b>39,292,033</b>	<b>63,357,629</b>	<b>715,040</b>	<b>104,101</b>	<b>233,433</b>	<b>77,811</b>	<b>77,811</b>	<b>54,091</b>	<b>9,172</b>
2033	Single Family	1,454	24,787,564	44,131,321	68,918,885	777,803	113,238	253,923	84,641	84,641	58,839	9,978
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>1,454</b>	<b>24,787,564</b>	<b>44,131,321</b>	<b>68,918,885</b>	<b>777,803</b>	<b>113,238</b>	<b>253,923</b>	<b>84,641</b>	<b>84,641</b>	<b>58,839</b>	<b>9,978</b>
2034	Single Family	1,575	25,531,191	49,225,604	74,756,795	843,688	122,830	275,432	91,811	91,811	63,823	10,823
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>1,575</b>	<b>25,531,191</b>	<b>49,225,604</b>	<b>74,756,795</b>	<b>843,688</b>	<b>122,830</b>	<b>275,432</b>	<b>91,811</b>	<b>91,811</b>	<b>63,823</b>	<b>10,823</b>
2035	Single Family	1,696	24,193,357	54,585,826	78,779,183	889,084	129,439	290,252	96,751	96,751	67,257	11,405
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>1,696</b>	<b>24,193,357</b>	<b>54,585,826</b>	<b>78,779,183</b>	<b>889,084</b>	<b>129,439</b>	<b>290,252</b>	<b>96,751</b>	<b>96,751</b>	<b>67,257</b>	<b>11,405</b>
2036	Single Family	1,806	-	59,903,362	59,903,362	676,055	98,425	220,706	73,569	73,569	51,142	8,672
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>1,806</b>	<b>-</b>	<b>59,903,362</b>	<b>59,903,362</b>	<b>676,055</b>	<b>98,425</b>	<b>220,706</b>	<b>73,569</b>	<b>73,569</b>	<b>51,142</b>	<b>8,672</b>
2037	Single Family	1,806	-	61,700,463	61,700,463	696,337	101,378	227,328	75,776	75,776	52,676	8,933
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>1,806</b>	<b>-</b>	<b>61,700,463</b>	<b>61,700,463</b>	<b>696,337</b>	<b>101,378</b>	<b>227,328</b>	<b>75,776</b>	<b>75,776</b>	<b>52,676</b>	<b>8,933</b>
2038	Single Family	1,806	-	63,551,476	63,551,476	717,227	104,419	234,147	78,049	78,049	54,256	9,200
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>1,806</b>	<b>-</b>	<b>63,551,476</b>	<b>63,551,476</b>	<b>717,227</b>	<b>104,419</b>	<b>234,147</b>	<b>78,049</b>	<b>78,049</b>	<b>54,256</b>	<b>9,200</b>

**APPENDIX 5-SCENARIO 3  
WASHOE COUNTY  
ESTIMATED SALES TAX REVENUE**

YEAR	USE TYPE	CUMULATIVE # OF OCCUP. HOUSEHOLDS	CONSTR. MATERIALS PURCHASES	HOUSEHOLD TAXABLE SALES	TOTAL TAXABLE SALES	WASHOE COUNTY					TM FIRE DISTRICT	
						CCRT TAX REVENUE	AB 104 TAX REVENUE	PUBLIC MASS TRANSPORT.	RAILROAD GRADE	INFRASTRUCTURE	CCRT TAX REVENUE	AB 104 TAX REVENUE
2039	Single Family	1,806	-	65,458,021	65,458,021	738,744	107,552	241,172	80,391	80,391	55,884	9,477
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>1,806</b>	<b>-</b>	<b>65,458,021</b>	<b>65,458,021</b>	<b>738,744</b>	<b>107,552</b>	<b>241,172</b>	<b>80,391</b>	<b>80,391</b>	<b>55,884</b>	<b>9,477</b>
2040	Single Family	1,806	-	67,421,761	67,421,761	760,906	110,778	248,407	82,802	82,802	57,560	9,761
	Retail	-	-	-	-	-	-	-	-	-	-	-
	Open Space	-	-	-	-	-	-	-	-	-	-	-
	<b>Subtotal</b>	<b>1,806</b>	<b>-</b>	<b>67,421,761</b>	<b>67,421,761</b>	<b>760,906</b>	<b>110,778</b>	<b>248,407</b>	<b>82,802</b>	<b>82,802</b>	<b>57,560</b>	<b>9,761</b>
<b>TOTAL</b>			<b>\$ 327,162,332</b>	<b>\$ 681,085,116</b>	<b>\$ 1,008,247,448</b>	<b>\$ 11,378,847</b>	<b>\$ 1,656,618</b>	<b>\$ 3,714,762</b>	<b>\$ 1,238,254</b>	<b>\$ 1,238,254</b>	<b>\$ 860,777</b>	<b>\$ 145,966</b>

**APPENDIX 5, ASSUMPTIONS:**

1. Sales tax rates applicable to Washoe County are as follows:

- 0.500% Basic City County Relief Tax (BCCRT)
- 1.750% Supplemental City County Relief Tax (SCCRT)
- 0.250% Fair Share (AB 104)
- 0.375% Public Mass Transportation
- 0.125% Washoe Railroad Grade
- 0.125% Infrastructure

2. BCCRT and SCCRT (CCRT) sales tax revenue generated in the County is distributed to Washoe County and Truckee Meadows Fire Protection District as follows:

- Washoe County **51.05%**
- TM Fire District **3.86%**

Source: Distribution based on average percentage share of Washoe County C-Tax distribution from FY 2016-17 to partial year FY 18-19. Data from Nevada Department of Taxation, "Consolidated Tax Distribution: Revenue Summary by County."

3. AB104 sales tax revenue generated in the County is distributed to Washoe County and Truckee Meadows Fire Protection District as follows:

- Washoe County **66.89%**
- TM Fire District **5.89%**

Source: Distribution based on average percentage share of Washoe County AB104 distribution from FY 2016-17 to partial year FY 18-19. Data from Nevada Department of Taxation, "Local Government Tax Act Distribution."

4. A State administrative fee of **1.75%** of all sales tax revenue is subtracted for State uses. Source: AB 552.

5. Construction Materials Purchases-See Appendix 1.

6. Number of Occupied Households-See Appendix 2. By definition, each occupied residential unit represents a household.

7. Household Taxable Sales-estimated based on the number of occupied households, estimated household income, and expenditure information. Household incomes and percent of income spent on taxable items are estimated as follows, inflated 3% annually:

	Household Income	% Spent on Taxable Items	
Single Family	\$ <b>80,740</b>	<b>24.8%</b>	Based on an average sales price of \$339,000, 10% down, 4.7% loan rate, and 30-year mortgage.

Source: Estimated home sales price based on median sales price per square foot for new homes sold in 2018 in nearby Woodland Village from Center for Regional Studies, UNR. Household income is estimated using a home affordability calculator created by EEC and Center for Regional Studies, UNR and estimated home sales price. Taxable spending ratio from Consumer Expenditure Survey, 2017, Bureau of Labor Statistics.

**APPENDIX 6-SCENARIO 3  
WASHOE COUNTY  
SHERIFF OPERATIONS COST PROJECTIONS**

<u>YEAR</u>	<u>NEW RESIDENT POPULATION</u>	<u>OFFICERS REQUIRED</u>	<u>SALARY/ BENEFITS</u>	<u>SERVICES/ SUPPLIES</u>	<u>VEHICLE PURCHASE</u>	<u>ANNUALIZED VEH. PURCH.</u>	<u>ADMIN. COSTS</u>	<u>TOTAL COST</u>
2021	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2022	320	0.544	64,749	10,678	-	-	19,844	95,270
2023	622	1.058	130,980	21,600	55,450	53,874	40,142	246,595
2024	925	1.573	202,279	33,358	-	53,874	61,993	351,503
2025	1,228	2.088	278,940	46,000	-	53,874	85,487	464,300
2026	1,531	2.602	361,273	59,577	-	53,874	110,720	585,443
2027	1,834	3.117	449,604	74,144	-	53,874	137,791	715,411
2028	2,136	3.632	544,275	89,756	128,563	53,874	166,805	854,708
2029	2,439	4.146	645,646	106,473	132,420	53,874	197,872	1,003,864
2030	2,742	4.661	754,097	124,357	-	53,874	231,109	1,163,436
2031	3,045	5.176	870,024	143,475	-	53,874	266,638	1,334,010
2032	3,347	5.691	993,847	163,894	-	53,874	304,586	1,516,201
2033	3,650	6.205	1,126,005	185,688	149,040	53,874	345,088	1,710,655
2034	3,953	6.720	1,266,960	208,933	153,511	53,874	388,287	1,918,053
2035	4,256	7.235	1,417,196	233,708	-	53,874	434,330	2,139,108
2036	4,534	7.708	1,568,844	258,716	-	53,874	480,806	2,362,239
2037	4,534	7.708	1,630,029	268,806	-	53,874	499,557	2,452,265
2038	4,534	7.708	1,693,600	279,289	172,778	53,874	519,040	2,545,803
2039	4,534	7.708	1,759,650	290,182	177,961	53,874	539,282	2,642,988
2040	4,534	7.708	1,828,276	301,499	-	53,874	560,314	2,743,963
<b>TOTAL</b>			<b>\$ 17,586,272</b>	<b>\$ 2,900,131</b>	<b>\$ 969,723</b>	<b>\$ 969,723</b>	<b>\$ 5,389,690</b>	<b>\$ 26,845,817</b>

**APPENDIX 6, ASSUMPTIONS:**

Note: See Appendix 2 for population estimates.

1. The analysis uses Western States average of **1.7** uniformed officers per 1,000 of population. Source: Washoe County Sheriff's Office. This includes all uniformed officers for the Department, including patrol, detectives, etc.

2. Uniformed salaries are estimated at **\$ 66,779** inflated **4%** annually.

Source: Washoe County Human Resources website, average of salary range for Deputy Sheriff positions.

3. Benefits are estimated at **62.1%** of salaries.  
Services/Supplies estimated at **16.5%** of salaries and benefits.

Source: Three-year average FY 2016-17 through FY 2018-19 from Washoe County Budget FY 2018-19.

4. Two vehicles are added per three rotation shift at a cost of **\$ 50,000** inflated 3% annually. Life of vehicle is 5 years.

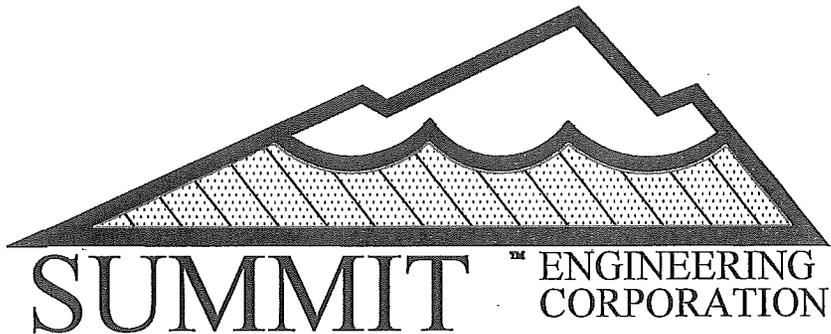
Source: Washoe County Sheriff's Office.

5. Administrative costs for Operations are estimated at **26.3%** of above uniformed costs using the average costs between FY 2016-17 and FY 2018-19. Source: Washoe County Budget FY 2018-19.

PRELIMINARY  
GEOTECHNICAL INVESTIGATION  
SILVER HILLS  
RENO, NEVADA

File No. 28813

March 10, 2009

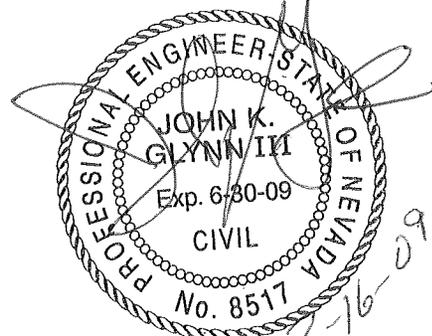


Prepared For:

Mr. Robert Lissner  
Lifestyle Homes TND, LLC  
P.O. Box 7548  
Reno, Nevada 89510

Prepared By:

Summit Engineering Corporation  
5405 Mae Anne Avenue  
Reno, Nevada 89523



Tom Harding  
Staff Geotechnician

Jack K. Glynn III, P.E.  
Geotechnical Manager

March 10, 2009

Job No. 28813

Mr. Robert Lissner  
Lifestyle Homes TND, LLC  
P.O. Box 7548  
Reno, NV 89510

RE: Preliminary  
Geotechnical Investigation  
Silver Hills  
Reno, Nevada

Dear Mr. Lissner:

Attached please find the results of our preliminary geotechnical investigation for the proposed Silver Hills development approximately 3 miles northwest of the intersection of US 395 and Red Rock Road in Reno, Nevada. Summit excavated 15 test pits and 3 fault trenches to characterize the site. Material testing was performed on samples from the site. Results of the analyses and logs of the test pits are included as sheets in this report.

The material found on site classifies predominately as a sandstone bedrock that has been slightly to moderately altered which excavates to a silty sand (SM), clayey sand (SC), silty clayey sand (SC-SM), poorly graded sand with silt (SP-SM), and well graded sand with silt (SW/SM). The majority of the native material uncovered during the geotechnical exploration shall provide foundation support. No groundwater was encountered in any of the 15 test pits.

Design plans and traffic studies were not available during the preparation of this report. Summit Engineering should be afforded the opportunity of reviewing plans, particularly any deep foundations or depressed floor/pit areas to verify the applicability of our recommendations. The following report provides geotechnical recommendations and guidelines for the design and construction of the project. We wish to thank you for the opportunity of providing our services. We are readily available to answer any related questions.

Sincerely,

**SUMMIT ENGINEERING CORPORATION**

Jack K. Glynn III, P.E.  
Geotechnical Department Manager

**TABLE OF CONTENTS**

I. INTRODUCTION.....1

    A. Project Description .....1

    B. Purpose and Scope.....1

    C. Field Exploration and Laboratory Testing.....2

II. DISCUSSION.....2

    A. Site Description .....2

    B. Site Geology .....3

    C. Regional Seismicity .....3

    D. Subsurface Materials and Conditions .....5

III. CONCLUSIONS AND RECOMMENDATIONS .....6

    A. Foundation Considerations.....6

    B. Grading and Filling.....7

    C. Surface and Subsurface Drainage .....9

    D. Slope Stability and Erosion Control.....10

    E. Trenching and Excavation.....10

    F. Asphaltic Concrete Design.....11

    G. Concrete Slabs .....12

    H. Anticipated Construction Problems .....14

LIMITATIONS .....15

REFERENCES .....16

APPENDIX A - GUIDELINE SPECIFICATIONS.....17

APPENDIX B - FLEXIBLE PAVEMENT SECTION .....29

APPENDIX C - PRELIMINARY FAULTLINE EXPLORATION .....30

LIST OF SHEETS

1. Vicinity Map

2. Site Map

3. Geological Map

4-18. Test Pit Logs

19. Key to Logs

20-25. Laboratory Testing Results

**PRELIMINARY  
GEOTECHNICAL INVESTIGATION  
SILVER HILLS  
RENO, NEVADA**

**I. INTRODUCTION**

**A. Project Description**

This report presents the results of our Geotechnical Investigation to evaluate the Silver Hills project with respect to geotechnical and geologic site conditions. Exploration, laboratory testing and engineering analyses were conducted to provide geotechnical recommendations for the design and construction of the project.

Proposed development is to be single-family residential subdivision and will likely be 1 to 2 story wood frame construction. Foundations are anticipated to be either conventional spread footings or slab-on-grade with moderate structural loads. Sheet 1 presents a vicinity map and Sheet 2 presents the project site with test pit locations.

**B. Purpose and Scope**

The purpose of this investigation was to determine subsurface soil conditions and to provide geotechnical design criteria for the Silver Hills project. The scope of this investigation included surface reconnaissance, subsurface exploration, analysis of field and laboratory data, research of pertinent geologic literature and report preparation. This report provides conclusions and recommendations concerning:

- General subsurface conditions and geology
- Site preparation and earthwork
- Engineering properties of the soils that will influence design of future structures, including:
  - Bearing capacities
  - Settlement potential
  - Lateral earth pressures
  - Portland cement concrete
  - Asphalt concrete
  - Seismic design criteria

### **C. Field Exploration and Laboratory Testing**

Summit Engineering Corporation conducted the subsurface investigation by excavating fifteen test pits to a maximum depth of 14 feet. No grading planes were available at the time of the field exploration. Additional exploration (test pits) will be needed prior to completion of the final report. All test pits were excavated with a Cat 420 D Backhoe. Representative samples of the soil were collected from the test pits. Selected samples were tested at Summit's laboratory and two outside laboratories. Sheet 1 shows the vicinity map and Sheet 2 presents a site map with the locations of the test pits. General site geology is shown on sheet 3. Sheets 4 through 18 display the logs of soils encountered in the excavations. Sheet 19 provides a key to the test pit logs as well as a copy of the Unified Soil Classification System used to identify the site soils.

Representative bulk samples were taken from the excavations every three feet of depth or every significant lithologic change. Representative samples were tested as follows: 1) sieve analyses tests (ASTM D422); 2) moisture content tests (ASTM D2216); 3) Atterberg limits tests (ASTM 4318), to confirm field soil classifications; 4) a soluble sulfates test to determine if the native soils are reactive with Portland cement concrete; and 5) an R-value test (ASTM D2844), to determine a flexible pavement structural section. The index test results can be used to estimate engineering properties of the native soil. Results of the laboratory tests are displayed on the test pit logs, and presented independently in Sheets 20 through 25. All laboratory testing was conducted in accordance with the applicable standards.

## **II. DISCUSSION**

### **A. Site Description**

The proposed site will consist of a single-family residential subdivision approximately 3 miles northwest of the intersection of US 395 and Red Rock Road in Reno, Nevada. The site is situated in Section 23, Township 21 North, and Range 18 East, and North ½ of Section 24, Township 21 North, Range 18 East, SW ¼ of Section 24, Township 21 North, and Range 18 East (M.D.B.M). The site is in a rural area surrounded by an undeveloped desert to the east and desert with some older homes on the remaining sides. The property on the west side of Red Rock Road has overhead power lines that run northwest to southeast with a gas line below ground. Also the west property there is cable running underground parallel to the

power lines. There are currently old tires, furniture, and typical trash around the site. The site is has some small hills and drainages running through out the site. Access to the site is from Red Rock Road.

## **B. Site Geology**

The primary geologic reference reviewed was the Reno NW Quad 4Dg Geologic Map (S.A. Soeller and R.L. Nielsen, 1980). The bulletin and its geologic map (Sheet 3) provided information about the general geology and earthquake hazards for the subject property and surrounding area. The site was described as a "Qsw, Ts, Qpg, Mzgd". The authors characterized the site geology as the following:

**Qsw: Sheetwash Alluvium:** "Thin deposits of moderately to poorly sorted medium to fine sand, granular coarse to medium sand, and sandy pebble gravel. Color and texture closely related to local bedrock source areas."

**Ts: Lacustrine and Alluvial Sediments:** "Thick basin-fill deposits of grayish-orange to pale-brown, coarse to medium sand, granular sand, siltstone, silty to pebbly sandstone, and minor sandy pebble conglomerate, very thin-bedded ash and diatomite. Sediments are generally unconsolidated and bedding is usually indistinct. In part includes much younger alluvium near the surface. Probably equivalent in age to the sandstone of Hunter Creek" (Bonham and Bingler, 1973).

**Qpg: Pediment gravel:** "Thin sheets of pale-brown and pale yellowish-brown, sandy granule to cobble gravel, and pebbly very coarse sand. Clasts comprise a wide range of lithologic compositions and locally from a desert pavement."

**Mzgd: Granodiorite:** "Medium- to coarse-grained, massive, plutonic, dark-gray biotite and hornblende granodiorite. Includes aplite and pegmatite dikes. Resistant to erosion and forms abundant knobby outcrops."

According to the map (#32031C2825G) available by F.E.M.A. (Federal Emergency Management Agency) the site is within Zone X. According to F.E.M.A., Zone X is "areas determined to be outside the 0.2% annual chance floodplain".

## **C. Regional Seismicity**

The property, according to U.S. Geological Survey, may be subject to strong seismic acceleration, 0.504g

ground acceleration, and therefore has a strong probability for experiencing a major seismic event. The effect of seismic shaking, therefore, is an important consideration. The site has native soil profiles of D, “stiff soil.” The following table summarizes seismic design parameters for the 2006 International Building Code criteria for structural design of the project:

**IBC SEISMIC DESIGN**

Site Class	D
Soil Profile Type	Stiff Soil
Seismic Source Type	B
Soil Shear Wave Velocity ( $\bar{v}_s$ )	600-1200
Standard penetration resistance (N)	15-50
Soil undrained shear strength ( $s_u$ )	1000-2000
Site Coefficient ( $F_a$ ) w/ short accel. ( $s_s$ )	1.005
Site Coefficient ( $F_v$ ) w/ 1-sec. accel. ( $s_1$ )	1.534
Max. ground motion, 0.2-sec SA ( $S_s$ ), g	1.237
Max. ground motion, 1.0-sec SA ( $S_1$ ), g	0.466
Design acceleration, $S_{DS}$ , g	0.829
Design acceleration, $S_{D1}$ , g	0.477

**Design of improvements shall be based on Site Class D as per IBC 2006 standards.** The Peak Ground Acceleration (PGA) of the site with a Probability of Exceedance of 5% and Exposure Time of 50 was calculated to be a  $K_H = 0.3708g$ .

Earthquake activity is difficult to predict and it is not known which documented fault system may produce an earthquake event and associated surface rupture. Current research by the Nevada Bureau of Mines and Geology and the University of Nevada, Reno indicates that a local earthquake event of Magnitude 7.0 would be likely. The nearest active faults known to be capable of producing such an event are located approximately 17 miles northeast, 20 miles southeast and 25 miles east of the site (dePolo and Ramelli, 2004; dePolo, 1996; and dePolo and dePolo, 1999, respectively).

At the present time, there are not any local codes that provide guidelines for the evaluation of seismic risk or surface rupture hazard associated with Quaternary (Holocene and Pleistocene) faults. The State of Nevada requires the use of seismic provisions set by the IBC, as well as adoptions of appropriate local standards (NRS 278.580.5). For the purposes of assessing seismic hazard and potential fault rupture hazard, standard engineering practice is to pursue the most diligent investigation of those faults deemed to be most likely to

be active. Most geological consultants in Nevada follow the conventions established by the Nevada Earthquake Safety Council, whose guidelines are based on the Alquist-Priolo Act of 1972 in California. Per these guidelines, faults with evidence of movement in Holocene time (past 10,000 years) are considered "Holocene active". Those faults with evidence of displacement during Late Pleistocene time (10,000 to 130,000 years ago) would be considered "Late Quaternary active". Faults with evidence of last displacement having occurred during middle and early Quaternary time (130,000 years to 1,600,000 years ago) are considered "Quaternary Active Faults". Faults with last displacement older than 1,600,000 years are deemed "inactive". Active faults are afforded a greater degree of study and analysis than those regarded as inactive.

Normally, any fault suspected of being active, as demonstrated by presence of scarps, offset of the argillic (topsoil) horizon, and other criteria, poses a greater risk to development and requires a minimum setback of 50 feet for occupied structures. **Three mapped faults cross the site (Sheet 3). Two of these faults were encountered during this investigation and interpreted to be active (Appendix C).** The seismic hazard at the Silver Hills site is probably no greater than other comparable locations in the area that are located at comparable distances to similar faults. Occupied structures have been built over and adjacent to inactive faults in the area for decades, without significant harm to residents from temblors affecting the area. Building codes have evolved in recent years to provide adequate structural protection to residents for the level of tremors experienced to date. **Summit Engineering does not recommend siting occupied structures over any faults.**

Groundwater was not encountered in any of the test pit excavations. Liquefaction, a hazard in seismic zones where water-saturated granular cohesionless soils lose their bearing during seismic shaking, is not anticipated to be a problem on the project site because of cohesive soils and groundwater depth.

#### **D. Subsurface Materials and Conditions**

Fifteen test pits were excavated on this site to a maximum depth of 14 feet. The native materials encountered included sandstone bedrock that has been slightly to moderately altered which excavates to a silty sand (SM), clayey sand (SC), silty clayey sand (SC-SM), poorly graded sand with silt (SP-SM), and well graded sand with silt (SW/SM).

Groundwater was not encountered in any of the test pits and is not likely to affect development of the site.

### III. CONCLUSIONS AND RECOMMENDATIONS

From a geotechnical engineering standpoint, it is our opinion that the Silver Hills site is suitable for the construction of the proposed subdivision provided that the recommendations contained in this report are incorporated into design and construction. The following sections present our conclusions and recommendations concerning the proposed project.

#### A. Foundation Considerations

All expansive materials shall not provide direct foundation support. The primary geotechnical recommendation is to remove this material entirely from all structural areas and replace it with structural fill to footing grade and pavement and concrete slab subgrade. A less preferable, but less costly, alternative with more risk is to minimize the potential for post-construction differential foundation and subgrade movement by providing a minimum of 3 feet of structural fill beneath footings, and 2 feet of structural fill beneath all pavement and concrete slab subgrades.

The near-surface native materials uncovered during the course of the investigation may not provide direct foundation support. If any other materials are encountered in the course of construction, they may provide direct foundation support provided they meet parameters for structural fill as provided in this report. Analysis obtained from field and laboratory testing indicates the imported material (silty sand with gravel) can typically support up to 2,000 pounds per square foot for dead plus long term live loads (per IBC 2006 Table 1804.2) on spread type footings with less than 1 inch of total settlement and less than 1/2 inch of differential settlement across the length of the structures.

The design coefficient of friction for the majority of the native material on site is 0.25. The passive soil pressure was calculated as 407 pounds per cubic foot (407 psf per foot of depth). The active soil pressure was similarly calculated as 35 pounds per cubic foot (35 psf per foot of depth). The at-rest soil pressure, when walls are braced on the top and the bottom, was calculated as 55 pounds per cubic foot (55 psf per foot of depth). These design values assume the non-expansive granular soils that meet the outlined parameters are providing vertical and lateral support. All exterior footings shall be embedded a minimum 24 inches below adjacent finished grade for frost protection, and a minimum of four feet above groundwater.

## **B. Grading and Filling**

All expansive materials that are encountered within 3 feet of the bottom of footings, shall be removed prior to placing any fill. These materials are unsuitable for use as fill in structural areas due to their potentially detrimental properties. Therefore, these materials shall only be placed as the final lift of fill in landscaped areas. **If any uncontrolled fill is encountered, it will require complete removal, or if the material is suitable for fill according to the Geotechnical Engineer, removed and properly recompacted.**

All areas that are to receive fill or structural loading shall be scarified to a depth of at least 12 inches, moisture conditioned to within 2 percent of optimum, and recompacted to at least 90 percent relative compaction (ASTM D 1557). If the native subgrade is too coarse to density test, then moisture conditioning and compaction shall be completed to the satisfaction of the Geotechnical Engineer. A proof-rolling program of a minimum 5 complete passes with a minimum 10-ton roller or a Cat 825 self propelled sheepfoot may be acceptable. For footing trenches, three complete passes with hand compactors may be adequate.

All fill, except rock fill, shall be placed in 12-inch maximum lifts, moisture conditioned to within 2 percent of optimum, and compacted to at least 90 percent (ASTM D1557). If any of the on-site materials are too coarse for density testing (>30% retained on the 3/4" sieve), these materials must be treated as rock fill. Whenever structural foundations will be placed partially in cut and partially in structural fill, over-excavation and replacement of material on the cut side may be necessary in order to reduce the potential for differential settlement. Any differential fills shall be reduced to a maximum of 8 feet within the building envelope.

The maximum particle size shall be 12 inches up to 5 feet below finished grade and 6 inches from 5 feet below finished grade to finished grade. This material shall be placed in 12-inch lifts (maximum), moisture conditioned, and compacted to the satisfaction of the Geotechnical Engineer. Care should be taken to insure that voids between cobbles and boulders are filled with finer materials. Five complete passes of a minimum 10-ton roller or Cat 825 sheepsfoot compactor may achieve adequate compaction. Acceptance of density requirements for this type of rock fill shall be by observation of lift thickness, moisture conditioning, and applied compactive effort. The maximum allowable particle size shall be decreased if the Geotechnical Engineer is not satisfied with the achieved compaction and/or "nesting" of particles is observed.

Native materials are suitable to be utilized as structural cap material. Structural cap materials are materials within 3 feet below bottom of footing and within 2 feet below pavement and concrete subgrade. Any native

materials encountered that do not meet the requirements of structural fill will not be permitted within 3 feet of footings or 2 feet of roadway improvements without approval of the Geotechnical Engineer.

Any expansive soils, if encountered during the course of excavation, may not be utilized for direct support of improvements (including streets), nor may they be reused as structural fill. The primary geotechnical recommendation is to remove this material entirely from all structural areas and replace it with structural fill to footing grade and pavement and concrete slab subgrade. A less preferable, but less costly alternative with more risk is to minimize the potential for post-construction differential foundation and subgrade movement by providing a minimum of 3 feet of structural fill beneath footings, and 2 feet of structural fill beneath all pavement and concrete slab subgrades. This may be accomplished entirely by fill or by over-excavation and replacement with structural fill, or any combination thereof. Soils at the bottom of the over excavation shall be scarified to a minimum depth of 6 inches; moisture conditioned to at least optimum moisture, and recompacted to 90 percent (ASTM D1557). If the Owner/Developer elects to implement this alternate method and not remove all clays from structural areas, he will assume the risk of potential post-construction differential foundation movement, and will hold harmless the Geotechnical Engineer for this decision.

Expansive soil shall be defined as any soil or bedrock with more than 30 percent (by weight) passing the No. 200 sieve and/or a plasticity index of 16 or greater and/or an expansion index of at least 21. Expansive soils may only be placed as fill in non-structural areas, or as structural fill to within 3 feet of footing grade or 2 feet of pavement subgrade. Expansive soils utilized as fill shall be moisture conditioned to at least optimum and compacted to a minimum of 90 percent. All direct structural support shall be provided by non-expansive material. Any imported structural fill for this project should meet or exceed the following guideline specifications:

<u>Sieve Sizes</u>	<u>Percentage Passing (by weight)</u>
4 Inch	100
3/4 Inch	70-100
No. 40	15-50
No. 200	10-30

Additional Requirements are as follows:

Water Soluble Sulfate (SO <sub>4</sub> )(max)	0.1%
Total Available Water Soluble Sodium Sulfate (Na <sub>2</sub> SO <sub>4</sub> )(max)	0.2%
Solubility (max)(AWWA 2540C)	0.5%
Liquid Limit (max.)	38
Plasticity Index (max.)	15
Expansion Index (max.)	20

This specification is meant as a guideline to pre-approve imported structural fill. Other materials not meeting this specification may be suitable, but will require approval from the Geotechnical Engineer.

Mining of structural fill material on-site is not permissible unless taken from non-structural areas, or from re-using suitable material as structural fill taken from areas of designated cut.

### **C. Surface and Subsurface Drainage**

Surface drainage shall be diverted away from all buildings and not be permitted to pond or pool adjacent to foundations. If crawlspaces are utilized it is recommended that all crawlspaces be lined with Visqueen sheeting, and that positive crawlspace drainage be provided to a collection point. A small diameter pipe (2 to 4-inch) may be placed beneath and perpendicular to the footing, sloped to drain to daylight, or the drain rock bedding of the storm water catchment basin lateral to the street may be utilized to drain the crawlspace.

Slab-on-grade foundation systems may require subsurface drainage dependent on conditions encountered during grading. The Geotechnical Engineer shall determine whether subsurface drainage is required at that time.

Grading plans should be designed to minimize the potential for infiltrated precipitation or landscaping irrigation to migrate laterally and downslope along the cut/fill interface and surfacing in downslope lots. Roof gutters and downspouts are recommended to discharge water well away from foundation areas. Steps should also be taken to minimize the moisture seepage at the joint between the stem wall and the footing.

**D. Slope Stability and Erosion Control**

The results of our exploration and testing indicate that 2:1 (H:V) slopes will be stable for on-site materials in cut and fill. All cut and fill slopes should incorporate brow ditches to divert surface drainage away from the slope face. Any major cut or fill slopes shall include mid-height benches in accordance with International Building Code standards.

The potential for dust generation, both during and after construction, is high at this project. Dust control will be mandatory on this project in order to comply with air quality standards. The contractor shall submit a dust control plan and obtain the required permits from Washoe County and the City of Reno prior to commencing site grading.

Stabilization of all slopes and areas disturbed by construction will be required to prevent erosion and to control dust. Stabilization may consist of riprap, revegetation and landscaping, or dust palliative. Slopes steeper than 3:1 (H:V) will require stabilization.

Where the fill extends onto native slopes with gradients greater than 5:1, the fill shall be keyed into the native soils. The keys will have a minimum width of equipment width or 10 feet, whichever is lesser, and constructed with a minimum 5 percent slope into the hillside.

**E. Trenching and Excavation**

All trenching and excavation shall be conducted in accordance with all local, state, and federal (OSHA) standards. In general, the soil, encountered during exploration meets the criteria for OSHA Type A and B soils. Any oversized material loosened during excavation will require scaling prior to permitting workmen to enter the trench.

Any area in question should be examined by the Geotechnical Engineer. The following table is reproduced from Occupational Safety and Health, Subpart P, 1926.652, Appendix B:

**TABLE B-1**

**MAXIMUM ALLOWABLE SLOPES**

SOIL OR ROCK TYPE	MAXIMUM ALLOWABLE SLOPES (H:V) <sup>[1]</sup> FOR EXCAVATIONS LESS THAN 20 FEET DEEP <sup>[3]</sup>
STABLE ROCK	VERTICAL (90°)
TYPE A <sup>[2]</sup>	3/4:1 (53°)
TYPE B	1:1 (45°)
TYPE C	1 1/2:1 (34°)

**NOTES**

1. Numbers shown in parentheses next to maximum allowable slopes are angles expressed in degrees from the horizontal. Angles have been rounded off.
2. A short-term maximum allowable slope of 1/2 H:1V (63°) is allowed in excavations in Type A soil that are 12 feet (3.67 m) or less in depth. Short-term maximum allowable slopes for excavations greater than 12 feet (3.67 m) in depth shall be 3/4 H:1V (53°).
3. Sloping or benching for excavations greater than 20 feet deep shall be designed by a registered professional engineer.

Bedding and initial backfill over the pipe will require import to meet the specifications of the utility having jurisdiction. On-site soils may be used for trench backfill, provided particles over 4 inches in diameter are removed. Imported structural cap material or native material meeting the requirements for structural fill will be required within 3 feet below bottom of footing and 2 feet below bottom of pavement subgrade. All trench backfill shall be placed in 8 inch (max.) finished lifts, moisture conditioned to within 2 percent of optimum, and densified to at least 90 percent relative compaction (ASTM D1557). If metal pipes are to be utilized, corrosion protective measures shall be taken.

**F. Asphaltic Concrete Design**

Truck traffic counts and the type of trucks were not available during the preparation of this report so assumptions were made for the pavement design. A sample from TP-5 was analyzed to determine a representative R-value for the existing materials found on site. The R-value for this sample is 33. This material can provide adequate support for the intended improvements (Appendix B), provided the recommendations in this report are incorporated into design and construction. A Type 2 (3/4 inch size) or Type 3 (1/2 inch size) may be used for the bottom layer, but a Type 3 (1/2 inch size) mix is recommended for the access ways and parking areas for a smoother, more flush finished surface, which is less susceptible

to moisture penetration. A 50 Blow, Marshall mix design with 3-5 percent air voids is recommended for this project. The use of PG64-28NV is also recommended in order to increase the resistance to thermal cracking and help reduce pavement maintenance over the life of the pavement. A mix design shall be submitted to the Geotechnical Engineer for approval one week prior to paving.

Subgrade material shall be scarified to a minimum depth of 12 inches below finished asphalt grade, moisture conditioned to within 2 percent of optimum, and compacted to at least 90 percent. Next, 8 inches of aggregate base materials (Type 2, Class B) shall be placed on top of the subgrade. The aggregate base materials shall be approved by the Geotechnical Engineer prior to incorporation into the pavement structure. Aggregate base shall be moisture conditioned to within 2 percent of optimum and compacted to at least 95 percent compaction (ASTM D 1557). Finally, 4 inches of asphaltic concrete shall be placed on top of the base in two approximately equal lifts.

#### **G. Concrete Slabs**

All dedicated concrete walkways and driveways should be directly underlain by aggregate base per accepted standards. Decomposed granite, the same unit thickness as aggregate base, can be used in lieu of aggregate base under private walks and driveways. The concrete mix design for exterior concrete shall have a minimum of 6 sacks of Portland cement, with a maximum water to cement ratio of 0.45, and air content between 4.5 and 7.5 percent. This recommendation is to provide resistance to freeze-thaw cycles that occur in the Reno area. Additional requirements for exterior concrete are as follows:

Minimum compression strength = 4,000 psi,

Maximum slump = 4"

Interior slab-on-grade and foundation concrete shall follow criteria established by the project structural engineer. One sample was tested for soluble sulfates. Soluble sulfates have a detrimental effect on Portland cement concrete. The results (Sheet 25) indicate that there are 0.01 percent soluble sulfates in the native soils. Therefore, the sulfate exposure is ranked "negligible". This is according to Table 4.3.1 of the ACI Building Code Requirements (as per IBC, 2006), as follows:

TABLE 4.3.1

REQUIREMENTS FOR CONCRETE EXPOSED TO SULFATE-CONTAINING SOLUTIONS

SULFATE EXPOSURE	WATER SOLUBLE SULFATE (SO <sub>4</sub> ) IN SOIL, PERCENT BY WEIGHT	SULFATE (SO <sub>4</sub> ) IN WATER (ppm)	CEMENT TYPE	MAXIMUM WATER-CEMENTITIOUS MATERIAL RATIO, BY WEIGHT, NORMAL WEIGHT AGGREGATE CONCRETE *	MINIMUM $f'_c$ NORMAL-WEIGHT AND LIGHTWEIGHT AGGREGATE CONCRETE (psi) *
Negligible	$0.00 \leq SO_4 < 0.10$	$0 \leq SO_4 < 150$	-	-	-
Moderate <sup>†</sup>	$0.10 \leq SO_4 < 0.20$	$150 \leq SO_4 < 1500$	II, IP(MS), IS(MS), P(MS), I(PM)(MS), I(SM)(MS)	0.50	4,000
Severe	$0.20 \leq SO_4 < 2.00$	$1500 \leq SO_4 < 10,000$	V	0.45	4,500
Very severe	$SO_4 > 2.00$	$SO_4 > 10,000$	V plus pozzolan <sup>‡</sup>	0.45	4,500

\* When both Table 4.3.1 and Table 4.2.2 are considered, the lowest applicable maximum water-cementitious material ratio and highest applicable minimum  $f'_c$  shall be used.

<sup>†</sup> Seawater.

<sup>‡</sup> Pozzolan that has been determined by test or service record to improve sulfate resistance when used in concrete containing Type V cement.

Structural concrete mix designs for interior and private improvements only should meet one of the additional following criteria:

TYPE OF CEMENT	MINIMUM SACKS OF CEMENT PER CUBIC YARD (prior to replacement with fly ash)	MAXIMUM WATER TO CEMENTITIOUS MATERIALS RATIO
Type II	6	0.5
Type II and fly ash	5.5	0.53
Type IP	5.5	0.53
Type V	5.5	0.53
Type V and fly ash	5.5	0.53

Concrete mix designs shall be determined per Chapter 7 of "Design and Control of Concrete Mixtures" by the Portland Cement Association and as further modified by IBC 2006 standards, and submitted to the Geotechnical Engineer for approval at least one week prior to pouring the concrete.

The greater Elko area is in a climatic zone of low humidity and concrete is susceptible to shrinkage cracking and curling during curing. All concrete work shall follow the procedures of the American Concrete Institute.

## **H. Anticipated Construction Problems**

The site has a high potential for dust generation, and will require constant dust suppression measures during construction. The disposal of construction waste may also cause problems due to the lack of nearby washouts. Furthermore, proximity of the site to existing residences may limit the hours during which certain work can be done.

## LIMITATIONS

This report is prepared solely for the use of Summit Engineering's client. Any entity wishing to utilize this report must obtain permission from them prior to doing so. Our services consist of professional opinions and recommendations made in accordance with generally accepted soil and foundation engineering principles and practices. The analyses and recommendations contained in this report are based on our site reconnaissance, the information derived from our field exploration and laboratory testing, our understanding of the proposed development, and the assumption that the soil conditions in the proposed building and grading areas do not deviate from the anticipated conditions.

Unanticipated variations in soil conditions could exist in unexplored areas on the site. If any soil or groundwater conditions are encountered at the site that are different from those discussed in this report, our firm should be immediately notified so that our recommendations can be modified to accommodate the situation. In addition, if the scope of the proposed construction, including proposed loads or structural location, changes from that described in this report, our firm should be notified.

Recommendations made in this report are based on the assumption that an adequate number of tests and inspections will be made during construction to verify compliance with these recommendations. Such tests and inspections should include, but not necessarily be limited to, the following:

- . Review of site construction plans for conformance with soils investigation.
- . Observation and testing during site preparation, grading, excavation and placement of fill.
- . Observation and testing of materials and placement of asphalt concrete and site concrete.
- . Foundation observation and review.
- . Consultation as may be required during construction.

The findings in this report are valid as of the present date; however, changes in the conditions of the property can occur with the passage of time, whether they are due to natural processes or to the works of man on this or adjacent lands. In addition, changes in applicable or appropriate standards occur, whether they result from legislation or from the broadening of knowledge. Accordingly, the findings in this report might be invalidated, wholly or partially, by changes outside of our control.

## REFERENCES

- DePolo, Craig M., and Ramelli, Alan R., 2004, Paleoseismic studies along the Warm Springs Fault system: National Earthquake Hazards Reduction Program Final Technical Report Grant No. 01HQGR0119, Nevada Bureau of Mines and Geology, Reno, Nevada, 42 p.
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- Naval Facilities Engineering Command, 1986, Soil Mechanics – Design Manual 7.01.
- Naval Facilities Engineering Command, 1986, Foundations and Earth Structures – Design Manual 7.02.
- Occupational Safety and Health Administration Guidelines, Subpart P, 1926.652, Appendix B.

## **APPENDIX A**

**APPENDIX A**  
**SPECIFICATIONS FOR**  
**SITE PREPARATION, EXCAVATION, COMPACTION**  
**STRUCTURAL FILL, AND SUBGRADE PREPARATION**

**1.0 GENERAL**

- 1.1** Standard Specifications - Where referred to in these specifications, "Standard Specifications" shall mean the Standard Specifications for Public Works Construction sponsored and distributed by the Regional Transportation Commission of Washoe County, *et al.* (2007 edition).
- 1.2** Scope - All work shall be done in accordance with the Standard Specifications except as may be modified by the specifications outlined below. The work done under these specifications shall include clearing, stripping, removal of unsuitable material, excavation and preparation of natural soil, placement and compaction of on-site and/or imported fill material, or as specifically referred to in the plans or specifications.
- 1.3** Geotechnical Engineer - When used herein, Geotechnical Engineer shall mean the engineer or a representative under the engineer's supervision. The work covered by these specifications shall be inspected by a Geotechnical Engineer, who shall be retained by the Owner. The Geotechnical Engineer will be present during the site preparation and grading to inspect the work and to perform the tests necessary to evaluate material quality and compaction. The Geotechnical Engineer shall submit a report to the Owner, including a tabulation of all tests performed.
- 1.4** Soils Report - A "Geotechnical Investigation" report, prepared by Summit Engineering Corporation, is available for review and may be used as a reference to the surface and subsurface soil and groundwater conditions on these projects. The Contractor shall make his own interpretation with regards to the methods and equipment necessary to perform the excavations.

- 1.5 Percent Relative Compaction - Where referred to herein, percent relative compaction shall mean the in-place dry unit weight of soil expressed as a percentage of the maximum dry unit weight of the same material, as determined by ASTM D-1557, laboratory compaction test procedure. Optimum moisture content is the moisture content corresponding to the maximum dry density determined by ASTM D-1557.

## 2.0 SITE PREPARATION AND EARTHWORK

- 2.1 All earthwork and site preparation should be performed in accordance with the requirements of this report and attached specifications, and the Standard Specifications.
- 2.2 Clearing - Areas to be graded shall be cleared of brush and debris. These materials shall be removed from the site and discarded by an acceptable means approved by the owner.
- 2.3 Stripping - Surface soils containing roots and organic matter shall be stripped from areas to be graded and stockpiled or discarded as specified by the plans and specifications or at the discretion of the owner. Strippings may be used as the final lift of fill for areas to be planted.
- 2.4 Dust Control - The contractor shall prevent and maintain control of all dust generated during construction in compliance with all federal, state, and county regulations. The project specifications should include an indemnification by the contractor of the engineer and owner for all dust generated during the entire construction period.
- 2.5 Materials - All material not suitable for use as structural fill, shall be removed from the sites by the Contractor, or placed in non-structural fill areas. The Geotechnical Engineer shall determine the suitability of material for reuse as structural fill.
- 2.6 Ground Surface - The ground surface exposed by stripping and/or excavation shall be scarified to a minimum depth of 12 inches, moisture conditioned, by aerating or adding water, to within 2 percent of optimum moisture content and compacted to 90 percent relative compaction, unless otherwise specified. Compaction of the ground surface shall be approved by the Geotechnical Engineer prior to placement of fill, structural fill, aggregate base, and/or Portland cement concrete.

2.7 Backfill of test pits and trenches – Our exploration pits and trenches were backfilled without mechanical compaction. In structural areas, backfill in the pits should be removed and replaced in lifts with compactive effort.

**3.0 FILL MATERIAL**

3.1 Fill material shall be free of perishable, organic material. Rock used in the fill shall be placed in such a manner that no voids are present, either between or around the rock, after compacting the layer.

3.2 Structural Fill Material - Material shall consist of suitable non-expansive soils having a plasticity index less than 16, and a minimum R-value of 30. The gradation requirements shall be as follows:

<u>Sieve Sizes</u>	<u>Percentage Passing (by weight)</u>
4"	100
3/4"	70 - 100
#40	15 - 50
#200	10 - 30

Materials not meeting the above requirements may be suitable for use as structural cap material at the discretion of the Geotechnical Engineer. Samples of imported fill proposed for use as structural cap material shall be submitted to the Geotechnical Engineer and approved before it is delivered to a site.

3.3 Rock Fill - Fill material containing over 30 percent (by weight) of rock larger than 3/4 inches in greatest dimension is defined as rock fill. Rock Fill located five or more feet below finished grade may be constructed in loose lifts up to the maximum size of the rock in the material but not exceeding diameters of 18 inches. The voids around the rock in each rock fill lift shall be filled with granular material and fines and compacted to the satisfaction of the Geotechnical Engineer. Rocks larger than 18 inches in diameter shall be placed in non-structural areas or in deep fills at the discretion of the geotechnical engineer. Care should be taken to fill all voids with finer grained materials. No nesting of larger rocks shall be allowed. Rock fill shall not be used for slab-on-grade construction without

the approval of the Geotechnical Engineer. The maximum allowable particle size shall be decreased by the Geotechnical Engineer if the achieved compaction is not satisfactory to the Geotechnical Engineer or “nesting” is observed by the Geotechnical Engineer.

#### **4.0 EARTHWORK AND FILL PLACEMENT**

- 4.1** Placement - Fill material shall be placed in layers that shall not exceed 12 inches of compacted thickness, unless otherwise approved by the Geotechnical Engineer. Each layer shall be evenly spread and moisture conditioned to within 2 percent of optimum moisture content. Unless otherwise specified, each layer of earth fill shall be compacted to 90 percent relative compaction. Compaction shall be approved by the Geotechnical Engineer. Rock fill shall be placed in accordance with the appropriate sections of the Standard Specifications. Rock fill placement and compaction shall be approved by the Geotechnical Engineer. Full time inspection of fill placement is required in structural areas and areas designated as dedicated improvement for the Washoe County, unless otherwise approved by the Engineer.
- 4.2** Keyways - Where the fill extends onto native slopes with gradients greater than 5:1, the fill shall be keyed into the native soils. The keys will have a minimum width of equipment width or 10 feet, whichever is lesser, and constructed with a minimum 5 percent slope into the hillside.
- 4.3** Compaction Equipment - The Contractor shall provide and use equipment of a type and weight suitable for the conditions encountered in the field. The equipment shall be capable of obtaining the required degree of compaction in all areas including those that are inaccessible to ordinary rolling equipment.
- 4.4** Reworking - When, in the judgment of the Geotechnical Engineer, sufficient compaction effort has not been used, or where the field density tests indicate that the required compaction or moisture content has not been obtained, subgrade and/or fill materials shall be reworked and compacted as needed to obtain the required density and moisture content. This reworking shall be accomplished prior to the placement of fill, structural fill, aggregate base, and/or Portland cement concrete.

- 4.5 Unstable Areas - If pumping or other indications of instability are noted, fill and/or subgrade materials shall be evaluated by the Geotechnical Engineer, scarified, left to dry, and recompacted or removed and replaced as needed to obtain the required density and moisture content. This work shall be accomplished prior to the placement of fill, structural fill, aggregate base, and/or Portland cement concrete.
- 4.6 Frozen Materials – Fill shall not be placed on frozen materials, nor shall frozen material be utilized as fill.

## 5.0 EXCAVATION AND SLOPE REQUIREMENTS

- 5.1 Finished cut slopes shall not exceed 2 horizontal to 1 vertical and fill slopes should not exceed ratios of 2 horizontal to 1 vertical. Slopes steeper than three horizontal to one vertical or more than ten feet in height should be protected from erosion using riprap, vegetation, or a similar designated and acceptable means meeting the applicable standards.
- 5.2 Temporary, unsupported construction slopes less than ten feet in height may stand at a slope as steep as 1½:1 (H:V) provided that the length of the unsupported slope does not exceed twenty feet. These temporary slopes should not remain unsupported for extended periods of time.

## 6.0 FOUNDATIONS AND FOOTING DESIGN

- 6.1 Spread type continuous and column footings should be designed to impose a maximum net dead plus long-term live load of 2,000 pounds per square foot (per IBC 2006 Table 1804.2). Net bearing pressures of up to one-third in excess of the given bearing value are permitted for transient live loads from wind and earthquake.
- 6.2 Exterior footings should be embedded a minimum of 30 inches below the lowest adjacent final compacted subgrade to provide adequate frost protection and confinement. Isolated interior footings should be imbedded per IBC requirements. The recommendations of this report are applicable to all footings.

- 6.3 Passive soil resistance to lateral footing pressures may be calculated as 407 pounds per square foot per foot of depth and a base coefficient of friction of 0.25 for footings. Active soil pressure may be calculated as 35 pounds per square foot per foot of depth. At-rest soil pressure may be calculated as 55 pounds per square foot per foot of depth.
- 6.4 Backfill of footing excavations or formed footings should be moisture conditioned to within 2 percent of optimum moisture content and compacted to a minimum of 90 percent relative compaction.
- 6.5 All footing excavations should be clear of loose material prior to placement of concrete. The bottom of the footing excavation should be scarified to a depth of 12 inches, moisture conditioned to within 2 percent of optimum moisture content, and compacted to a minimum of 90 percent relative compaction.

## 7.0 UTILITY TRENCH BACKFILL

- 7.1 Bedding Material - Bedding material shall meet one of the following gradation requirements listed below and shall be nonplastic:

Bedding will require import to meet one of the following specifications:

	CLASS A BACKFILL	CLASS B BACKFILL	CLASS C BACKFILL
SIEVE SIZE	% PASSING	%PASSING	% PASSING
1"	-	-	100
¾"	-	-	90-100
½"	-	100	-
3/8"	100	-	10-55
#4	90-100	0-15	0-10
#50	10-40	-	-
#100	3-20	-	-
#200	0-15	0-3	-

Bedding as defined in this report shall be within 6 inches of the bottom of the pipe, within 12 inches of the sides of the pipe, and within 12 inches, or to a depth required from the top of the pipe to the top of the groundwater table, whichever is greater, over the pipe. Where groundwater is encountered, filter fabric or filter material shall encapsulate the bedding, if Class B or Class C backfill is utilized. The filter fabric shall be a 10 oz./sq. yd. nonwoven geotextile.

Individual utility companies may have additional specifications, which should also be followed.

7.2 Placement and Compaction - Bedding material shall first be placed so that the pipe is supported for the full length of the barrel with full bearing on the bottom segment of the pipe equal to a minimum of 0.4 times the outside diameter of the barrel. Bedding shall also extend to one foot above the top of the pipe. Pipe bedding within 6 inches of the pipe shall be placed in thin layers not exceeding 8 inches in loose thickness, conditioned to the proper moisture content for compaction. Class A backfill shall be compacted to at least 90 percent relative compaction. Class B and/or C backfill shall be compacted to the satisfaction of the Geotechnical Engineer. All other trench backfill shall be placed in thin layers not exceeding 8 inches in loose thickness, conditioned to within 2 percent of optimum moisture content, and compacted as required for adjacent fill, or if not specified, to at least 90 percent compaction in areas under structures, utilities, roadways, parking areas, and concrete flatwork.

7.3 Drain Rock - Any necessary subsurface drainage systems shall use drain rock conforming to the following Class C gradation:

<u>Sieve Sizes</u>	<u>Percentage Passing (by weight)</u>
1"	100
3/4"	90-100
3/8"	10-55
#4	0-10

## 8.0 CONCRETE SLAB-ON-GRADE AND FLATWORK CONSTRUCTION

- 8.1 Slab-on-grade - When used in this report, slab-on-grade shall refer to all interior concrete floors.
- 8.2 Concrete flatwork - A general term, flatwork refers to all exterior concrete site work including sidewalks, driveways, curb and gutters, and patios.
- 8.3 Subgrade - The upper twelve inches of subgrade beneath the aggregate base under concrete flatwork and slabs-on-grade shall be scarified, moisture conditioned to within 2 percent of optimum moisture content, and compacted to 90 percent relative compaction. Compaction shall be approved by the Geotechnical Engineer.
- 8.4 Concrete Mix Design - The contractor shall submit a concrete mix design to the Geotechnical Engineer for review and approval at least 1 week prior to placement of any concrete. The exterior concrete mix design shall utilize a minimum of 6 sacks of Portland Cement Concrete and a maximum water cement ratio of 0.45. Exterior concrete shall also meet the following specifications:

Minimum 28 day compressive strength = 4000 psi.

Air content = 4.5 – 7.5%

Maximum slump = 4 inches

Interior concrete mix designs shall comply with the structural plans and the tables included in Section G of this report.

Admixtures - All admixtures incorporated in the mix design shall be approved by the Geotechnical Engineer.

Finishing - All finishing shall be done in the absence of bleed water. No water shall be added to placed concrete during finishing.

- 8.5 Overexcavation - If encountered, expansive soils within two feet of flatwork or three feet of slab-on-grade shall be overexcavated. Overexcavations should extend at least two feet laterally beyond the edge of the flatwork/slab-on-grade section.

- 8.6** Base - Base material shall be compacted to 95 percent relative compaction. Compaction shall be approved by the Geotechnical Engineer. Type II Class B aggregate base meeting the following requirements shall be used:

Gradation Requirements

<u>Sieve Size</u>	<u>Percentage Passing (by weight)</u>
1"	100
3/4"	90-100
#4	35-65
#16	15-40
#200	2-10

Plasticity Index should meet the following requirements:

<u>Percentage Passing #200 (by weight)</u>	<u>Plasticity Index Maximum</u>
0.1 to 3.0	15
3.1 to 4.0	12
4.1 to 5.0	9
5.1 to 8.0	6
8.0 to 11.0	4

Other Requirements

R-value	Minimum of 70
Fractured faces	Minimum of 35%
LA Abrasion	Maximum of 45%
Liquid Limit	Maximum of 35%

- 8.7** Concrete slab-on-grade thickness and compressive strength requirements shall be in accordance with design criteria provided by the Structural Engineer. Minimum slab thickness and compressive strength for flatwork shall be in accordance with the applicable requirements.
- 8.8** Concrete work shall conform to all requirements of ACI 301-84, Specifications for Structural Concrete for Buildings, except as modified by supplemental requirements.
- 8.9** To facilitate curing of the slab, base materials shall be kept moist until placement of the concrete.

- 8.10 Excessive slump (high water cement ratio) of the concrete and/or improper curing procedures used during hot or cold weather could lead to excessive shrinkage, cracking or curling of slabs and other flatwork.

## 9.0 RETAINING WALLS

- 9.1 Retaining walls should be designed using a passive pressure calculated as 407 pounds per square foot per foot of depth and active soil pressure should be calculated as 35 pounds per square foot per foot of depth. A base coefficient of 0.25 should be used for resistance to sliding.
- 9.2 Footings should be placed at least 24 inches below the lowest adjacent finished grade. Subgrade shall be prepared as per these specifications.
- 9.3 In addition to active soil pressures the effects of any surcharge from adjacent structures or roadways should be included in calculating lateral pressures on retaining walls.
- 9.4 The design pressures given assume the soils retained are granular, non-expansive and free draining.
- 9.5 Retaining wall backfill should be moisture conditioned to within 2 percent of optimum and compacted to 85 percent in non-structural areas and 90 percent in structural areas. The use of heavy compaction equipment could cause excessive lateral pressures, which may cause failure of the wall.
- 9.6 Installation of weep holes or a continuous drain along the base of the wall is recommended to prevent water from being retained behind the wall.
- 9.7 An interceptor swale should be provided at the top of all retaining walls.

## 10.0 ASPHALTIC CONCRETE PAVEMENT

- 10.1 Material and Procedure - The asphalt-concrete material and placement procedures shall

conform to appropriate sections of the "Standard Specifications". Aggregate materials for asphaltic concrete shall conform to the requirements listed for Type 2 and Type 3 aggregate in Section 200.02.02 of the "Standard Specifications, 2007". A Type 3, 50-blow, Marshall mix design with 3 to 5 percent air voids is recommended. An asphaltic cement grade PG64-22 or equivalent is recommended for top layer for this project. The Contractor shall submit proposed asphalt-concrete mix designs to the Geotechnical Engineer for review and approval at least one week prior to paving. Asphalt materials should be compacted to a minimum of 92 percent of its theoretical maximum specific gravity or 96 percent of its Marshall density.

**10.2** Subgrade Preparation - After completion of the utility trench backfill and prior to the placement of aggregate base, the upper 12 inches of finished subgrade soil or structural fill material shall be moisture conditioned to at within 2 percent of optimum and compacted to at least 90 percent. This may require scarifying, moisture conditioning and compacting.

**10.3** Aggregate Base Rock - After the subgrade and/or structural fill is properly prepared, the aggregate base material shall be placed uniformly on the approved areas. Aggregate base shall be placed in such a manner as to prevent segregation of the different sizes of material and any such segregation, unless satisfactorily corrected, shall be cause for rejection at the discretion of the Geotechnical Engineer. The aggregate base material shall be spread for compaction in layers not to exceed six inches; moisture conditioned to within 2 percent of optimum, and compacted to at least 95 percent compaction. Aggregate base materials shall meet the requirements of Section 200.01.03 of the "Standard Specifications, 2007" for Type 2, Class B aggregate base. The aggregate base materials shall be approved by the Geotechnical Engineer prior to incorporation into the pavement structure.

## **11.0 SEISMIC DESIGN**

**11.1** Design of structures should include an allowance for earthquake loading. Structures should be designed in conjunction with IBC 2006 criteria for seismic acceleration of 0.504g in soil profile D.

## **APPENDIX B**

# SILVER HILLS

Truck Type	Daily Traffic Count	Number of Vehicles/Year	Number of Vehicles/Year in Design Lane	Truck Factor	Growth Factor	ESAL
<b>Single-Unit Trucks</b>						
2-Axle, 4-Tire	1000	365000	182500	0.006	29.8	32631
2-Axle, 6-Tire (includes school buses)	4	1460	730	0.13	29.8	2828
3-Axle or more (includes RTC buses)	4	1460	730	0.72	29.8	15663
<b>Tractor Semi-Trailers and Combinations</b>						
4-Axle or less	2	730	365	0.4	29.8	4351
5-Axle	1	365	183	0.63	29.8	3426
6-Axle or more	0	0	0	0.64	29.8	0
				<b>Total ESAL</b>		<b>58,899</b>

**50**

**Percentage of Truck in Design Lane**

**Key Assumptions**

Urban Collector  
20 year design @ 4% growth

# 1993 AASHTO Pavement Design

## DARWin Pavement Design and Analysis System

A Proprietary AASHTOWare  
Computer Software Product

Don M. McHarg

### Flexible Structural Design Module

Asphalt Section

#### Flexible Structural Design

18-kip ESALs Over Initial Performance Period	60,000
Initial Serviceability	4.2
Terminal Serviceability	3
Reliability Level	90 %
Overall Standard Deviation	0.49
Roadbed Soil Resilient Modulus	12,949 psi
Stage Construction	1
 Calculated Design Structural Number	 1.81 in

#### Layered Thickness Design

Thickness precision		Actual							
<u>Layer</u>	<u>Material Description</u>	Struct Coef. <u>(Ai)</u>	Drain Coef. <u>(Mi)</u>	Spec Thickness <u>(Di)(in)</u>	Min Thickness <u>(Di)(in)</u>	Elastic Modulus <u>(psi)</u>	Width <u>(ft)</u>	Calculated Thickness <u>(in)</u>	Calculated <u>SN (in)</u>
1	Asphalt	0.44	1	-	3	350,000	12	3.00	1.32
2	Base	0.12	1	6	-	27,500	12	6.00	0.72
Total	-	-	-	-	-	-	-	9.00	2.04

## APPENDIX C

PRELIMINARY FAULTLINE EXPLORATION  
SILVER HILLS AREA  
WASHOE COUNTY, NEVADA

A Professional Geologist supervised the excavation of three trenches across mapped faults on this proposed development. Two of the faults (FT-2 and FT-3) were determined to be active; the other fault (FT-1) was not encountered during this program. The faults were generally excavated to depths of 4-5 feet below ground surface and ranged from 45 feet in length to 111 feet. Excavations were done using a CAT 420 backhoe.

Fault trench FT-1 was excavated at the southwestern corner of the development in an effort to transect a mapped northwesterly fault that parallels the Walker Lane fault zone. The mapped fault was plotted on a topographic map, and the trench was positioned to intersect the trace of the fault using both the topographic map and interpreted linears from orthophotography. The trench was 45 ft long and ranged in depth from 44 inches on western part to 40 inches on the eastern part (Sheet C1). The topsoil, a blocky dark brown clayey sand, ranged in thickness from 22 inches to 32 inches depth below ground surface (bgs), increasing in depth to the east. The underlying soil was a decomposed arkosic sandstone that excavates to a coherent coarse clayey or silty sand, or decomposed granite. No abrupt changes in soils were noted in the trench in either the topsoil or the underlying sands. The change in topsoil thickness was a gradual tapering thickness downslope. No fault appeared to be intersected in this trench, and no scarps were noted in the surrounding topography (Sheet C2).

Fault trench FT-2 was excavated at the northwestern part of the development. The trench was sited to intersect a mapped north-south rangefront fault where it intersected an abrupt northwesterly photolinear interpreted to be a northwesterly striking fault parallel the Walker Lane orientation. The trench was 57 feet long and ranged in depth from 52 inches bgs on the southwest terminus to 36 inches bgs on its northeast origin. Two faults were noted in the trench with an intervening damage zone (Sheets C3, C4). The first fault was at 0+35 feet, and separated an arkosic sandstone containing clasts of the Peavine Peak metamorphic rocks on the east from the fault zone breccia. The eastern unit is estimated to excavate to a silty sand with gravel (SM). The second fault was at 0+43 - 0+46 feet, and separated the fault zone breccia on the east from an arkosic sandstone containing clasts of coarse and fine grained granite. This western unit is estimated to excavate to a clayey sand (SC). A rotated clast of topsoil was noted and photographed at 0+46 in the hanging wall of the fault. The western unit contained veinlets of hydrothermal magnetite from approximately 0+46 - 0+48 feet. Clay alteration of the western unit prevailed to the terminus of the trench at 0+57 feet, presumably associated with the hydrothermal magnetite. This alteration may cause isolated problems during construction, and should be evaluated in greater detail. The intervening breccia between 0+35 feet and 0+43 feet was a brecciated arkosic sandstone with clasts of both granitic

and metamorphic rocks, and is estimated to excavate to the properties of a clayey sand (SC).

The topsoil, a dark brown blocky clayey sand, ranged in thickness from 24 inches on the southwest part of the trench to 12 inches on the northeast part of the trench. No abrupt thinning of topsoil was observed, but, as noted previously, a clast of topsoil was observed in the western fault within the arkosic sandstone (Sheet C5). The fault is interpreted to be active Holocene, with right lateral strike slip motion. A 50-foot offset of both sides of the faults is proscribed for occupied structures.

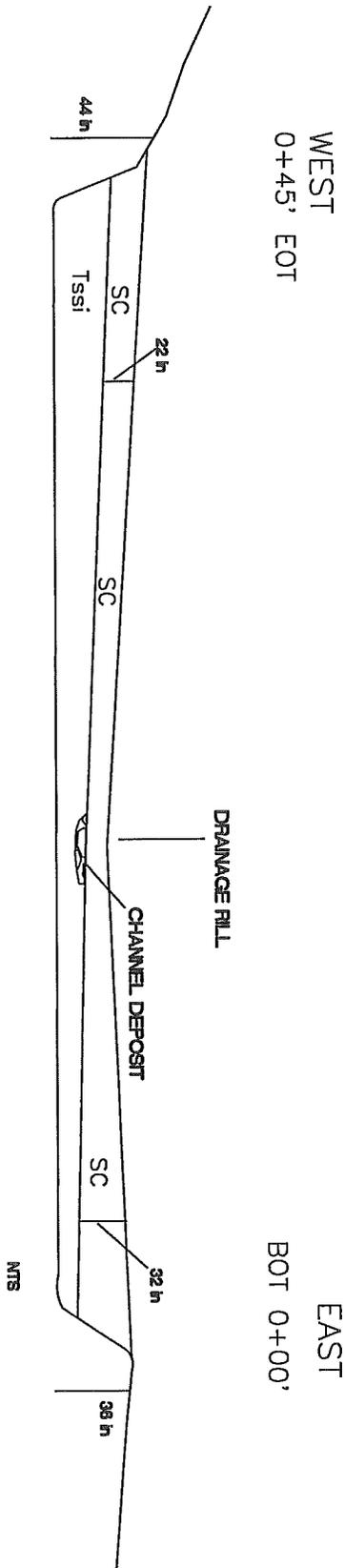
Fault trench FT-3 was excavated at the northeastern part of the proposed Silver Hills development (Sheet C6). The trench was sited to intersect a mapped north-south fault situated approximately 1 mile east of the range front (see geologic map). When reconnoitering the area in the field, a scarp was noticed and the trench was sited to intersect the scarp (Sheet C7). The trench was 111 feet long and ranged in depth from 56 inches bgs near the terminus on the western end to 40 inches depth at the origin on the eastern end. Topsoil, a dark brown clayey sand (SC) with blocky break, averaged approximately 24 inches thickness bgs, but thinned to approximately 15 inches in two faults.

The main fault zone occurred at the surface scarp between 0+65 – 0+82 feet. The fault separates a fine-grained medium reddish brown sandstone on the east from a medium greenish gray shale on the west (Sheet C8). The sandstone is estimated to excavate to a dense well graded sand (SW). The shale is estimated to excavate to a very stiff sandy silt (ML).

The second smaller fault zone occurred at 1+03 – 1+08, apparently parallel to the main fault. This second fault separates the shale on the east side from a dark greenish gray poorly consolidated conglomerate on the west (Sheet C9). The conglomerate is estimated to excavate to a medium dense silty gravel with sand (GM). The topsoil thins over this fault to 15-17 inches. Because the topsoil is thinned over both faults, they are interpreted to be active Holocene, with indeterminate dip slip motion. A 50-foot offset of both sides of the faults is proscribed for occupied structures.

FAULT TRENCH FT-1 SCHEMATIC SECTION

SC - TOPSOIL, CLAYEY SAND  
 Tssi - arkosic sandstone, excavates to a CLAYEY SAND



FAULT TRENCH SCHEMATIC  
 SILVER HILLS  
 WASHOE CO., NV

JOB NO.: 28813

APPR.: JKG

BY: WMM

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SHEET  
 C1

OF  
 APP. C



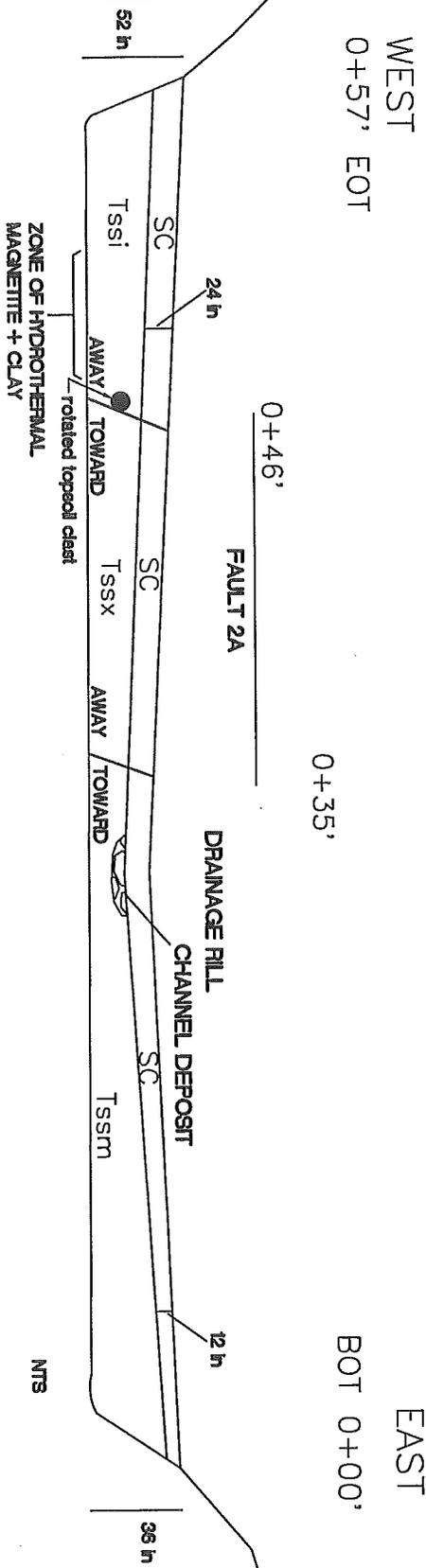
PHOTO OF TRENCH FT-1  
 SILVER HILLS  
 WASHOE CO., NV

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SHEET  
 C2  
 OF  
 APP. C

# FAULT TRENCH FT-2 SCHEMATIC SECTION



**SC - TOPSOIL, CLAYEY SAND**

**Tsax - brecciated arkosic sandstone w/ granite + metamorphic clasts, excavates to a CLAYEY SAND**

**Tsai - arkosic sandstone w/granite clasts, excavates to a CLAYEY SAND**

**Tsasm - arkosic sandstone w/metamorphic clasts, excavates to a SILTY SAND w/GRAVEL**

**FAULT TRENCH SCHEMATIC  
SILVER HILLS  
WASHOE CO., NV**

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SHEET  
C3

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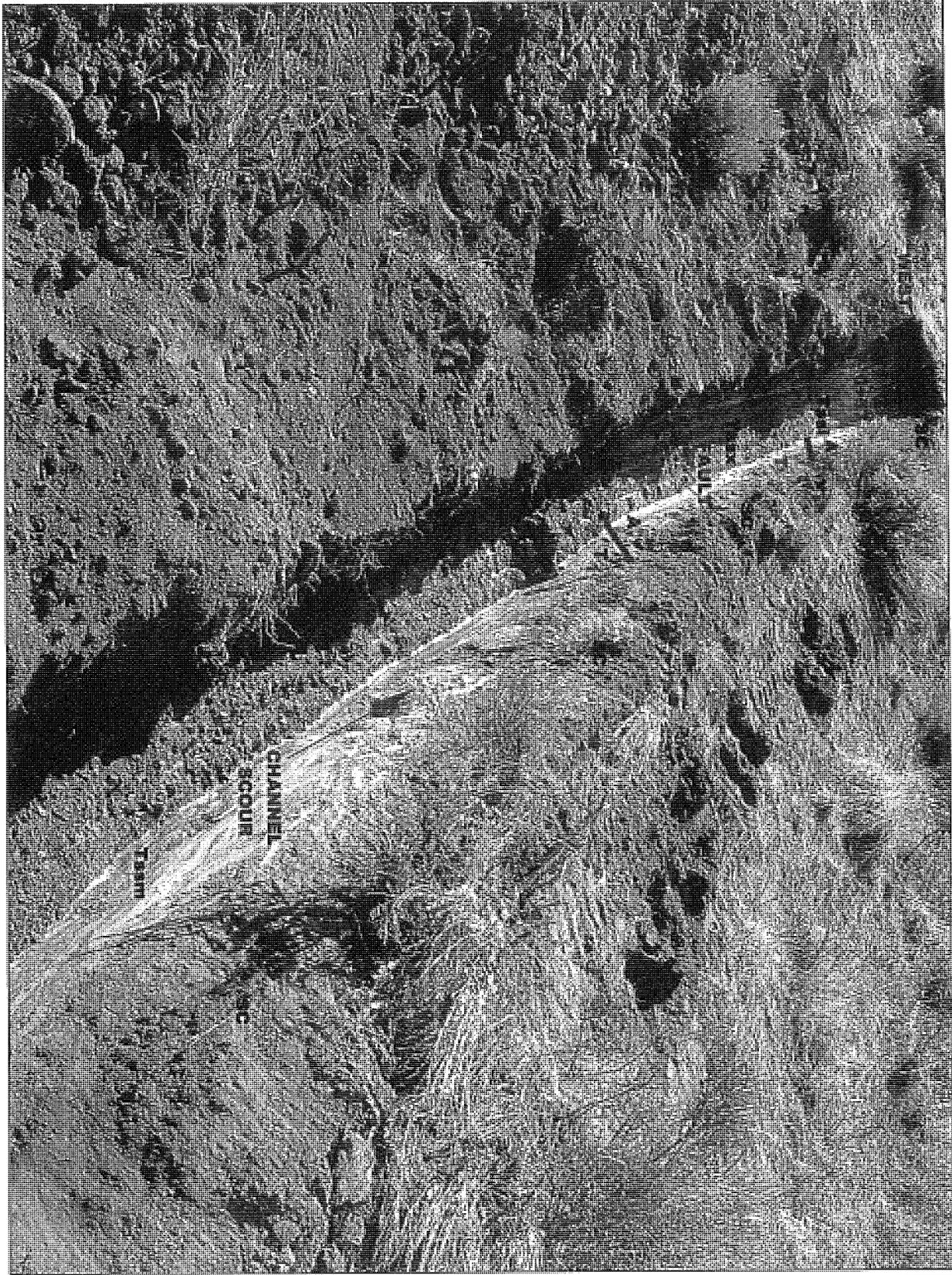


PHOTO OF TRENCH FT-2  
 SILVER HILLS  
 WASHOE CO., NV

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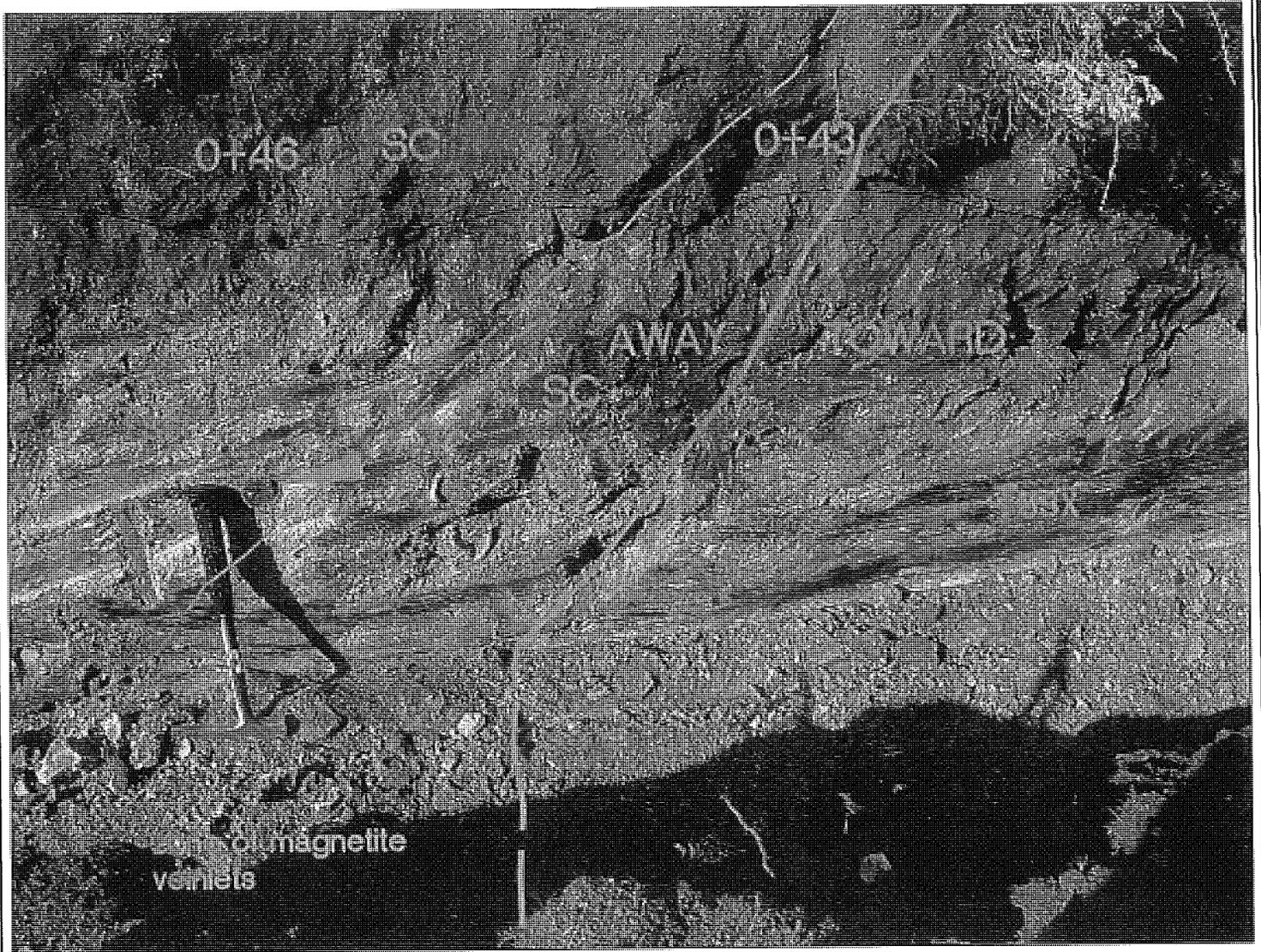
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 C4

OF  
 APP. C



DETAIL- FAULT TRENCH 2  
 SILVER HILLS  
 WASHOE COUNTY, NV

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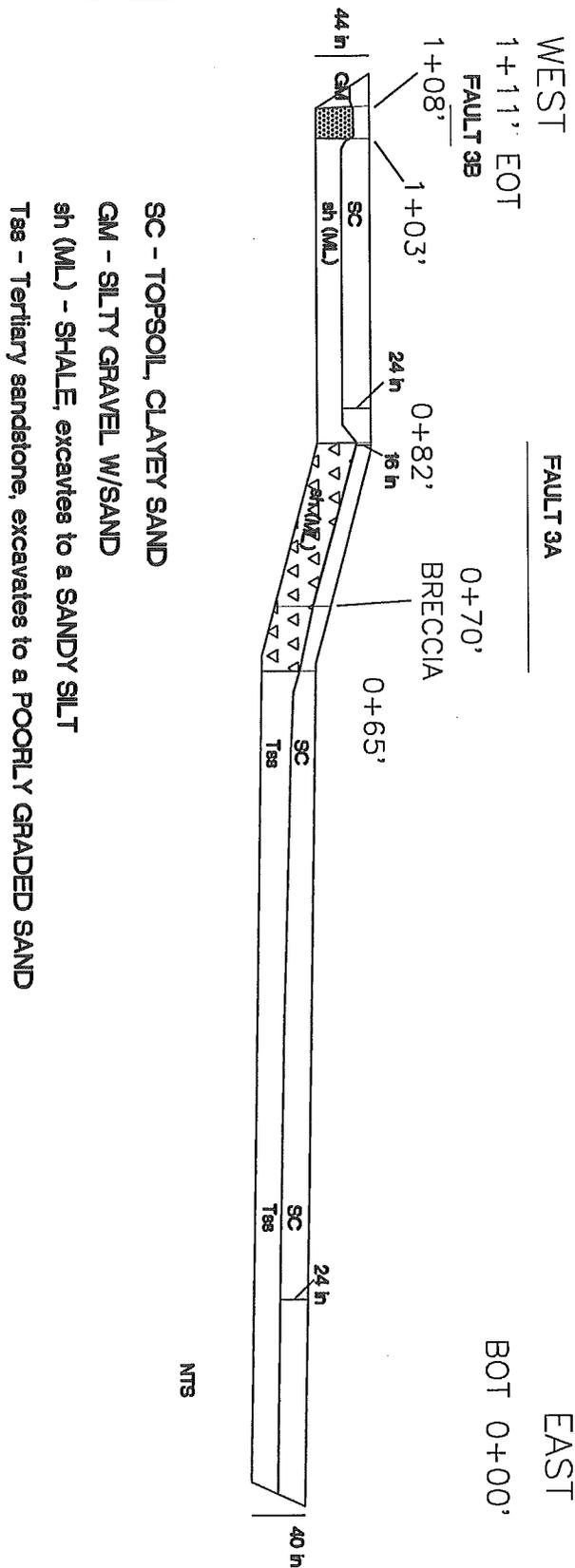
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SHEET  
 C5

OF  
 APP. C

# FAULT TRENCH FT-3 SCHEMATIC SECTION



SC - TOPSOIL, CLAYEY SAND  
 GM - SILTY GRAVEL W/SAND  
 sh (ML) - SHALE, excavates to a SANDY SILT  
 Tss - Tertiary sandstone, excavates to a POORLY GRADED SAND

**FAULT TRENCH SCHEMATIC**  
**SILVER HILLS**  
**WASHOE CO., NV**

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SHEET  
**C6**  
 OF  
**APP. C**

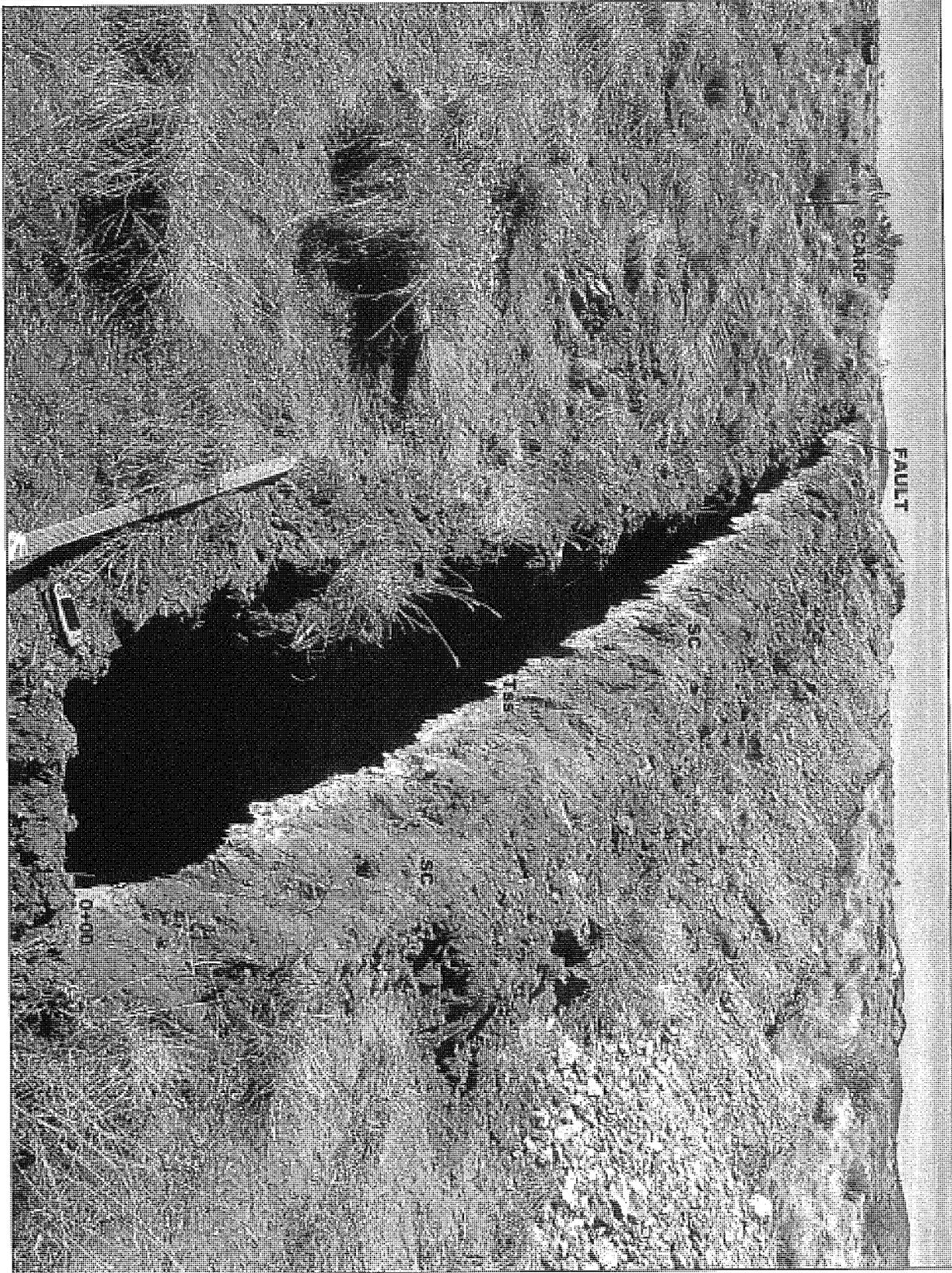


PHOTO OF TRENCH FT-3  
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 WASHOE CO., NV

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 C7

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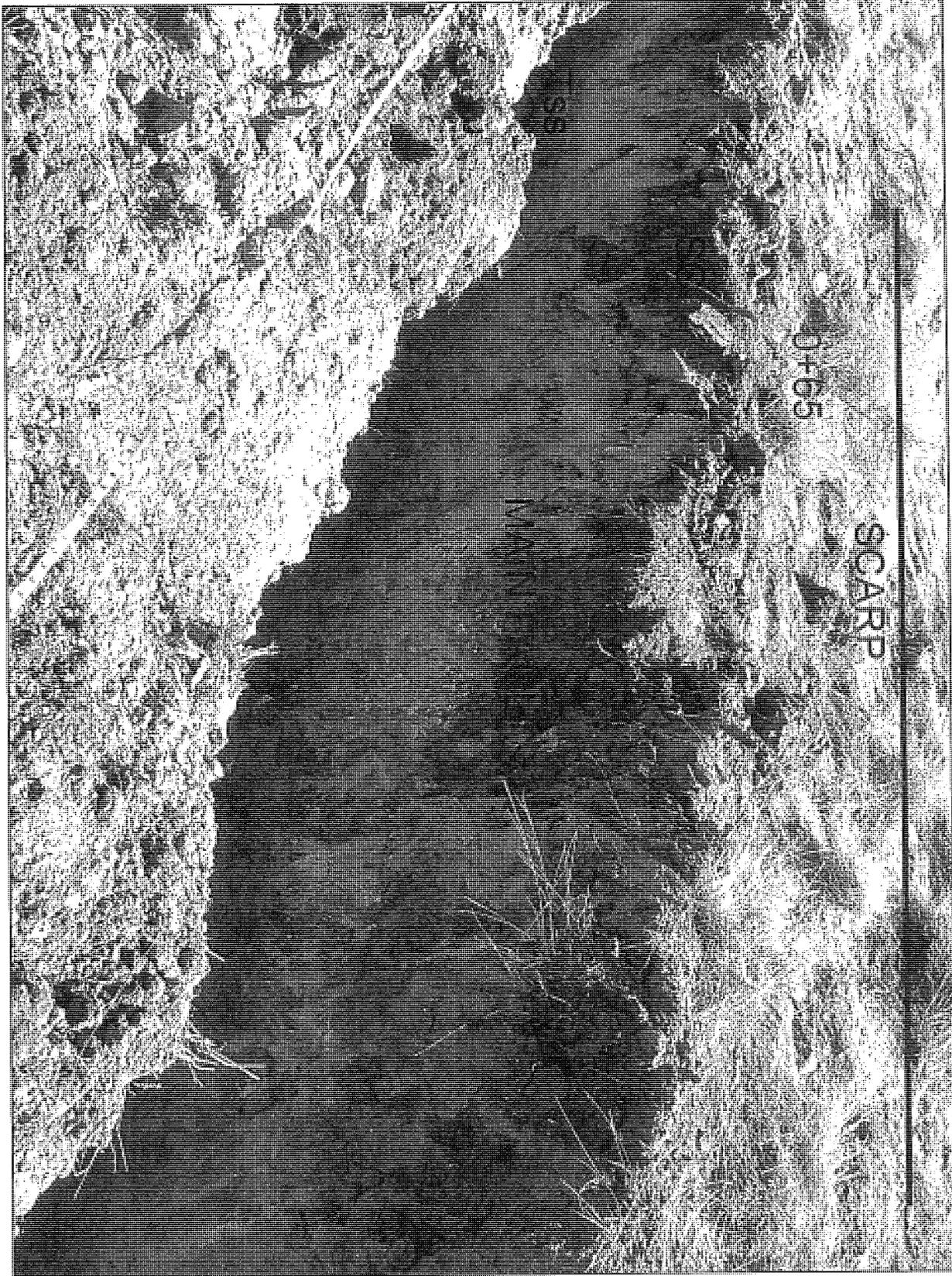


PHOTO OF TRENCH FT-3  
SILVER HILLS  
WASHOE CO., NV

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C8

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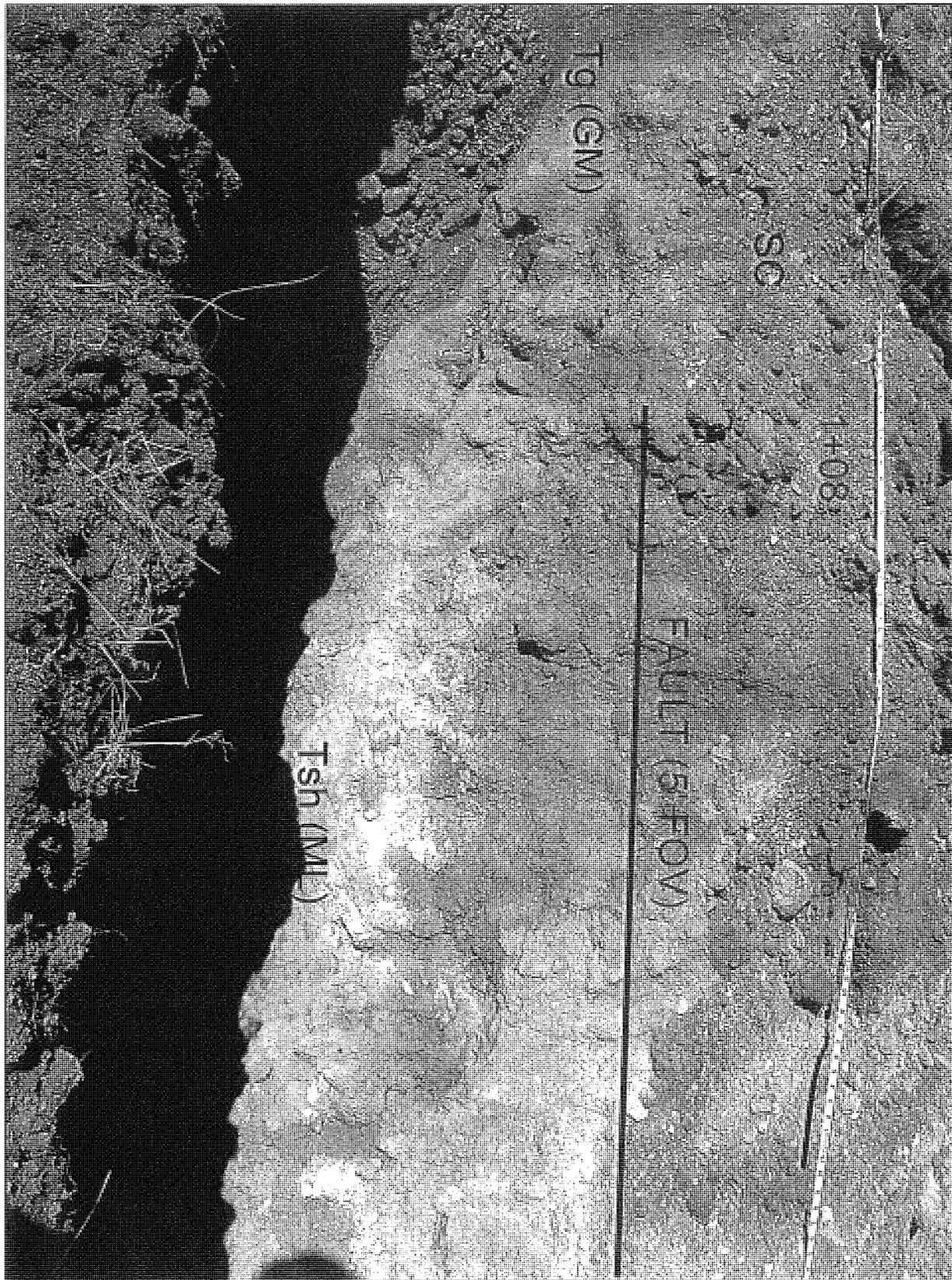


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SHEET  
 C9

OF  
 APP. C

**SHEETS**



Sep 2008

N

SITE

Copperfield

US-395

North-South Hwy

Image U.S. Geological Survey  
Image © 2009 DigitalGlobe  
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0005

lat: 39.650678° lon: -119.928341°

VICINITY MAP  
SILVER HILLS  
RENO, NEVADA

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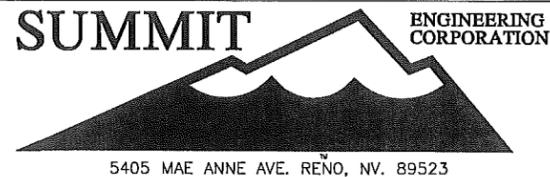
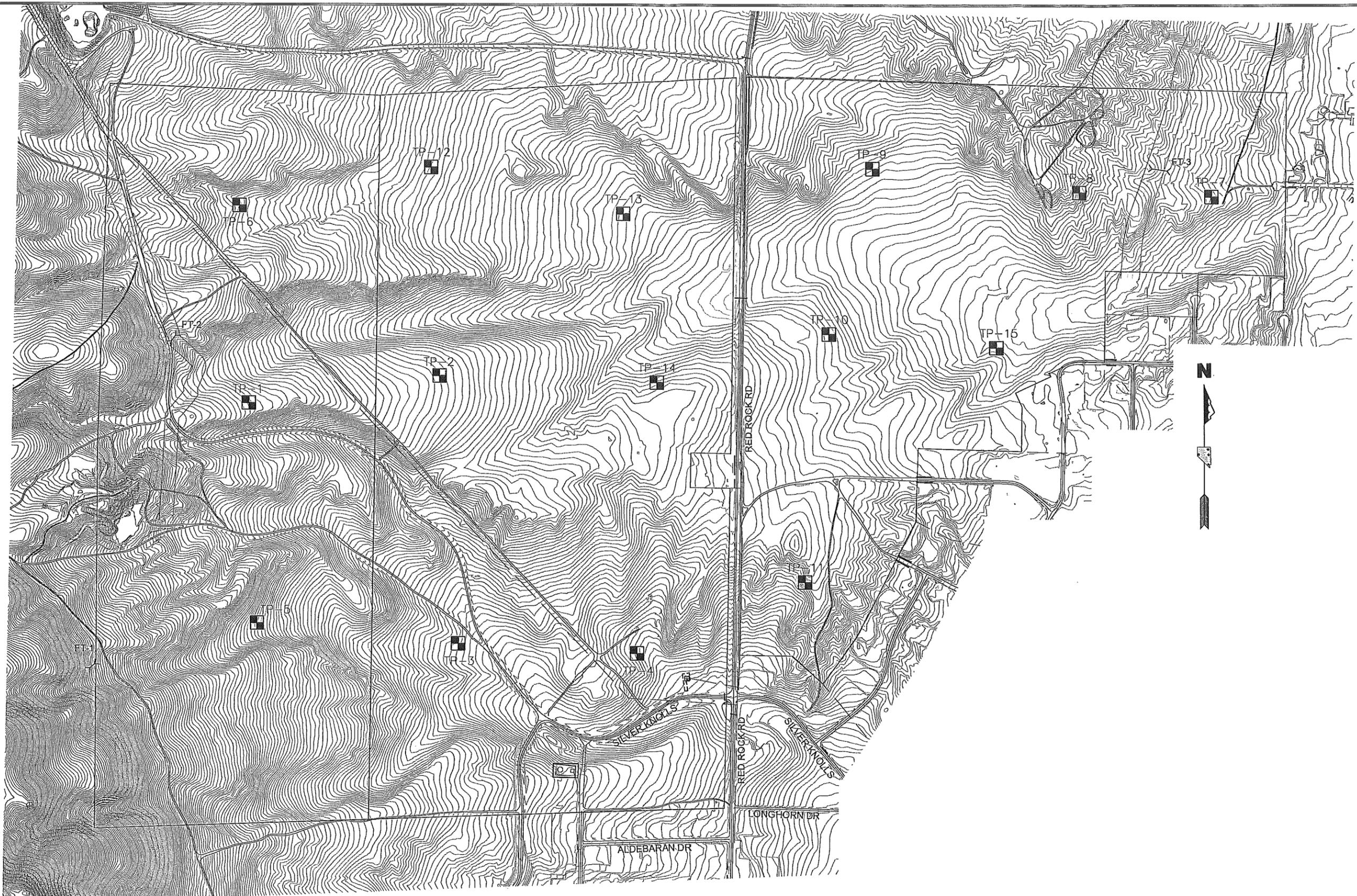
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SHEET  
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25

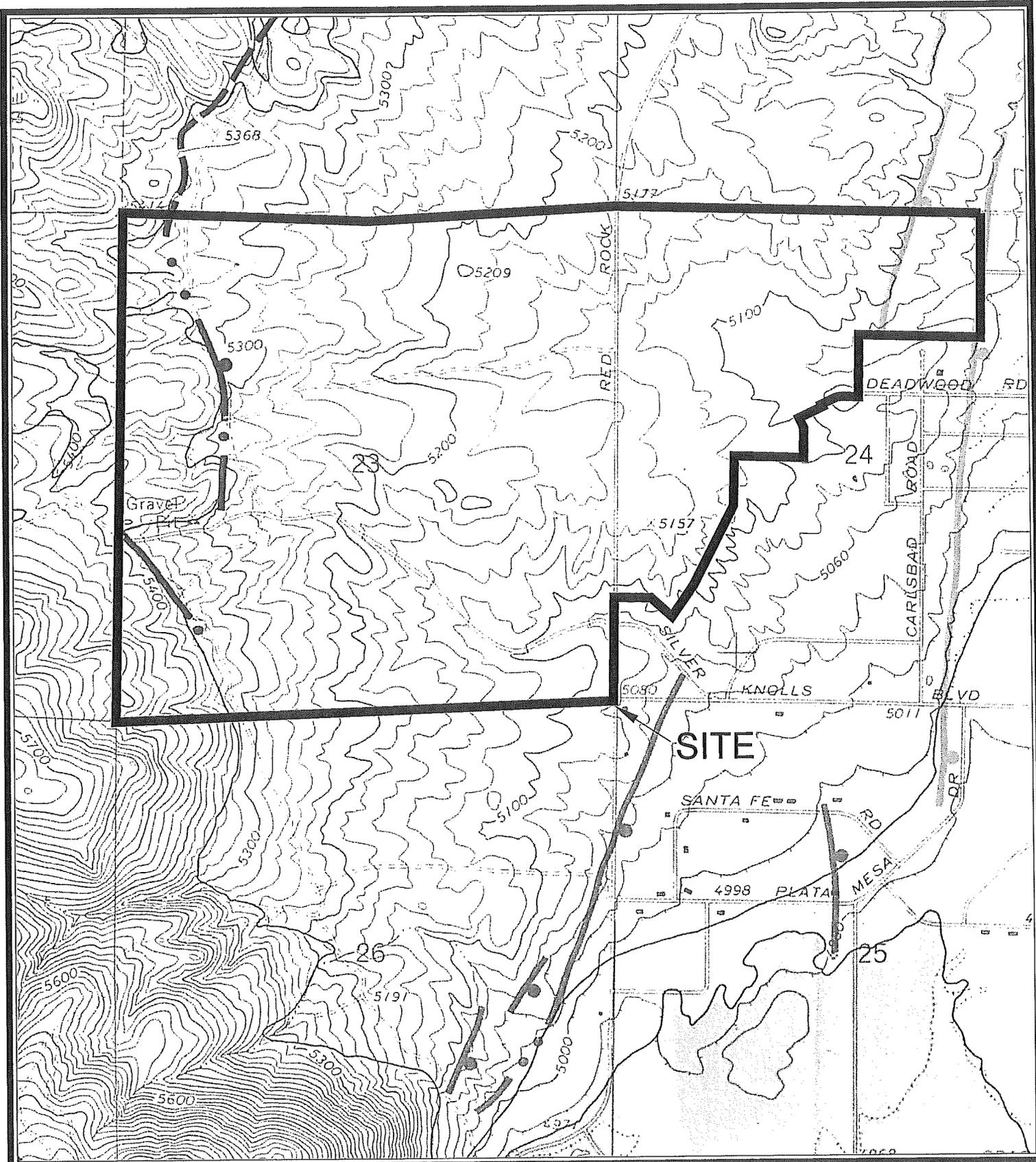


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**SITE MAP  
SILVER HILLS  
RENO, NEVADA**

**SHEET  
2  
OF  
25**



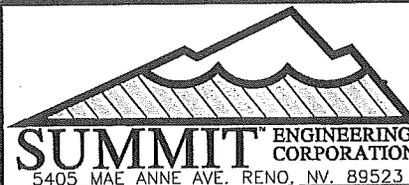
**GEOLOGY MAP  
SILVER HILLS  
RENO, NEVADA**

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SHEET

3

OF

25

LOG OF TEST PIT 1

EQUIPMENT: CAT 420 D

DATE: 2-23-09 ELEV.

PLASTICITY INDEX	% PASSING #200	MOISTURE CONTENT % OF DRY WT.	DRY DENSITY (PCF)	DEPTH (FT.)	SAMPLE LOCATION	BLOWS / FOOT
12	22.8	5.3		2	X	
				4		
				6	X	
				8		
				10		
				12	X	
				14		

SM  
SS (SC)  
SP  
SS (SM)

0-0.5': Silty Sand, dark brown, medium dense, slightly moist. Estimated 20% non plastic silt, 80% fine to coarse sand, trace gravel to 0.5".

0.5'-6': Bedrock: brown, medium dense, fine grained, Sandstone, slightly moist. Excavates to the properties of a Clayey Sand (SC), Approximately 25% medium plastic clay, 70% fine to coarse sand, 5% fine gravel to 0.5".

4': dense.

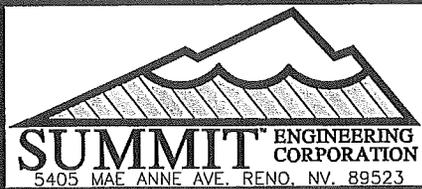
6'-11.5': Poorly Graded Sand with Silt, tan, medium dense, slightly moist. Estimated 5% non plastic silt, 95% fine to coarse sand, trace gravel to 0.5". organics to 9' (roots)

11.5'-13': Bedrock: brown, medium dense, fine grained, Sandstone, slightly moist. Excavates to the properties of a Silty Sand (SM), Estimated 20% non plastic silt, 70% fine to coarse sand, 10% fine gravel to 0.5".

Bottom of hole @ 13'  
No Groundwater Encountered.

**TEST PIT LOG  
SILVER HILLS  
RENO, NEVADA**

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SHEET  
4  
OF  
25



LOG OF TEST PIT 3

EQUIPMENT: CAT 420 D

DATE: 2-23-09 ELEV.

PLASTICITY INDEX	% PASSING #200	MOISTURE CONTENT % OF DRY WT.	DRY DENSITY (PCF)	DEPTH (FT.)	SAMPLE LOCATION	BLOWS / FOOT
				0		
				2		
				4		
				6		
NP	19.9	7.4		8		
				10		
				12		
				14		

SC  
0-1': Clayey Sand, dark brown, medium dense, slightly moist. Estimated 20% low plastic clay, 80% fine to coarse sand.

SS (SC)  
1'-6': Bedrock: brown, medium dense, fine to medium grained, Sandstone, slightly moist. Excavates to the properties of a Clayey Sand (SC), Estimated 40% low plastic clay, 60% fine to coarse sand.

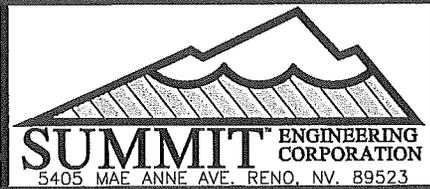
SS (SM)  
6'-13': Bedrock: tan, orange, brown, medium dense, fine grained, Sandstone, slightly moist. Excavates to the properties of a Silty Sand (SM), Approximately 20% non plastic silt, 75% fine to medium sand, 5% gravel to 0.5". Slightly cemented

9' white

Bottom of hole @ 13'  
No Groundwater Encountered.

TEST PIT LOG  
SILVER HILLS  
RENO, NEVADA

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SHEET  
6  
OF  
25



LOG OF TEST PIT 5

EQUIPMENT: CAT 420 D

DATE: 2-23-09 ELEV.

PLASTICITY INDEX	% PASSING #200	MOISTURE CONTENT % OF DRY WT.	DRY DENSITY (PCF)	DEPTH (FT.)	SAMPLE LOCATION	BLOWS / FOOT
12	21.2	6.2		2	X	
				4		
				6	X	
				8		
				10		
				12	X	
				14		

SM  
SS (SC)  
0-0.5': Silty Sand, dark brown, medium dense, slightly moist. Estimated 20% non plastic silt, 80% fine to coarse sand.

0.5'-3.5': Bedrock: brown, medium dense, fine grained, Sandstone, slightly moist. Excavates to the properties of a Clayey Sand (SC), Approximately 20% medium plastic clay, 70% fine to coarse sand, 10% fine gravel to 0.5".

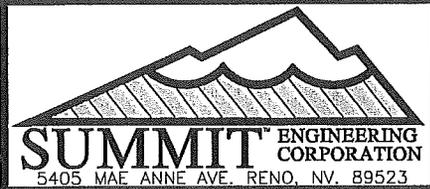
SS (SM)  
3.5'-9': Bedrock: brown, tan, orange, medium dense, medium grained, Sandstone, slightly moist. Excavates to the properties of a Silty Sand (SM), Estimated 15% non plastic silt, 85% very fine to coarse sand, trace gravel.  
coarse sand bedding, fine gravel bedding.  
8.5' dense.

SS (SC)  
9'-12': Bedrock: brown, tan, orange medium dense, fine grained, Sandstone, slightly moist. Excavates to the properties of a Clayey Sand (SC), Estimated 20% low plastic clay, 70% fine to coarse sand, 10% fine gravel to 0.5".

Bottom of hole @ 12'  
No Groundwater Encountered.

**TEST PIT LOG  
SILVER HILLS  
RENO, NEVADA**

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APPR.: JKG  
BY: TMH  
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SHEET  
8  
OF  
25

LOG OF TEST PIT 6

EQUIPMENT: CAT 420 D

DATE: 2-24-09 ELEV.

PLASTICITY INDEX	% PASSING #200	MOISTURE CONTENT % OF DRY WT.	DRY DENSITY (PCF)	DEPTH (FT.)	SAMPLE LOCATION	BLOWS / FOOT
				0		
				2		
				4	X	
				6		
				8	X	
15	35.1	7.7		10	X	
				12		
				14		

SC 0-1.5': Clayey Sand, dark brown, medium dense, slightly moist. Estimated 30% low plastic clay, 70% fine to coarse sand, trace cobbles.

SS (SC) 1.5'-11': Bedrock: tan, medium dense, fine grained, Sandstone, slightly moist. Excavates to the properties of a Clayey Sand (SC), Approximately 20% low plastic clay, 80% fine to coarse sand.

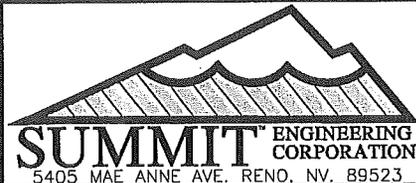
4': very dense.

8': 35% medium plastic clay, 65% fine to medium sand.

Bottom of hole @ 11'  
No Groundwater Encountered.

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RENO, NEVADA

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SHEET  
9  
OF  
25

LOG OF TEST PIT 7

EQUIPMENT: CAT 420 D

DATE: 2-24-09 ELEV.

PLASTICITY INDEX	% PASSING #200	MOISTURE CONTENT % OF DRY WT.	DRY DENSITY (PCF)	DEPTH (FT.)	SAMPLE LOCATION	BLOWS / FOOT
				2		
NP	15.2	5.1		4	X	
				6		
				8		
				10	X	
				12	X	
				14		

SC 0-0.5': Clayey Sand, dark brown, medium dense, slightly moist.

CL Estimated 30% low plastic clay, 70% fine to coarse sand, trace gravel.

SS (SM) 0.5'-1.5': Lean Clay with Sand, dark brown, stiff, slightly moist. Estimated 60% medium plastic clay, 40% fine to coarse sand, trace gravel to 1".

1.5'-8': Bedrock: brown, tan, red, yellow, medium dense, medium grained, Sandstone, slightly moist. Excavates to the properties of a Silty Sand (SM), Approximately 15% non plastic silt, 80% very fine to coarse sand, 5% fine gravel to 0.5", slightly cemented.

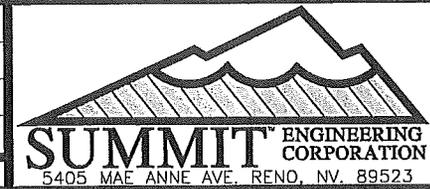
SP 8'-10.5': Poorly Graded Sand with Silt, tan, medium dense, slightly moist. Estimated 5% non plastic silt, 95% fine to coarse sand, trace gravel to 0.5".

SS (SM) 10.5'-13': Bedrock: tan, medium dense, fine grained, Sandstone, slightly moist. Excavates to the properties of a Silty Sand (SM), Estimated 40% low plastic silt, 60% very fine to coarse sand.

Bottom of hole @ 13'  
No Groundwater Encountered.

**TEST PIT LOG  
SILVER HILLS  
RENO, NEVADA**

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SHEET  
10  
OF  
25

LOG OF TEST PIT 8

EQUIPMENT: CAT 420 D

DATE: 2-24-09 ELEV.

PLASTICITY INDEX	% PASSING #200	MOISTURE CONTENT % OF DRY WT.	DRY DENSITY (PCF)	DEPTH (FT.)	SAMPLE LOCATION	BLOWS / FOOT
20	42.3	11.9		2		
				4		
				6		
				8		
				10		
NP	10.1	6.5		12		
				14		

SM 0-1': Silty Sand, dark brown, medium dense, slightly moist. Estimated 25% non plastic silt, 75% fine to coarse sand, trace gravel.

SC 1'-2': Clayey Sand, dark brown, medium dense, slightly moist.

SS (SM) Approximately 40% medium plastic clay, 60% fine to coarse sand, trace gravel.

2'-11': Bedrock: red, tan, yellow medium dense, fine to medium grained, Sandstone, slightly moist. Excavates to the properties of a Silty Sand (SM), Approximately 10% non plastic silt, 80% fine to coarse sand, 10% gravel to 0.5", slightly cemented.

6' tan to brown.

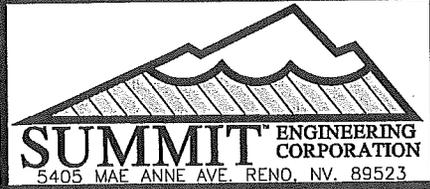
9' moist.

11'-13': Bedrock: tan, medium dense, fine to medium grained, Sandstone, slightly moist. Excavates to the properties of a Well Graded Sand with Silt (SW/SM), Approximately 10% non plastic silt, 80% fine to coarse sand, 10% gravel to 0.5", slightly cemented.

Bottom of hole @ 13'  
No Groundwater Encountered.

**TEST PIT LOG  
SILVER HILLS  
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SHEET  
**11**  
OF  
**25**

PLASTICITY INDEX

% PASSING #200

MOISTURE CONTENT  
% OF DRY WT.

DRY DENSITY  
(PCF)

DEPTH (FT.)

SAMPLE LOCATION

BLOWS / FOOT

LOG OF TEST PIT 9

EQUIPMENT: CAT 420 D

DATE: 2-24-09 ELEV.

PLASTICITY INDEX	% PASSING #200	MOISTURE CONTENT % OF DRY WT.	DRY DENSITY (PCF)	DEPTH (FT.)	SAMPLE LOCATION	BLOWS / FOOT
				0		
				2	X	
				4	X	
5	27.8	5.9		5		
				6		
				8		
				10		
				12	X	
				14		

SM  
SC  
SS  
(SC)  
(SM)

0-1': Silty Sand, dark brown, medium dense, slightly moist. Estimated 25% non plastic silt, 75% fine to coarse sand, trace gravel.

1'-2.5': Clayey Sand, dark brown, medium dense, slightly moist. Estimated 40% medium plastic clay, 60% fine to coarse sand, trace gravel.

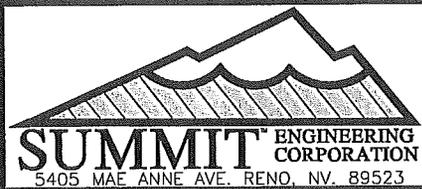
2.5'-12': Bedrock: tan, orange, medium dense, medium grained, Sandstone, slightly moist. Excavates to the properties of a Silty Clayey Sand (SC/SM), Approximately 30% low plastic clay/silt, 70% very fine to medium sand, trace gravel to 0.5".

10' 35% non plastic silt, 65% very fine to fine sand.

Bottom of hole @ 12'  
No Groundwater Encountered.

**TEST PIT LOG  
SILVER HILLS  
RENO, NEVADA**

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SHEET  
12  
OF  
25

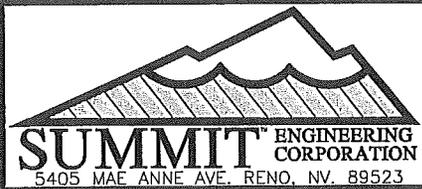
PLASTICITY INDEX  
 % PASSING #200  
 MOISTURE CONTENT  
 % OF DRY WT.  
 DRY DENSITY  
 (PCF)  
 DEPTH (FT.)  
 SAMPLE LOCATION  
 BLOWS / FOOT

LOG OF TEST PIT 10  
 EQUIPMENT: CAT 420 D  
 DATE: 2-24-09 ELEV.

PLASTICITY INDEX	% PASSING #200	MOISTURE CONTENT % OF DRY WT.	DRY DENSITY (PCF)	DEPTH (FT.)	SAMPLE LOCATION	BLOWS / FOOT	SOIL TYPE	DESCRIPTION
				0			SM	0-1': Silty Sand, dark brown, medium dense, slightly moist. Estimated 25% non plastic silt, 75% fine to coarse sand, trace gravel.
				2	X		SS (SC)	1'-5': Bedrock: brown to tan, medium dense, fine to medium grained, Sandstone, slightly moist. Excavates to the properties of a Clayey Sand (SC), Estimated 20% low plastic clay, 80% fine to coarse sand, trace gravel
				4				
				6			SS (SM)	5'-9': Bedrock: brown to red, medium dense, fine to medium grained, Sandstone, slightly moist. Excavates to the properties of a Silty Sand (SM), Estimated 25% non plastic silt, 75% very fine to coarse sand, trace gravel to 0.5".
				8	X			
				10			SS (SP) (SM)	9'-13': Bedrock: tan, yellow, gray medium dense, fine to medium grained, Sandstone, slightly moist. Excavates to the properties of a Poorly Graded Sand with Silt (SP/SM), Approximately 10% non plastic silt, 90% fine to medium sand.
NP	9.4	5.1		12	X			
				14				Bottom of hole @ 13' No Groundwater Encountered.

TEST PIT LOG  
 SILVER HILLS  
 RENO, NEVADA

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SHEET  
 13  
 OF  
 25

LOG OF TEST PIT 11

EQUIPMENT: CAT 420 D

DATE: 2-24-09 ELEV.

PLASTICITY INDEX	% PASSING #200	MOISTURE CONTENT % OF DRY WT.	DRY DENSITY (PCF)	DEPTH (FT.)	SAMPLE LOCATION	BLOWS / FOOT
				0		
				2	X	
NP	12.1	6.7		4	X	
				6		
				8		
				10	X	
				12		
				14		

SM 0-0.5': Silty Sand, dark brown, medium dense, slightly moist.

SS (SC) Estimated 20% non plastic silt, 80% fine to coarse sand, trace gravel.

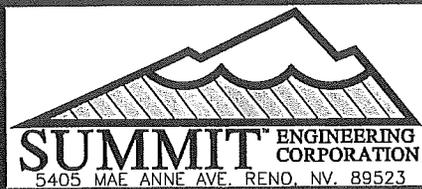
SS (SM) 0.5'-3': Bedrock: tan, medium dense, fine to medium grained, Sandstone, slightly moist. Excavates to the properties of a Clayey Sand (SC), Estimated 30% low plastic clay, 70% fine to coarse sand, trace gravel

3'-12': Bedrock: brown to tan, medium dense, fine to medium grained, Sandstone, slightly moist. Excavates to the properties of a Silty Sand (SM), Approximately 10% non plastic silt, 85% very fine to coarse sand, 5% gravel to 0.5".

Bottom of hole @ 12'  
No Groundwater Encountered.

**TEST PIT LOG  
SILVER HILLS  
RENO, NEVADA**

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SHEET  
14  
OF  
25

LOG OF TEST PIT 12

EQUIPMENT: CAT 420 D

DATE: 2-24-09 ELEV.

PLASTICITY INDEX	% PASSING #200	MOISTURE CONTENT % OF DRY WT.	DRY DENSITY (PCF)	DEPTH (FT.)	SAMPLE LOCATION	BLOWS / FOOT
				0		
				2	X	
				4		
				6		
				8		
14	28.5	6.0		9	X	
				10		
				12		
				14		

SM 0-1': Silty Sand, dark brown, medium dense, slightly moist. Estimated 25% non plastic silt, 75% fine to coarse sand, trace gravel.

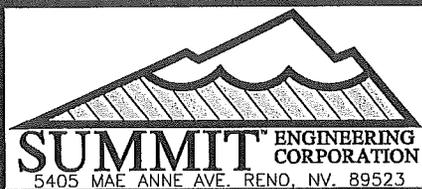
SS (SC) 1'-8': Bedrock: brown, medium dense, fine to medium grained, Sandstone, slightly moist. Excavates to the properties of a Clayey Sand (SC), Estimated 25% medium plastic clay, 75% fine to coarse sand, trace gravel

SS (SC) 8'-11.5': Bedrock: brown, tan, red, dense, fine to medium grained, Sandstone, slightly moist. Excavates to the properties of a Clayey Sand (SC), Approximately 30% medium plastic clay, 70% fine to coarse sand, trace gravel to 0.5"

Bottom of hole @ 11.5'  
No Groundwater Encountered.

**TEST PIT LOG  
SILVER HILLS  
RENO, NEVADA**

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SHEET  
**15**  
 OF  
**25**

PLASTICITY INDEX  
 % PASSING #200  
 MOISTURE CONTENT  
 % OF DRY WT.  
 DRY DENSITY  
 (PCF)  
 DEPTH (FT.)  
 SAMPLE LOCATION  
 BLOWS / FOOT

LOG OF TEST PIT 13  
 EQUIPMENT: CAT 420 D  
 DATE: 2-24-09 ELEV.

PLASTICITY INDEX	% PASSING #200	MOISTURE CONTENT % OF DRY WT.	DRY DENSITY (PCF)	DEPTH (FT.)	SAMPLE LOCATION	BLOWS / FOOT
				0		
3	21.4	3.5		2		
				4		
				6		
				8		
				10		
				12		
				14		

SM  
 0-1': Silty Sand, dark brown, medium dense, slightly moist. Estimated 20% non plastic silt, 80% fine to coarse sand, trace gravel.

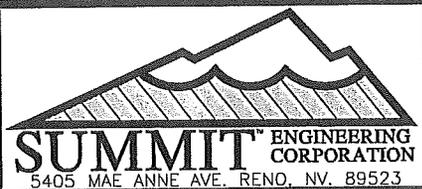
SS (SM)  
 1'-12': Bedrock: brown to tan, medium dense, fine to medium grained, Sandstone, slightly moist. Excavates to the properties of a Silty Sand (SM), Approximately 20% low plastic silt, 80% fine to coarse sand, trace gravel to 0.5".

SS (SC)  
 12'-14': Bedrock: brown, dense, fine to medium grained, Sandstone, slightly moist. Excavates to the properties of a Clayey Sand (SC), Estimated 30% low plastic clay, 70% fine to medium sand, trace gravel

Bottom of hole @ 14'  
 No Groundwater Encountered.

TEST PIT LOG  
 SILVER HILLS  
 RENO, NEVADA

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SHEET  
 16  
 OF  
 25

LOG OF TEST PIT 14

EQUIPMENT: CAT 420 D

DATE: 2-24-09 ELEV.

PLASTICITY INDEX	% PASSING #200	MOISTURE CONTENT % OF DRY WT.	DRY DENSITY (PCF)	DEPTH (FT.)	SAMPLE LOCATION	BLOWS / FOOT
				0		
				2	X	
				4		
				6		
NP	42.3	19.0		8	X	
				10		
				12		
				14		

CL 0'-1': Lean Clay with Sand, dark brown, stiff, slightly moist. Estimated 50% medium plastic clay, 50% fine to coarse sand, trace gravel to 0.5".

SS (SM) 1'-6': Bedrock: gray to tan, dense, fine to medium grained, Sandstone, slightly moist. Excavates to the properties of a Silty Sand (SM), Estimated 30% low plastic silt, 70% fine to coarse sand, trace gravel to 0.5".

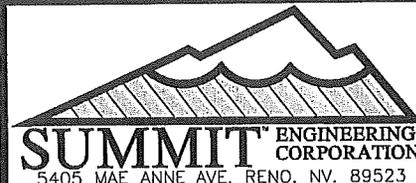
SS (SM) 6'-11': Bedrock: tan, medium dense, fine grained, Sandstone, moist. Excavates to the properties of a Silty Sand (SM), Approximately 40% non plastic silt, 60% very fine to fine sand.

SS (SM) 11'-13.5': Bedrock: tan, medium dense, fine to medium grained, Sandstone, slightly moist. Excavates to the properties of a Silty Sand (SM), Estimated 10% non plastic silt, 90% fine to medium sand.

Bottom of hole @ 13.5'  
No Groundwater Encountered.

TEST PIT LOG  
SILVER HILLS  
RENO, NEVADA

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SHEET  
17  
OF  
25

PLASTICITY INDEX  
 % PASSING #200  
 MOISTURE CONTENT  
 % OF DRY WT.  
 DRY DENSITY  
 (PCF)  
 DEPTH (FT.)  
 SAMPLE LOCATION  
 BLOWS / FOOT

LOG OF TEST PIT 15  
 EQUIPMENT: CAT 420 D  
 DATE: 2-24-09 ELEV.

PLASTICITY INDEX	% PASSING #200	MOISTURE CONTENT % OF DRY WT.	DRY DENSITY (PCF)	DEPTH (FT.)	SAMPLE LOCATION	BLOWS / FOOT
				0		
				2		
				4	X	
NP	29.3	13.9		6	X	
				8		
				10		
				12		
				14		

SM 0-1': Silty Sand, dark brown, medium dense, slightly moist. Estimated 20% non plastic silt, 80% fine to coarse sand, trace gravel.

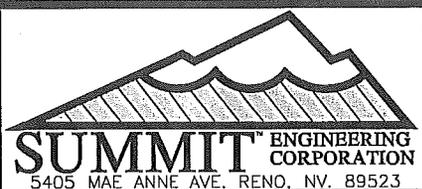
SS (SC) 1'-5': Bedrock: dark brown, medium dense, fine grained, Sandstone, moist. Excavates to the properties of a Clayey Sand (SC), Estimated 30% low plastic clay, 70% fine to coarse sand, trace gravel to 0.5".

SS (SM) 5'-13': Bedrock: gray, tan, brown, medium dense, fine to medium grained, Sandstone, slightly moist. Excavates to the properties of a Silty Sand (SM), Approximately 30% non plastic silt, 70% fine to medium sand.

Bottom of hole @ 13'  
 No Groundwater Encountered.

TEST PIT LOG  
 SILVER HILLS  
 RENO, NEVADA

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SHEET  
 18  
 OF  
 25

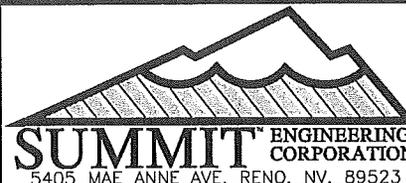
MAJOR DIVISIONS		GRAPHIC SYMBOL	GROUP SYMBOL	TYPICAL NAMES
COARSE GRAINED SOILS LESS THAN 50% PASSING No. 200 SIEVE	<b>GRAVELS</b> LESS THAN 50% COARSE FRACTION PASSES THE No.4 SIEVE		GW	WELL GRADED GRAVELS, GRAVEL/SAND MIXTURE
			GP	POORLY GRADED GRAVELS, GRAVEL/SAND MIXTURE
			GM	SILTY GRAVEL, POORLY GRADED GRAVEL/SAND/SILT MIXTURE
			GC	CLAYEY GRAVEL, POORLY GRADED GRAVEL/SAND/CLAY MIXTURE
	<b>SANDS</b> MORE THAN 50% COARSE FRACTION PASSES THE No.4 SIEVE		SW	WELL GRADED SANDS, GRAVELLY SANDS
			SP	POORLY GRADED SANDS, GRAVELLY SANDS
			SM	SILTY SANDS, POORLY GRADED SAND/CLAY MIXTURES
			SC	CLAYEY SAND, POORLY GRADED SAND/CLAY MIXTURES
FINE GRAINED SOILS MORE THAN 50% PASSING No. 200 SIEVE	<b>SILTS AND CLAYS</b> LIQUID LIMIT LESS THAN 50		ML	INORGANIC SILTS & VERY FINE SANDS OF LOW PLASTICITY
			CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, LEAN CLAYS
	<b>SILTS AND CLAYS</b> LIQUID LIMIT GREATER THAN 50		OL	ORGANIC CLAYS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
			MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SANDY OR SILTY SOILS
			CH	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS
			OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS
<b>ORGANIC RICH SOILS</b>			PT	TOPSOIL, PEAT, ORGANIC RICH SOILS
<b>OTHER SOILS</b>			F	FILL MATERIALS

## UNIFIED SOIL CLASSIFICATION SYSTEM

	UNDISTURBED SAMPLE		BULK SAMPLE		NO RECOVERY		MEASURED DEPTH TO GROUNDWATER
--	--------------------	--	-------------	--	-------------	--	-------------------------------

**KEY TO TEST PIT LOGS  
SILVER HILLS  
RENO, NEVADA**

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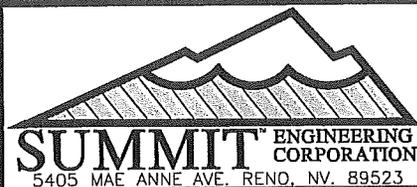


SHEET  
19  
OF  
25

SAMPLE LOCATION	SAMPLE DEPTH	% PASSING 3"	% PASSING #4	% PASSING #40	% PASSING #200	LIQUID LIMIT	PLASTICTY INDEX	EXPANSION INDEX	USCS
TP-1	1'-2'	100	94	44	22.8	27	12	-	SC
TP-2	3.5'-4'	100	94	65	42.4	NP	NP	-	SM
TP-3	8'-9'	100	94	57	19.9	NP	NP	-	SM
TP-5	2'-3'	100	93	39	21.2	27	12	-	SC
TP-6	10'-11'	100	99	56	35.1	31	15	-	SC
TP-7	4'	100	95	56	15.2	NP	NP	-	SM
TP-8	1'-2'	100	99	71	42.3	42	20	-	SC
TP-8	12'-13'	100	90	32	10.1	NP	NP	-	SW-SM
TP-9	4'-5'	100	98	69	27.8	25	5	-	SC-SM
TP-10	10.5'-11.5'	100	100	67	9.4	NP	NP	-	SP-SM
TP-11	3.5'-4.5'	100	94	50	12.1	NP	NP	-	SM
TP-12	8.5'-9.5'	100	96	53	28.5	27	14	-	SC
TP-13	2'-3'	100	97	53	21.4	19	3	-	SM
TP-14	7'-8'	100	100	79	42.3	NP	NP	-	SM
TP-15	6'-7'	100	100	71	29.3	NP	NP	-	SM

**SIEVE ANALYSIS  
SILVER HILLS  
RENO, NEVADA**

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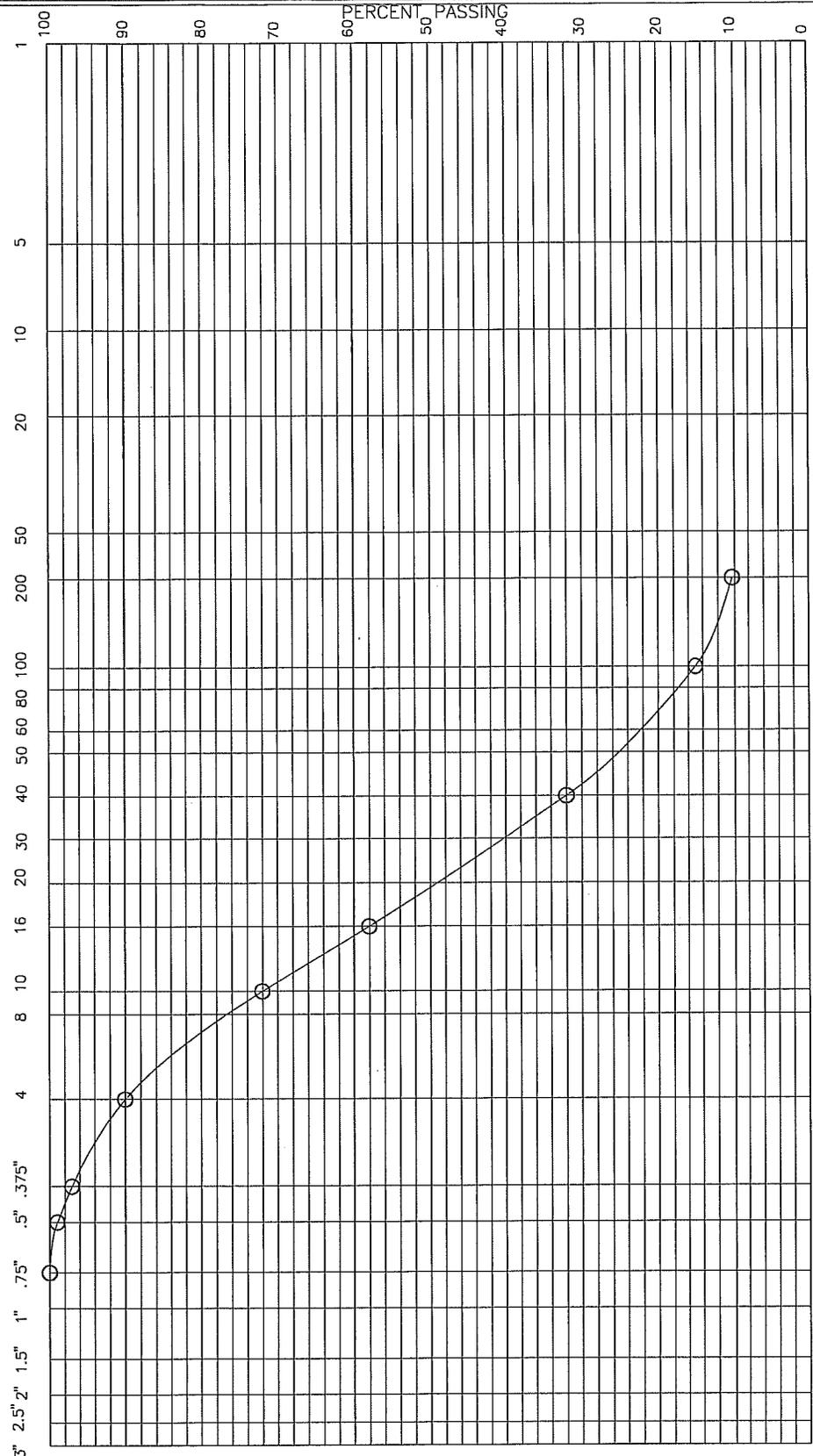


SHEET  
20  
OF  
25

UNIFIED SOIL CLASSIFICATION SYSTEM

GRAVEL	COARSE SAND	MEDIUM SAND	FINE SAND	SILT AND CLAY
--------	-------------	-------------	-----------	---------------

U.S. Standard Sieve Sizes ————— Microns



3" 2.5" 2" 1.5" 1" .75" .5" .375" 4 8 10 16 20 30 40 50 60 80 100 200 500 1000 2000 4000 8000 15000 30000 60000 100000 200000 400000 800000 1500000 3000000 6000000 12000000 25000000 50000000 100000000 200000000 400000000 800000000 1500000000 3000000000 6000000000 12000000000 25000000000 50000000000 100000000000

DESCRIPTION:  
CLASSIFICATION: SW-SM  
WELL GRADED SAND WITH SILT

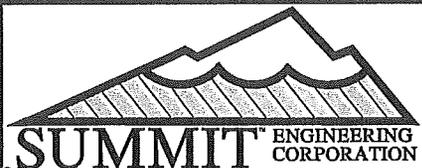
D-30 = 0.015  
D-10 = 0.00252  
CU = 19.84  
CC = 1.78

SYMBOL: O  
D-60 = 0.05

SAMPLE NO.: TP-8  
LOCATION.: 12'-13'

GRADING ANALYSIS  
SILVER HILLS  
RENO, NEVADA

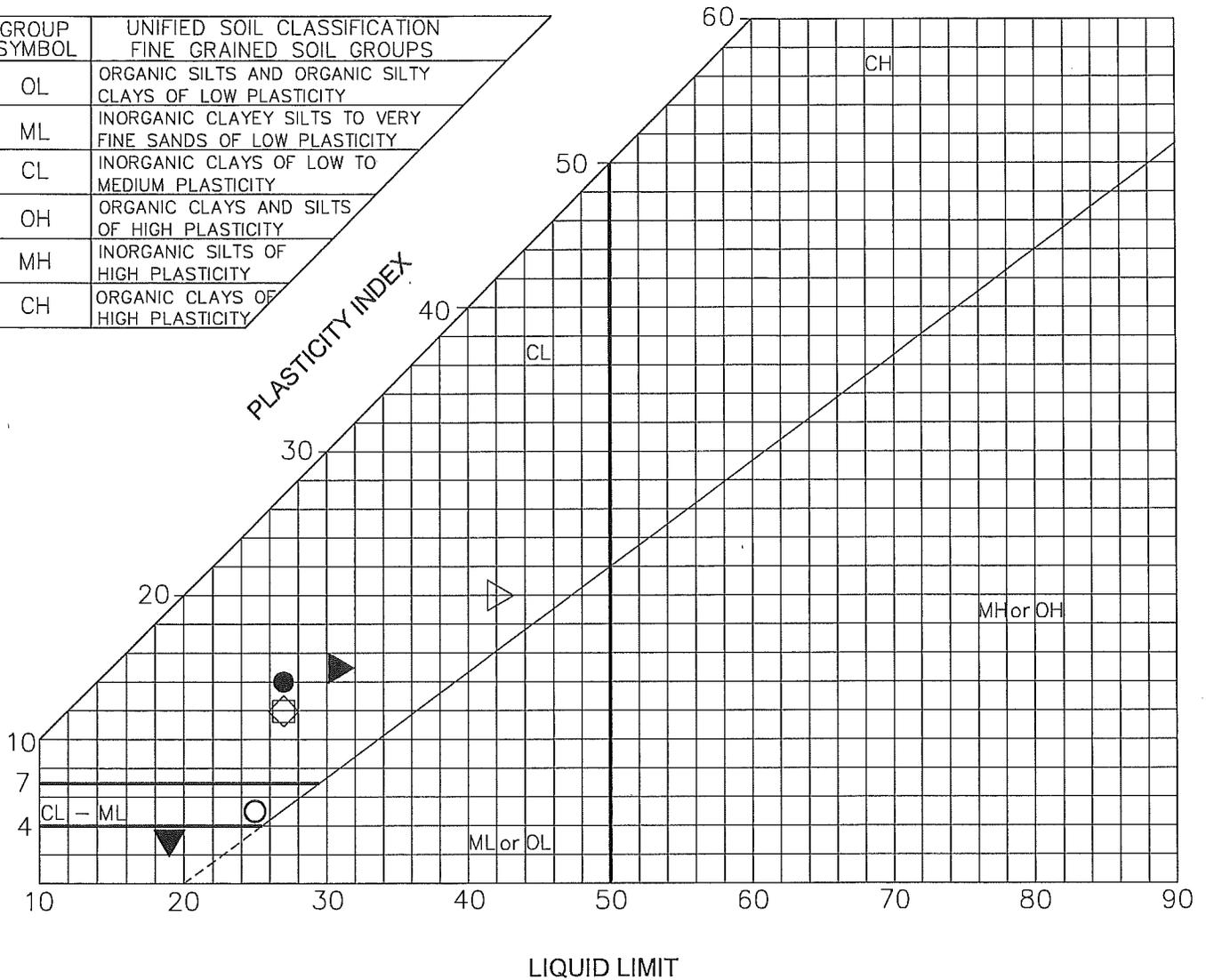
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SHEET  
21  
OF  
25



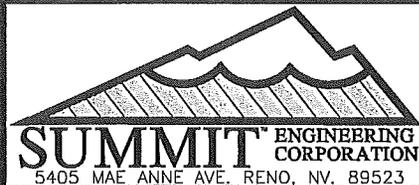
GROUP SYMBOL	UNIFIED SOIL CLASSIFICATION FINE GRAINED SOIL GROUPS
OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
ML	INORGANIC CLAYEY SILTS TO VERY FINE SANDS OF LOW PLASTICITY
CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY
OH	ORGANIC CLAYS AND SILTS OF HIGH PLASTICITY
MH	INORGANIC SILTS OF HIGH PLASTICITY
CH	ORGANIC CLAYS OF HIGH PLASTICITY



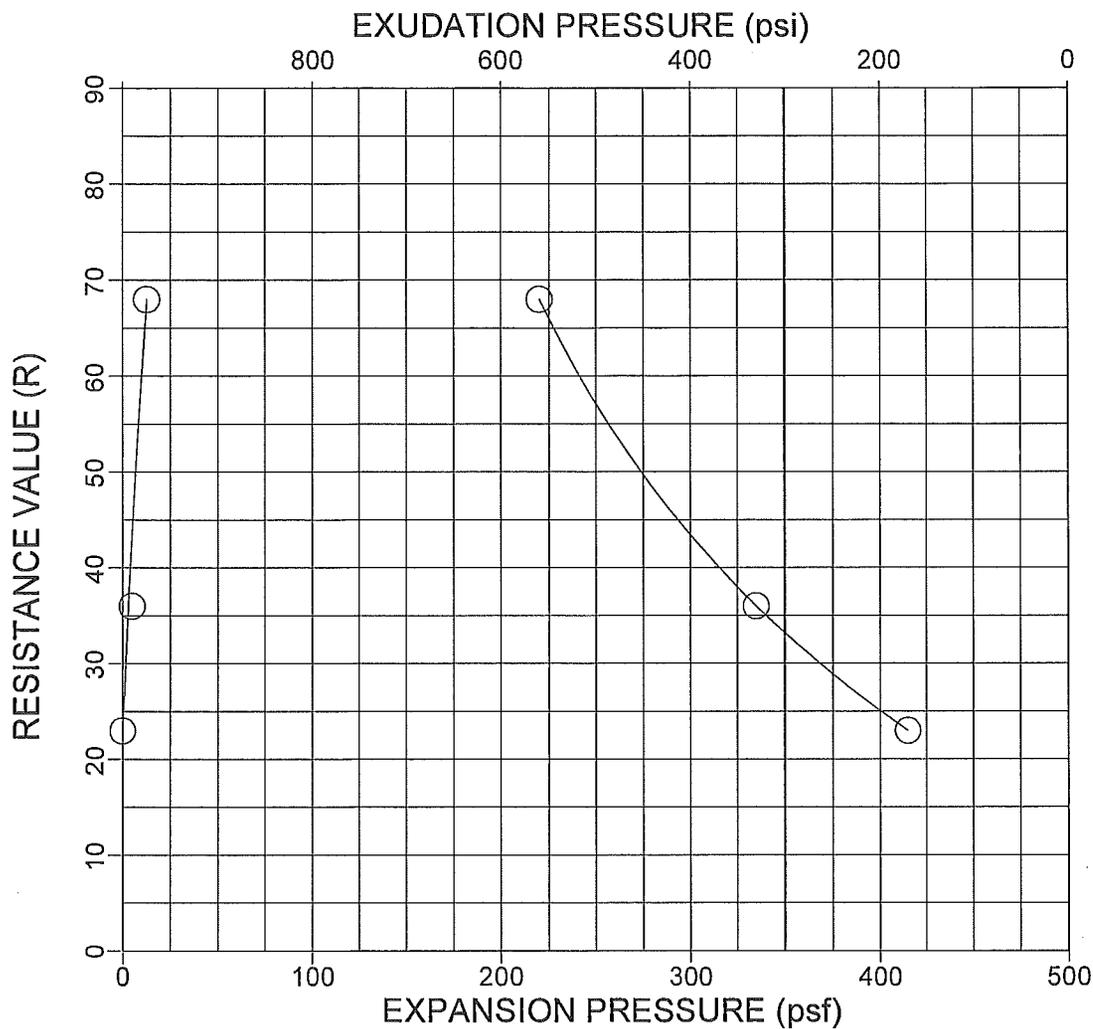
TEST SYMBOL	SAMPLE LOCATION	SAMPLE DEPTH	% PASSING #200 SIEVE	LIQUID LIMIT	PLASTICITY INDEX	EXP. INDEX	CLASSIFICATION
□	TP-1	1'-2'	22.8	27	12		SC
◇	TP-5	2'-3'	21.2	27	12		SC
▲	TP-6	10'-11'	35.1	31	15		SC
△	TP-8	1'-2'	42.3	42	20		SC
○	TP-9	4'-5'	27.8	25	5		SC-SM
●	TP-12	8.5'-9.5'	28.5	27	14		SC
▼	TP-13	2'-3'	21.4	19	3		SM

PLASTICITY INDEX  
SILVER HILLS  
RENO, NEVADA

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SHEET  
23  
OF  
25



Specimen No.	1	2	3
Water Content (%)	11.5	12.5	10.5
Dry Density (pcf)	128.8	126.8	130.7
Exudation Pressure (psi)	330	167	561
Expansion Pressure (psf)	4.32	0.0	12.96
Resistance Value (R)	36	23	68

Sample Source	Classification	Sand Equivalent	Values Interpolated at 300 psi Exudation press.	
			Expansion Pressure	R-value
TP-5 2'-3'	CLAYEY SAND		3	33

**R-VALUE  
SILVER HILLS  
RENO, NEVADA**

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SHEET  
24  
 OF  
25

# Atlas Consultants, Inc.

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 (702) 383-1199 • Fax (702) 383-4983

CHEMICAL  
 PHYSICAL

member of  
 AMERICAN SOCIETY FOR  
 TESTING MATERIALS

ACT LAB NO: 15425(a)                      DATE: February 27, 2009  
 PROJECT NO: 28813                          P.O. 4196  
 SUBMITTED BY: Summit Engineering Corporation (Reno)      LAB ID: 8995  
 ANALYZED BY: Kurt D. Ergun

**Silver Hills**

**WATER SOLUBLE SALT ANALYSIS IN SOIL**  
 1:5 (soil:water) Aqueous Extraction  
 AWWA 3500-Na D, AWWA 4500 E  
 AWWA 2540 C

**SOIL SIEVE SIZE = -10 MESH**

Sample No.	Location	Depth (feet)	Sodium (Percent)	Water Soluble Sulfate (SO <sub>4</sub> ) (Percent)	Total Available Water Soluble Sodium Sulfate (Na <sub>2</sub> SO <sub>4</sub> ) (Percent)
	TP-1	1.0-2.0	<0.01	0.01	<0.01
Solubility = 0.05%					
	TP-8	1.0-2.0	<0.01	0.01	<0.01
Solubility = 0.05%					
	TP-13	2.0-3.0	<0.01	0.01	<0.01
Solubility = 0.06%					

*Kurt D. Ergun*  
 LABORATORY DIRECTOR

Notes: The results for each constituent denote the percentage of that analyte, at a 1:5 (soil:water) extraction ratio, which is present in the soil. Sodium was determined by flame photometry, sulfate turbidimetrically, and sodium sulfate by calculation.

TOTAL P.01

**SULFATE ANALYSIS  
 SILVER HILLS  
 RENO, NEVADA**

JOB NO.: 28813  
 APPR.: JKG  
 BY: TMH  
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SHEET  
 25  
 OF  
 25

SILVER HILLS  
TRAFFIC ANALYSIS

JULY, 2018



Prepared by:  
Solaegui Engineers, Ltd.  
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# TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	3
INTRODUCTION.....	5
STUDY AREA.....	5
EXISTING AND PROPOSED LAND USES.....	5
EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS.....	5
TRIP GENERATION.....	8
TRIP DISTRIBUTION AND ASSIGNMENT.....	8
EXISTING AND PROJECTED TRAFFIC VOLUMES.....	8
ROADWAY CAPACITY ANALYSIS.....	15
INTERSECTION CAPACITY ANALYSIS.....	17
SITE PLAN REVIEW.....	23
RECOMMENDATIONS.....	24
APPENDIX.....	25

## LIST OF FIGURES

FIGURE 1 - VICINITY MAP.....	6
FIGURE 2 - TRIP DISTRIBUTION.....	9
FIGURE 3 - TRIP ASSIGNMENT.....	10
FIGURE 4 - EXISTING TRAFFIC VOLUMES.....	11
FIGURE 5 - EXISTING PLUS PROJECT TRAFFIC VOLUMES.....	12
FIGURE 6 - 2028 BASE TRAFFIC VOLUMES.....	13
FIGURE 7 - 2028 BASE PLUS PROJECT TRAFFIC VOLUMES.....	14

# SILVER HILLS

## TRAFFIC ANALYSIS

### EXECUTIVE SUMMARY

The proposed Silver Hills development is located in Washoe County, Nevada. The project site is located west of Red Rock Road in the vicinity of Silver Knolls Boulevard. 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 Red Rock Road intersections with the U.S. 395 Northbound and Southbound Ramps, Silver Lake Road, Moya Boulevard, Bighorn Drive, Silver Knolls Boulevard, and a new project access roadway have been identified for capacity analysis for the existing, existing plus project, 2028 base, and 2028 base plus project scenarios. The segment of Red Rock Road from US-395 to north of the project site has been identified for roadway capacity analysis for the existing, existing plus project, 2028 base, and 2028 base plus project scenarios.

The proposed Silver Hills development will consist of the construction of 1,654 single family homes. Project access will be provided from two roadways intersecting Red Rock Road and from the extension of Bighorn Drive at the project's south boundary. The project is expected to generate 13,878 average daily trips with 1,168 trips occurring during the AM peak hour and 1,313 trips occurring during the PM peak hour.

Traffic generated by the proposed Silver Hills 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 and Nevada Department of Transportation requirements.

It is recommended that Red Rock Road ultimately be widened to four lanes from Moya Boulevard to Evans Ranch through RTC's Regional Road Impact Fee Program.

It is recommended that traffic signal warrants be periodically reviewed at the Red Rock Road/US-395 Southbound Ramp intersection and traffic signal/capacity improvements be constructed when warranted through RTC's Regional Road Impact Fee Program.

It is recommended that traffic signal warrants be periodically reviewed at the Red Rock Road/US-395 Northbound Ramp intersection and traffic signal/capacity improvements be constructed when warranted through RTC's Regional Road Impact Fee Program. An exclusive right turn lane at the east approach should be considered a priority improvement that the project developer is suggested to pursue through RTC impact fee waivers.

It is recommended that capacity improvements be constructed at the Red Rock Road/Silver Lake Road intersection per RTC's North Valleys Multimodal Transportation Study. The intersection improvements shall be constructed through RTC's Regional Road Impact Fee Program. Capacity improvements at this intersection should be considered a priority improvement that the project developer is suggested to pursue through RTC impact fee waivers.

It is recommended that the Red Rock Road/Silver Knolls Boulevard/Project Access intersection continue to operate with stop sign control at the east and west approaches, improved to include exclusive left turn lanes at the north and south approaches, and modified to prohibit left turn and through movements at the east and west approaches.

It is recommended that the Red Rock Road/Project Access intersection be constructed as an unsignalized three-leg intersection with stop sign control at the west approach and an exclusive left turn lane at the south approach.

# INTRODUCTION

## STUDY AREA

The proposed Silver Hills development is located in Washoe County, Nevada. The project site is located west of Red Rock Road in the vicinity of Silver Knolls Boulevard. The location of the project site is shown in Figure 1. The purpose of this study is to address the project's impact upon the adjacent street network. The Red Rock Road intersections with the U.S. 395 Northbound and Southbound Ramps, Silver Lake Road, Moya Boulevard, Bighorn Drive, Silver Knolls Boulevard, and a new project access roadway have been identified for capacity analysis for the existing, existing plus project, 2028 base, and 2028 base plus project scenarios. The segment of Red Rock Road from US-395 to north of the project site has been identified for roadway 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. Properties adjacent to the project site generally include residential development to the east and south and undeveloped land to the north and west. The proposed Silver Hills development will consist of the construction of 1,654 single family homes. Project access will be provided from two roadways intersecting Red Rock Road and from the extension of Bighorn Drive at the project's south boundary.

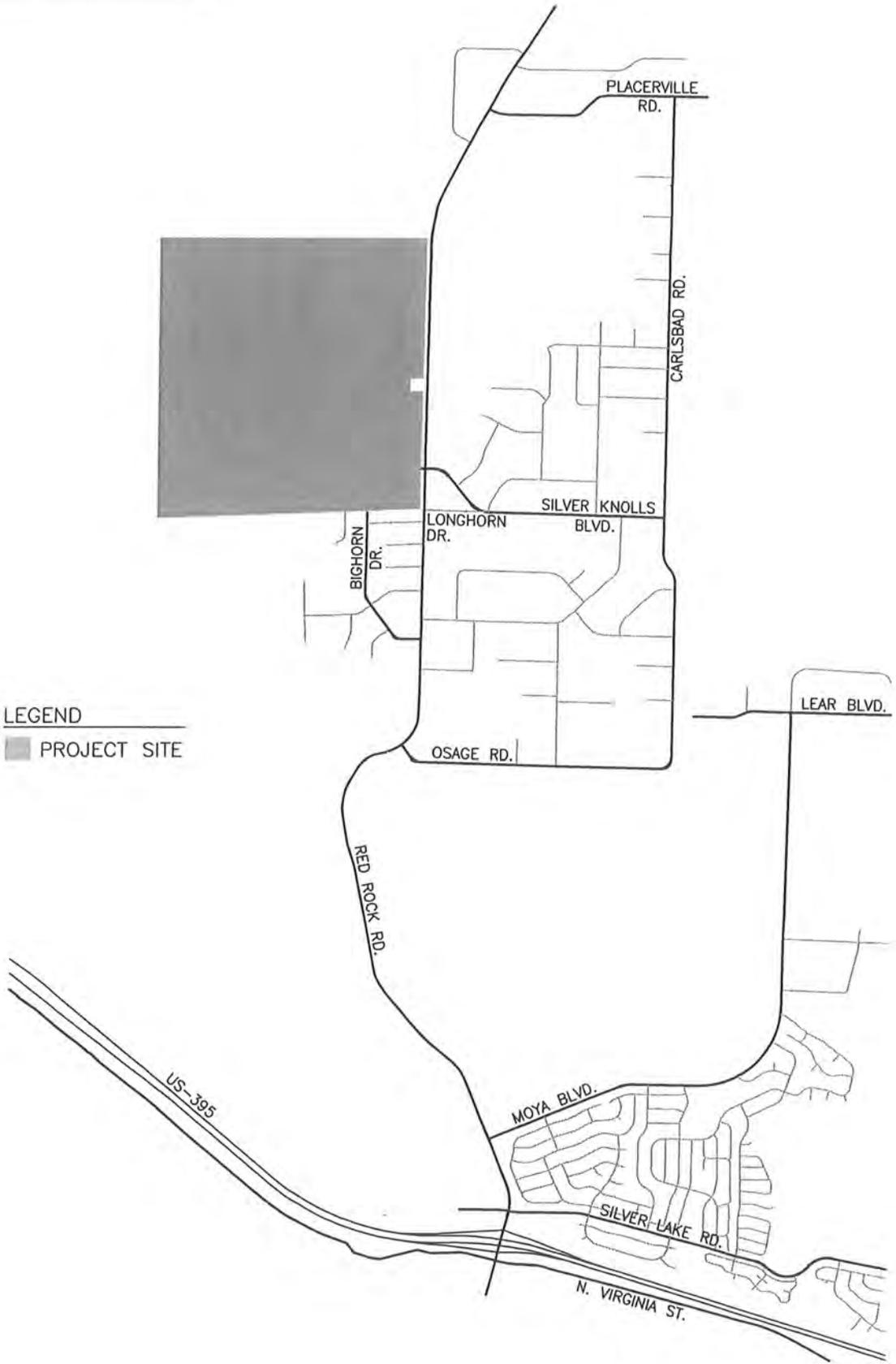
## EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS

Red Rock Road is a four-lane roadway with two through lanes in each direction from the US-395 Northbound Ramp intersection to Moya Boulevard and a two-lane roadway with one through lane in each direction south of the US-395 Northbound Ramp intersection and north of Moya Boulevard. The speed limit is posted for 35 miles per hour from US-395 to Moya Boulevard, 40 miles per hour from Moya Boulevard to Custer Road, 25 miles per hour from Custer Road to Longview Drive, 40 miles per hour between Longview Drive and the fire station, and 50 miles per hour further north. Roadway improvements generally include curb, gutter and sidewalk on the four-lane segment and graded shoulders with striped edgelines on the two-lane section.

Silver Lake Road is a two-lane roadway with one through-lane in each direction. The speed limit is posted for 35 miles per hour. Roadway improvements generally include curb, gutter and sidewalk in some areas and graded shoulders with striped edgelines in other areas. Bike lanes exist on both sides of the street east of Red Rock Road.

Moya Boulevard is a two-lane roadway with one lane in each direction east of Red Rock Road. The speed limit is posted for 45 miles per hour with a 35 mile per hour speed limit for trucks. Roadway improvements generally include curb, gutter, sidewalks, and bike lanes on both sides of the street with a center two-way left turn lane.

Bighorn Drive is a two-lane roadway with one lane in each direction west of Red Rock Road. The speed limit is not posted. Roadway improvements include paved travel lanes with graded shoulders.



LEGEND  
■ PROJECT SITE

SILVER HILLS  
VICINITY MAP

FIGURE 1

Silver Knolls Boulevard is a two-lane roadway with one lane in each direction east of Red Rock Road. The speed limit is posted for 25 miles per hour. Roadway improvements include paved travel lanes with graded shoulders. Silver Knolls Boulevard is an unimproved gravel road west of Red Rock Road but will ultimately be improved with development of the project.

The Red Rock Road/US-395 Southbound Ramp intersection is an unsignalized four-leg intersection with stop sign control at the off-ramp approach. The north Red Rock Road approach contains one shared left turn-through lane. The south Red Rock Road approach contains one shared through-right turn lane. The off-ramp approach contains one shared left turn-through-right turn lane. The east leg is the on-ramp to southbound US-395.

The Red Rock Road/US-395 Northbound Ramp intersection is an unsignalized four-leg intersection with stop sign control at the off-ramp approach. The north Red Rock Road approach contains one through lane and one right turn lane. The south Red Rock Road approach contains one shared left turn-through lane. The off-ramp approach contains one shared left turn-through-right turn lane. The west leg is the on-ramp to northbound US-395.

The Red Rock Road/Silver Lake Road intersection is an unsignalized four-leg intersection with stop sign control at the east and west approaches. The north and south approaches each contain one left turn lane, one through lane, and one shared through-right turn lane. The east approach contains one shared left turn-through-right turn lane. The west approach contains one shared left turn-through lane and one right turn lane. Pedestrian crosswalks exist at all approaches.

The Red Rock Road/Moya Boulevard intersection is a signalized three-leg intersection with flashing yellow arrow phasing for the southbound left turn movement. The north approach contains one left turn lane and one through lane. The south approach contains one through lane and one right turn lane. The east approach contains one left turn lane and one shared left turn-right turn lane.

The Red Rock Road/Bighorn Drive intersection is an unsignalized three-leg intersection with stop sign control at the west approach. The north approach contains one shared through-right turn lane. The south approach contains one shared left turn-through lane. The west approach contains one shared left turn-right turn lane.

The Red Rock Road/Silver Knolls Boulevard intersection is an unsignalized four-leg intersection with stop sign control at the east and west approaches. All approaches contain one shared left turn-through-right turn lane. The west leg of the intersection will be improved to serve as a project access with development of the project.

The Red Rock Road/North Project Access intersection does not currently exist but is anticipated to be constructed as a three-leg intersection with development of the project. At a minimum, the intersection is anticipated to contain one shared through-right turn lane at the north approach, one shared left turn-through lane at the south approach, and one shared left turn-right turn lane at the west approach.

## TRIP GENERATION

In order to assess the magnitude of traffic impacts of the proposed development on the adjacent street network, trip generation rates and peak hours had to be determined. Trip generation rates were obtained from the *Ninth Edition of ITE Trip Generation* (2012) for Land Use 210 “Single Family Detached Housing”. 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. Table 1 shows a summary of the average weekday traffic (ADT) volumes and weekday peak hour volumes generated by the proposed project. The trip generation worksheet is included in the Appendix.

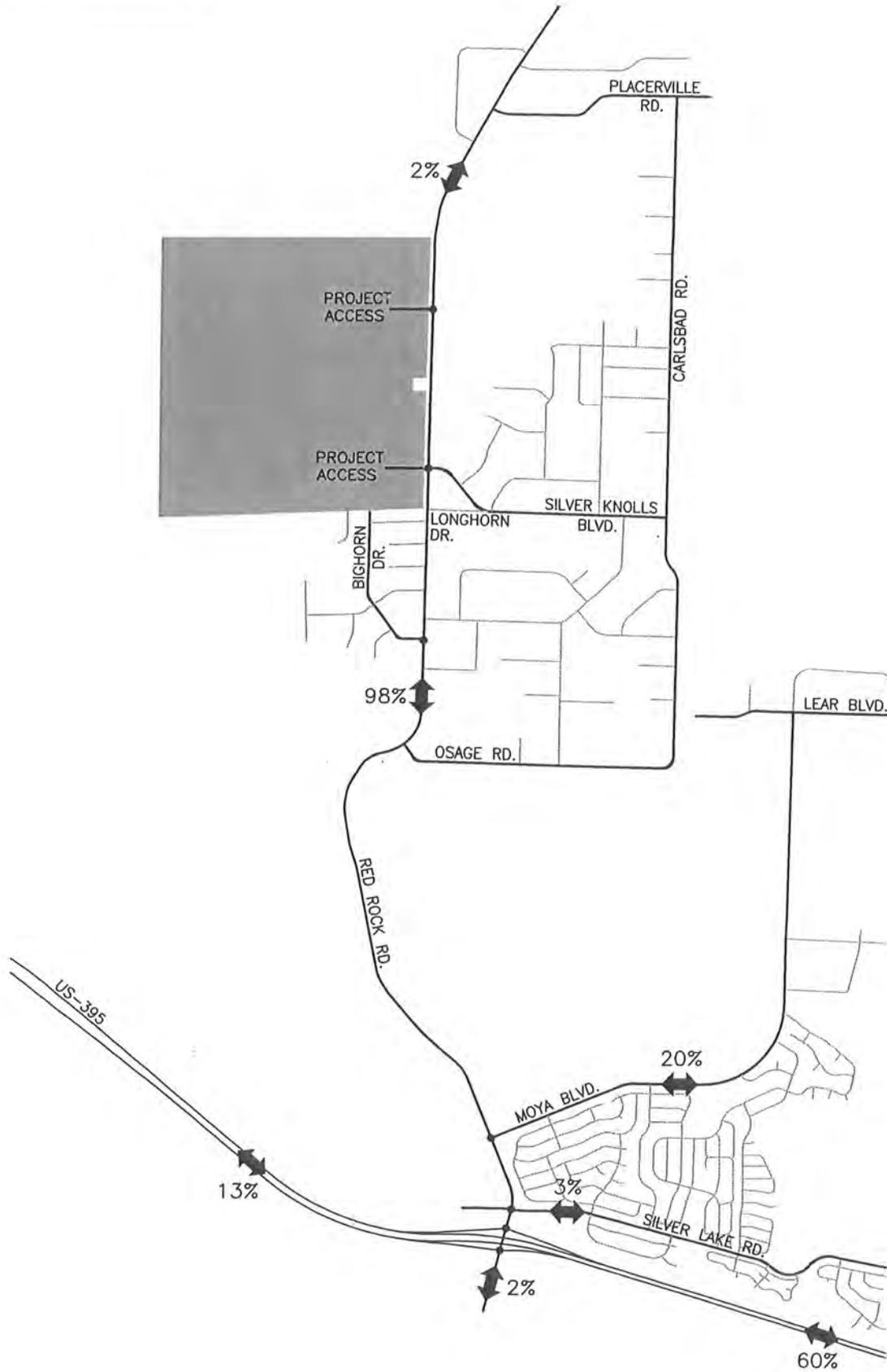
ITE LAND USE	ADT	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Single Family (1,654 Dwelling Units)	13,878	292	876	1,168	827	486	1,313

## TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of the project traffic to the key intersections was based on existing and future peak hour traffic patterns and the locations of attractions and productions in the area. The anticipated trip distribution is shown on Figure 2. The project trips were subsequently assigned to the key roadway segments and intersections based on the trip distribution. Figure 3 shows the AM and PM peak hour project trip assignment at the intersections and average daily trip assignment on Red Rock Road.

## EXISTING AND PROJECTED TRAFFIC VOLUMES

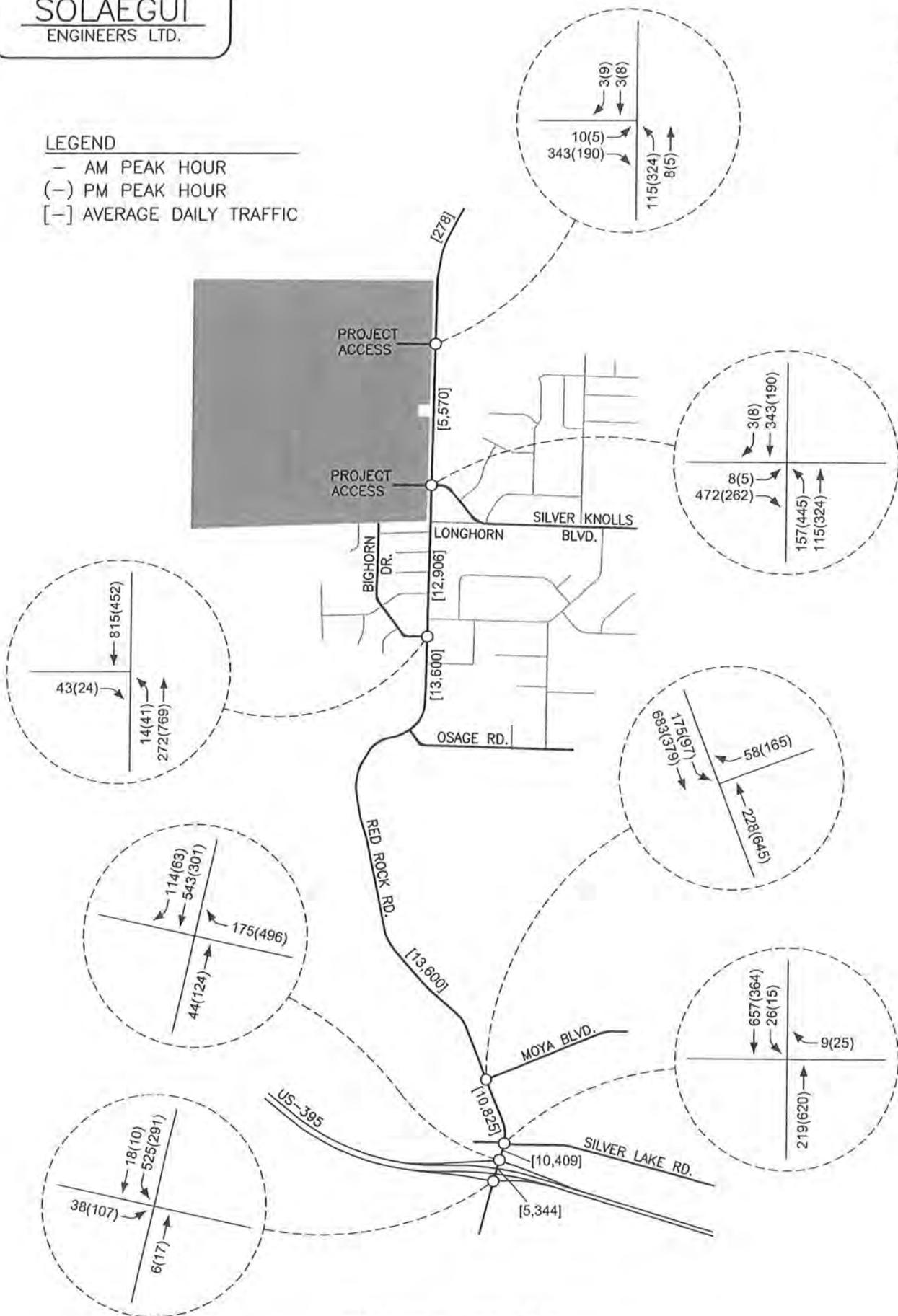
Figure 4 shows the existing traffic volumes. The existing peak hour volumes at the Red Rock Road intersections with Silver Road and Moya Boulevard were obtained from the North Valleys Multimodal Transportation Study. The existing peak hour volumes at the remaining intersections were obtained from traffic counts taken in August of 2017. The existing average daily traffic volume on Red Rock Road north of Moya Boulevard was obtained from NDOT’s 2017 Annual Traffic Report. The daily traffic volumes on the remaining roadway segments were estimated by applying a 9.35% peak hour factor to the existing PM peak hour volumes. The peak hour factor was calculated from daily and peak hour traffic volumes on Red Rock Road north of Moya Boulevard. Figure 5 shows the existing plus project traffic volumes. Figure 6 shows the 2028 base traffic volumes. The 2028 base traffic volumes were estimated based on average daily and peak hour traffic volumes extrapolated from 2025 and 2030 traffic volumes obtained directly from the Regional Transportation Commission’s traffic forecasting model. Figure 7 shows the 2028 base plus project traffic volumes.



SILVER HILLS  
TRIP DISTRIBUTION  
FIGURE 2

**LEGEND**

- AM PEAK HOUR
- (-) PM PEAK HOUR
- [ - ] AVERAGE DAILY TRAFFIC



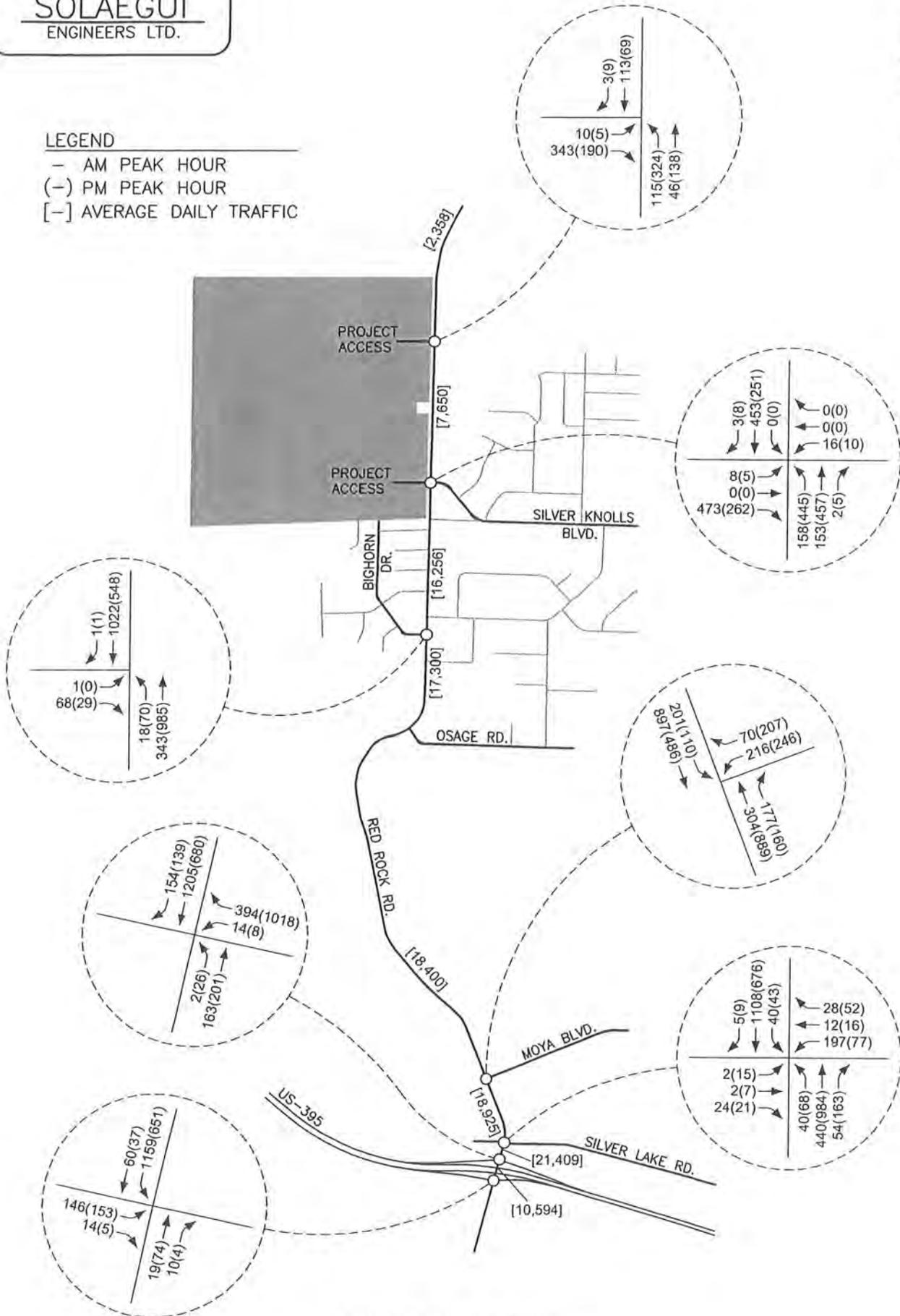
**SILVER HILLS**  
**TRIP ASSIGNMENT**  
**FIGURE 3**





**LEGEND**

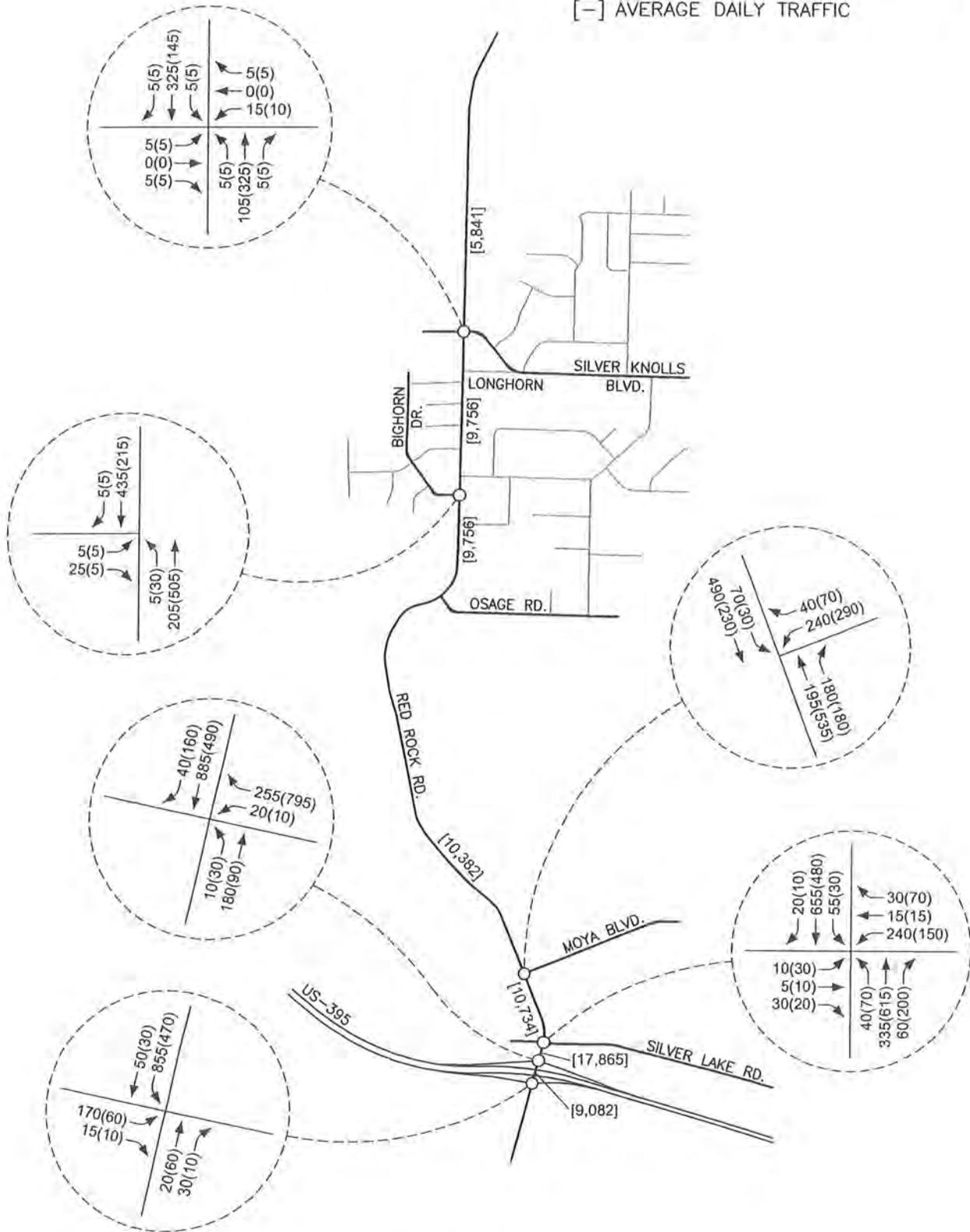
- AM PEAK HOUR
- (-) PM PEAK HOUR
- [ - ] AVERAGE DAILY TRAFFIC



**SILVER HILLS**  
**EXISTING PLUS PROJECT TRAFFIC VOLUMES**

**LEGEND**

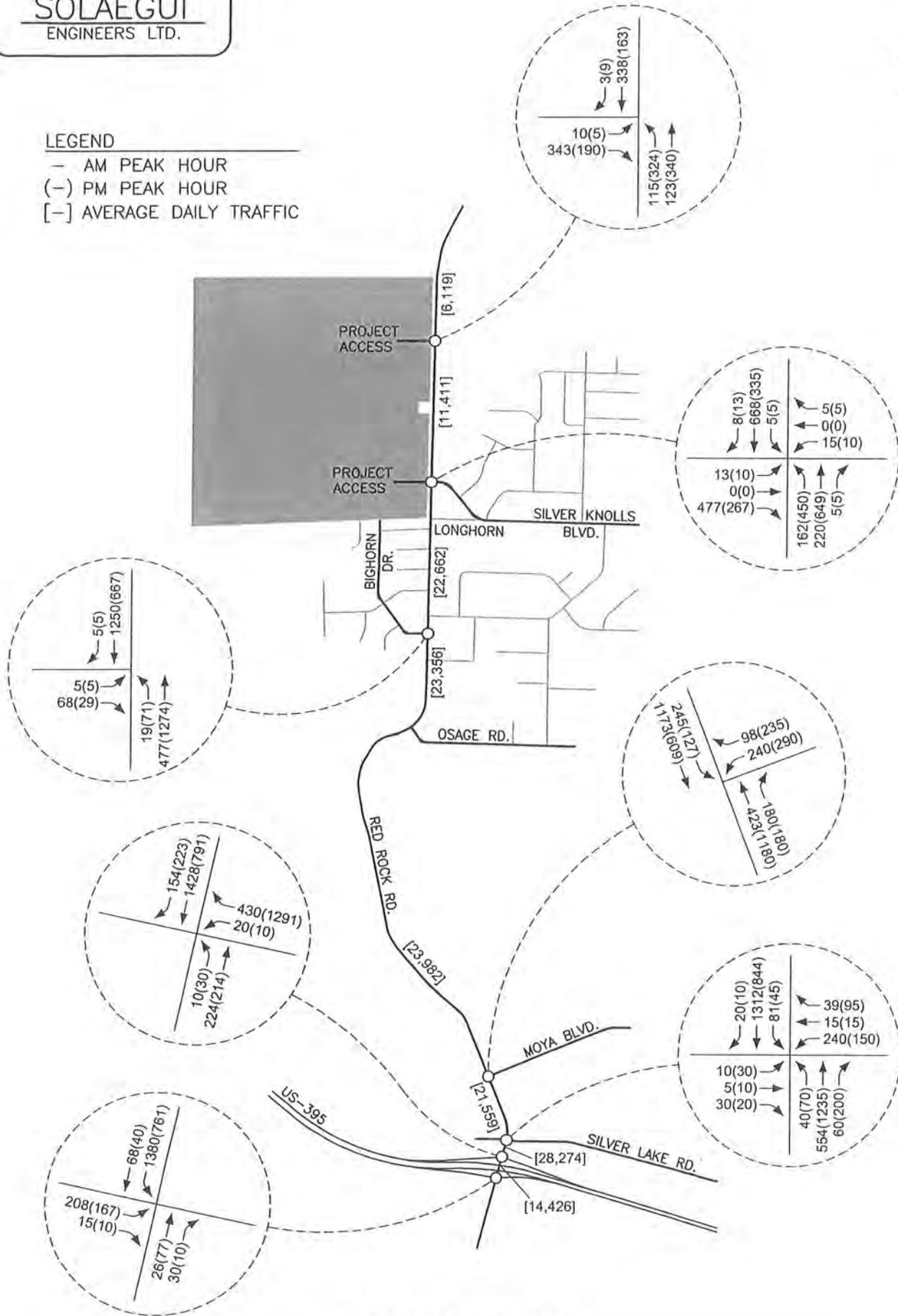
- AM PEAK HOUR
- (-) PM PEAK HOUR
- [ ] AVERAGE DAILY TRAFFIC



**SILVER HILLS**  
**2028 BASE TRAFFIC VOLUMES**

**LEGEND**

- AM PEAK HOUR
- (-) PM PEAK HOUR
- [ - ] AVERAGE DAILY TRAFFIC



**SILVER HILLS**

**2028 BASE PLUS PROJECT TRAFFIC VOLUMES**

## ROADWAY CAPACITY ANALYSIS

The segment of Red Rock Road from US-395 to north of the project site was identified for roadway capacity analysis. Roadway capacity is based on average daily level of service thresholds established by the Regional Transportation Commission. The 2040 Regional Transportation Plan indicates that LOS standards used for assessing the need for street and highway improvements at a planning level are LOS D for all regional roadway facilities projected to carry less than 27,000 ADT and LOS E for all regional roadway facilities projected to carry 27,000 or more ADT. The 2040 Regional Transportation Plan indicates that Red Rock Road is classified as an arterial with moderate access control. Table 2 shows the average daily level of service thresholds for moderate access control arterials.

FACILITY/LANES	AVERAGE DAILY TRAFFIC VOLUME			
	LOS B	LOS C	LOS D	LOS E
Arterial with Moderate Access Control				
2 Lanes	≤5,500	5,501-14,800	14,801-17,500	17,501-18,600
4 Lanes	≤12,000	12,001-32,200	32,201-35,200	35,201-36,900
6 Lanes	≤18,800	18,801-49,600	49,601-52,900	52,901-55,400
8 Lanes	≤25,600	25,601-66,800	66,801-70,600	70,601-73,900

Red Rock Road was subsequently reviewed for capacity based on the existing and projected average daily traffic volumes and the level of service thresholds presented above. Table 3 shows a summary of the roadway segment level of service results for the existing, existing plus project, 2028 base, and 2028 base plus project traffic volumes.

ROADWAY SEGMENT	EXISTING		EXISTING + PROJECT		2028 BASE		2028 BASE + PROJECT	
	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
Red Rock Road between the US-395 NB and SB Ramps 2-Lane MAC Arterial (Existing)	5,250	B	10,594	C	9,082	C	14,426	C
Red Rock Road between the US-395 NB Ramps and Silver Lake Road 4-Lane MAC Arterial (Existing)	11,000	B	21,409	C	17,865	C	28,274	C
Red Rock Road between Silver Lake Road and Moya Boulevard 4-Lane MAC Arterial (Existing)	8,100	B	18,925	C	10,734	B	21,559	C

TABLE 3 (CONTINUED)  
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS

ROADWAY SEGMENT	EXISTING		EXISTING + PROJECT		2028 BASE		2028 BASE + PROJECT	
	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
Red Rock Road between Moya Boulevard and Osage Road 2-Lane MAC Arterial (Existing) 4-Lane MAC Arterial (Needed)	4,800 -	B -	18,400 18,400	E C	10,382 -	C -	23,982 23,982	F C
Red Rock Road between Osage Road And Bighorn Drive 2-Lane MAC Arterial (Existing) 4-Lane MAC Arterial (Needed)	3,700 -	B -	17,300 -	D -	9,756 -	C -	23,356 23,356	F C
Red Rock Road between Bighorn Drive and Silver Knolls Boulevard 2-Lane MAC Arterial (Existing) 4-Lane MAC Arterial (Needed)	3,350 -	B -	16,256 -	D -	9,756 -	C -	22,662 22,662	F C
Red Rock Road between Silver Knolls Boulevard and Project Access Road 2-Lane MAC Arterial (Existing)	2,080	B	7,650	C	5,841	C	11,411	C
Red Rock Road north of the Project Access Road 2-Lane MAC Arterial (Existing)	2,080	B	2,358	B	5,841	C	6,119	C

As shown in Table 3, the existing two-lane segment of Red Rock Road south of the US-395 northbound ramps and the existing four-lane segment from the US-395 northbound ramps to Moya Boulevard operate at LOS C or better for the existing, existing plus project, 2028 base, and 2028 base plus project traffic volumes. The existing two-lane segment from Moya Boulevard to Osage Road operates at LOS C or better for the existing and 2028 base traffic volumes, LOS E for the existing plus project volumes, and LOS F for the 2028 base plus project traffic volumes. The existing two-lane segment from Osage Road and Silver Knolls Boulevard operates at LOS D or better for the existing, existing plus project, and 2028 base traffic volumes and LOS F for the 2028 base plus project traffic volumes. The existing two lane segment from Silver Knolls Boulevard to north of the project access operates at LOS C or better for the existing, existing plus project, 2028 base, and 2028 base plus project traffic volumes.

The existing two-lane segment of Red Rock Road just north of Moya Boulevard exceeds the policy LOS D threshold by only 900 ADT for the existing plus project scenario. It is estimated that all but approximately 108 of the proposed dwelling units can be constructed before this segment of roadway exceeds the policy LOS D threshold.

The existing two-lane segment of Red Rock Road between Moya Boulevard and Silver Knolls Boulevard will need to be widened to four lanes in order to maintain policy LOS D operation for the 2028 base plus project traffic volumes. The RTC's 2040 Regional Transportation Plan indicates that Red Rock Road is planned to be widened to four lanes from Moya Boulevard to Evans Ranch in the 2022 to 2026 timeframe. Evans Ranch is located north of the project site. The North Valleys Multimodal Transportation Study also identifies the need for a four-lane widening of Red Rock Road to Evans Ranch. It is recommended that Red Rock Road be widened to four lanes from Moya Boulevard to Evans Ranch through RTC's Regional Road Impact Fee Program.

## INTERSECTION CAPACITY ANALYSIS

The Red Rock Road intersections with the U.S. 395 northbound and southbound ramps, Silver Lake Road, Moya Boulevard, Bighorn Drive, Silver Knolls Boulevard, and the project access roadway were identified for intersection capacity analysis. Intersection capacity analysis is based on procedures presented in the *Highway Capacity Manual (6th Edition)*, prepared by the Transportation Research Board, for unsignalized and signalized intersections.

The result of capacity analysis is a level of service (LOS) rating for each signalized intersection, roundabout, or minor movement 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 two-way stop controlled intersections in terms of computed or measured control delay for each minor movement. Level of service is not defined for the intersection as a whole. The level of service criteria for unsignalized intersections is shown in Table 4.

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 5.

TABLE 5 LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS	
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

The key intersections were subsequently reviewed for capacity using the latest version of the Highway Capacity software. Table 6 shows a summary of the level of service and delay results at the key intersections. The capacity worksheets are included in the Appendix.

TABLE 6 INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS								
INTERSECTION	EXISTING		EXISTING + PROJECT		2028 BASE		2028 BASE + PROJECT	
	AM	PM	AM	PM	AM	PM	AM	PM
Red Rock Road & US-395 SB Ramps Stop at West Leg w/Existing Lanes EB Left-Thru-Right SB Left Signalized w/Improvements	F173.9 A9.0 N/A	C20.3 A8.1 N/A	F999+ C15.5 D37.0	F457.5 A9.5 B17.3	F999+ B10.7 N/A	D32.2 A8.6 N/A	F999+ D33.9 C29.0	F982.6 B10.3 B12.8
Red Rock Road & US-395 NB Ramps Stop at East Leg w/Existing Lanes WB Left-Thru-Right NB Left Stop at East Leg w/Improvements WB Left-Thru NB Left Signalized w/Improvements	B11.5 A9.3 N/A N/A N/A	B14.3 A8.5 N/A N/A N/A	C20.5 B12.9 C17.4 B13.0 B14.6	F200.7 A9.9 B12.1 A8.7 B20.0	C15.3 B10.3 N/A N/A N/A	E35.2 A9.2 N/A N/A N/A	F70.4 C15.1 C22.7 C15.2 B16.2	F386.8 B11.0 C15.4 B11.0 C24.6
Red Rock Road & Silver Lake Road Stop at East/West w/Existing Lanes EB Left-Thru EB Right WB Left-Thru-Right NB Left SB Left Signalized w/Existing Lanes	C18.7 A10.0 E37.0 A8.5 A7.9 N/A	C23.0 A9.4 D32.9 A8.2 A8.7 N/A	F77.5 B13.7 F703.3 B11.8 A8.7 C20.7	F190.9 B11.0 F972.5 A9.6 B12.1 B19.5	E36.4 B11.0 F346.2 A9.4 A8.4 C20.7	F58.0 B10.1 F482.2 A8.8 A9.9 B18.3	F446.9 C15.7 F999+ B13.6 A9.3 C24.2	F999+ B11.9 F999+ B10.5 B14.7 C24.5
Red Rock Road & Moya Boulevard Signalized w/Existing Lanes Signalized w/Improvements	B13.3 N/A	B18.3 N/A	B19.9 N/A	C29.7 N/A	B13.3 N/A	C20.6 N/A	F79.6 B13.2	F89.6 B17.6

TABLE 6 (CONTINUED)  
INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS

INTERSECTION	EXISTING		EXISTING + PROJECT		2028 BASE		2028 BASE + PROJECT	
	AM	PM	AM	PM	AM	PM	AM	PM
Red Rock Road & Bighorn Drive Stop at West Leg w/Existing Lanes EB Left-Right NB Left	A9.6 A7.7	A8.8 A7.5	D25.4 B10.9	B12.6 A9.0	B12.0 A8.3	B13.0 A7.8	E46.1 B12.5	D30.5 A9.5
Stop at West Leg w/Improvements EB Left-Right NB Left	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	C20.3 B12.5	C16.9 A9.5
Red Rock & Silver Knolls/Project Access Stop at East & West w/Existing Lanes EB Left-Thru-Right WB Left-Thru-Right NB Left SB Left	A8.9 A9.6 A7.5 A7.3	A8.6 A9.9 A7.3 A7.5	F52.0 F739.8 A9.0 A7.6	C17.8 F322.1 A9.5 A8.4	B11.5 B11.9 A8.0 A7.5	B11.2 B12.4 A7.6 A8.0	F206.6 F999+ B10.2 A7.7	F108.4 F841.4 B10.2 A9.1
Stop at East & West w/Improvements EB Right WB Right NB Left SB Left	N/A N/A N/A N/A	N/A N/A N/A N/A	E36.2 A9.2 A8.9 A7.5	B12.3 B11.3 A9.4 A8.3	N/A N/A N/A N/A	N/A N/A N/A N/A	D27.9 A9.0 B10.0 A7.7	B11.6 B10.7 B10.0 A9.0
Red Rock Road & North Project Access Stop at West Leg EB Left-Right NB Left	N/A N/A	N/A N/A	B11.8 A7.7	B10.2 A8.1	N/A N/A	N/A N/A	C17.9 A8.4	B11.5 A8.5

Red Rock Road/US-395 Southbound Ramp Intersection

The Red Rock Road/US-395 Southbound Ramp intersection was analyzed as an unsignalized four-leg intersection with stop sign control at the west approach for all scenarios. The intersection minor movements currently operate at LOS C or better except for the eastbound left turn movement which operates at level of service F during the AM peak hour. For the existing plus project traffic volumes the eastbound left turn movement operates at LOS F during the AM and PM peak hours. For the 2028 base traffic volumes the eastbound left turn movement operates at LOS F during the AM peak hour and LOS D during the PM peak hour. For the 2028 base plus project traffic volumes the eastbound left turn movement operates at LOS F during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. Capacity improvements such as exclusive left turn lanes at the north and west approaches continue to result in LOS F operation for all scenarios under unsignalized conditions.

Traffic signal warrant 3 per the *Manual on Uniform Traffic Control Devices* (MUTCD) was subsequently reviewed at the Red Rock Road/US-395 Southbound Ramp intersection due to the poor level of service operation. Peak hour warrant 3 appears to be met at the intersection for the existing plus project and 2028 base plus project volumes.

With traffic signal control and capacity improvements the Red Rock Road/US-395 Southbound Ramp intersection operates at LOS D or better for the existing plus project and 2028 base plus project scenarios. The capacity improvements include separate left turn and through lanes at the north approach for the existing plus project scenario and one left turn lane and one shared left turn-through lane at the north approach for the 2028 base plus project scenario. It should be noted that peak hour warrant 3 should be applied only in unusual cases such as office complexes, manufacturing plants, industrial complexes, or other high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. The MUTCD has eight additional warrants that should be evaluated when considering the need for the installation of a traffic signal. It is recommended that traffic signal warrants be periodically reviewed at the Red Rock Road/US-395 Southbound Ramp intersection and traffic signal and capacity improvements be constructed when warranted through RTC's Regional Road Impact Fee Program.

#### Red Rock Road/US-395 Northbound Ramp Intersection

The Red Rock Road/US-395 Northbound Ramp intersection was analyzed as an unsignalized four-leg intersection with stop sign control at the east approach for all scenarios. The intersection minor movements currently operate at LOS B or better during the AM and PM peak hours. For the existing plus project traffic volumes the westbound left turn-through-right turn movement operates at LOS C during the AM peak hour and LOS F during the PM peak hour. For the 2028 base traffic volumes the intersection minor movements operate at LOS C or better during the AM peak hour and LOS E or better during the PM peak hour. For the 2028 base plus project traffic volumes the westbound left turn-through-right turn movement operates at LOS F during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. Capacity improvements such as two southbound through lanes and a westbound right turn lane will result in LOS C or better operation during the AM and PM peak hours for the existing plus project and 2028 base plus project scenarios under unsignalized conditions. An exclusive right turn lane at the east approach of the Red Rock Road/US-395 Northbound Ramp intersection should be considered a priority improvement that the project developer is suggested to pursue through RTC impact fee waivers.

Traffic signal warrant 3 per the *Manual on Uniform Traffic Control Devices* (MUTCD) was also reviewed at the Red Rock Road/US-395 Northbound Ramp intersection. Warrant 3 is met for the existing plus project and 2028 base plus project scenarios when the westbound right turn volume is included in the minor street approach volume. With traffic signal control and capacity improvements the intersection operates at LOS C or better during the AM and PM peak hours for both scenarios. The capacity improvements include an additional through lane at the north approach and an additional right turn lane at the east approach. It should be noted that peak hour warrant 3 should be applied only in unusual cases such as office complexes, manufacturing plants, industrial complexes, or other high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. The MUTCD has eight additional warrants that should be evaluated when considering the need for the installation of a traffic signal. It is recommended that traffic signal warrants be periodically reviewed at the Red Rock Road/US-395 Northbound Ramp intersection and traffic signal and/or capacity improvements be constructed when warranted through RTC's Regional Road Impact Fee Program.

### Red Rock Road/Silver Lake Road Intersection

The Red Rock Road/Silver Lake Road intersection was analyzed as an unsignalized four-leg intersection with stop sign control at the east and west approaches for all scenarios. The intersection minor movements currently operate at LOS E or better during the AM peak hour and LOS D or better during the PM peak hour. For the existing plus project volumes the eastbound and westbound left turn-through-right turn movements operate at LOS F during the AM and PM peak hours. For the 2028 base traffic volumes the eastbound left turn-through movement and westbound left turn-through-right turn movement operate at LOS E and/or F during the AM and PM peak hours. For the 2028 base plus project traffic volumes the eastbound left turn-through movement and westbound left turn-through-right turn movement operate at LOS F during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. Capacity improvements such as an exclusive westbound left turn lane and exclusive northbound right turn lane continue to result in LOS F operation for the existing plus project, 2028 base, and 2028 base plus project scenarios under existing unsignalized conditions.

Traffic signal warrant 3 per the *Manual on Uniform Traffic Control Devices* (MUTCD) was subsequently reviewed at the Red Rock Road/Silver Lake Road intersection due to the poor level of service operation. Warrant 3 is met for the existing plus project, 2028 base, and 2028 base plus project volumes. With traffic signal control and the existing lanes the intersection operates at LOS C or better during the AM and PM peak hours for each scenario. It should be noted that peak hour warrant 3 should be applied only in unusual cases such as office complexes, manufacturing plants, industrial complexes, or other high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. The *Manual on Uniform Traffic Control Devices* has eight additional warrants that should be evaluated when considering the need for the installation of a traffic signal.

It is recommended that capacity improvements be constructed at the Red Rock Road/Silver Lake Road intersection per RTC's North Valleys Multimodal Transportation Study. The capacity improvements will include a combination of measures such as adding additional through or turning lanes, lengthening existing turn pockets, upgrading intersection control (traffic signal), signal timing optimization and coordination, and/or a roundabout. Capacity improvements at the Red Rock Road/Silver Lake Road intersection should be considered a priority improvement that the project developer is suggested to pursue through RTC impact fee waivers.

### Red Rock Road/Moya Boulevard Intersection

The Red Rock Road/Moya Boulevard intersection was analyzed as a signalized three-leg intersection for all scenarios. The intersection currently operates at LOS B with a delay of 13.3 seconds per vehicle during the AM peak hour and 18.3 seconds per vehicle during the PM peak hour. For the existing plus project traffic volumes the intersection operates at LOS B with a delay of 19.9 seconds per vehicle during the AM peak hour and LOS C with a delay of 29.7 seconds per vehicle during the PM peak hour. For the 2028 base traffic volumes the intersection operates at LOS B with a delay of 13.3 seconds per vehicle during the AM peak hour and LOS C with a delay of 20.6 seconds per vehicle during the PM peak hour.

For the 2028 base plus project traffic volumes the Red Rock Road/Moya Boulevard intersection operates at LOS E with a delay of 79.6 seconds per vehicle during the AM peak hour and LOS F with a delay of 89.6 seconds per vehicle during the PM peak hour. The intersection was analyzed with the existing approach lanes for all scenarios. Capacity improvements such as additional northbound and southbound through lanes will result in LOS B operation for the AM and PM peak hour 2028 base plus project scenario.

The RTC's 2040 Regional Transportation Plan indicates that Red Rock Road is planned to be widened to four lanes from Moya Boulevard to Evans Ranch in the 2022 to 2026 timeframe. The North Valleys Multimodal Transportation Study also identifies the need for a four-lane widening of Red Rock Road to Evans Ranch.

#### Red Rock Road/Bighorn Drive Intersection

The Red Rock Road/Bighorn Drive intersection was analyzed as an unsignalized three-leg intersection with stop sign control at the west approach for all scenarios. The intersection minor movements currently operate at LOS A during the AM and PM peak hours. For the existing plus project traffic volumes the intersection minor movements operate at LOS D or better during the AM and PM peak hours. For the 2028 base traffic volumes the intersection minor movements operate at LOS B or better during the AM and PM peak hours. For the 2028 base plus project traffic volumes the eastbound left turn-right turn movement operates at LOS E during the AM peak hour and LOS D during the PM peak hour. The intersection was analyzed with the existing approach lanes for all scenarios. Capacity improvements such as additional northbound and southbound through lanes and an exclusive northbound left turn lane result in LOS C or better operation for the 2028 base plus project scenario under existing unsignalized conditions.

The RTC's 2040 Regional Transportation Plan indicates that Red Rock Road is planned to be widened to four lanes from Moya Boulevard to Evans Ranch in the 2022 to 2026 timeframe. The North Valleys Multimodal Transportation Study also identifies the need for a four-lane widening of Red Rock Road to Evans Ranch.

#### Red Rock Road/Silver Knolls Boulevard/Project Access Intersection

The Red Rock Road/Silver Knolls Boulevard/Project Access intersection was analyzed as an unsignalized four-leg intersection with stop sign control at the east and west approaches for all scenarios. The intersection minor movements currently operate at LOS A during the AM and PM peak hours. For the existing plus project traffic volumes the eastbound and westbound left turn-through-right turn movements operate at LOS F during the AM and/or PM peak hours. For the 2028 base traffic volumes the intersection minor movements operate at LOS B or better during the AM and PM peak hours. For the 2028 base plus project traffic volumes the eastbound and westbound left turn-through-right turn movements operate at LOS F during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios.

The Red Rock Road/Silver Knolls Boulevard/Project Access intersection was subsequently analyzed as an unsignalized four-leg intersection with left turn and through movements prohibited at the east and west approaches for the existing plus project and 2028 base plus project scenarios. The left turn movement at the east approach can easily divert to Longhorn Drive to access southbound Red Rock Road and the left turn movement at the west approach can divert to the project access road to access northbound Red Rock Road. For the existing plus project traffic volumes the intersection minor movements operate at LOS B or better except for the right turn movement at the west approach which operates at LOS E during the AM peak hour. For the 2028 base plus project traffic volumes the intersection minor movements operate at LOS D or better during the AM and PM peak hours. For the existing plus project scenario the intersection was analyzed with one left turn lane and one shared through-right turn lane at the north and south approaches and one right turn lane at the east and west approaches. The intersection was analyzed with two through lanes at the north and south approaches for the 2028 base plus project scenarios.

It is recommended that the Red Rock Road/Silver Knolls Boulevard/Project Access intersection continue to operate with stop sign control at the east and west approaches, improved to include exclusive left turn lanes at the north and south approaches, and modified to prohibit left turn and through movements at the east and west approaches.

#### Red Rock Road/Project Access

The Red Rock Road/Project Access intersection was analyzed as an unsignalized three-leg intersection with stop sign control at the west approach for the existing plus project and 2028 base plus project scenarios. The intersection minor movements operate at LOS C or better during the AM and PM peak hours for both scenarios. The intersection was analyzed with one shared through-right turn lane at the north approach, one left turn lane and one through lane at the south approach; and one shared left turn-right turn lane at the west approach.

It is recommended that the Red Rock Road/Project Access intersection be constructed as an unsignalized three-leg intersection with stop sign control at the west approach and an exclusive left turn lane at the south approach.

## SITE PLAN REVIEW

A copy of the preliminary site plan for the Silver Hills development is included in this submittal. The site plan indicates that primary access will be provided from the extension of Silver Knolls Boulevard west of Red Rock Road and from a new roadway intersecting Red Rock Road north of Silver Knolls Boulevard. Secondary access will be provided from the extension of Bighorn Drive at the project's south boundary. The Red Rock Road/Project Access intersection will be located more than 3,000 north of the existing Red Rock Road/Silver Knolls Boulevard intersection which will meet Washoe County and RTC spacing requirements for signalized and unsignalized intersections.

## RECOMMENDATIONS

Traffic generated by the proposed Silver Hills 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 and Nevada Department of Transportation requirements.

It is recommended that Red Rock Road ultimately be widened to four lanes from Moya Boulevard to Evans Ranch through RTC's Regional Road Impact Fee Program.

It is recommended that traffic signal warrants be periodically reviewed at the Red Rock Road/US-395 Southbound Ramp intersection and traffic signal/capacity improvements be constructed when warranted through RTC's Regional Road Impact Fee Program.

It is recommended that traffic signal warrants be periodically reviewed at the Red Rock Road/US-395 Northbound Ramp intersection and traffic signal/capacity improvements be constructed when warranted through RTC's Regional Road Impact Fee Program. An exclusive right turn lane at the east approach should be considered a priority improvement that the project developer is suggested to pursue through RTC impact fee waivers.

It is recommended that capacity improvements be constructed at the Red Rock Road/Silver Lake Road intersection per RTC's North Valleys Multimodal Transportation Study. The intersection improvements shall be constructed through RTC's Regional Road Impact Fee Program. Capacity improvements at this intersection should be considered a priority improvement that the project developer is suggested to pursue through RTC impact fee waivers.

It is recommended that the Red Rock Road/Silver Knolls Boulevard/Project Access intersection continue to operate with stop sign control at the east and west approaches, improved to include exclusive left turn lanes at the north and south approaches, and modified to prohibit left turn and through movements at the east and west approaches.

It is recommended that the Red Rock Road/Project Access intersection be constructed as an unsignalized three-leg intersection with stop sign control at the west approach and an exclusive left turn lane at the south approach.

# APPENDIX

### Trip Generation Summary - Alternative 1

Project: New Project  
 Alternative: Alternative 1

Open Date: 7/3/2018  
 Analysis Date: 7/3/2018

ITE	Land Use	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
210	SFHOUSE 1 1654 Dwelling Units	6939	6939	13878	292	876	1168	827	486	1313
Unadjusted Volume		0	0	0	0	0	0	0	0	0
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		0	0	0	0	0	0	0	0	0

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

# HCS7 Two-Way Stop-Control Report

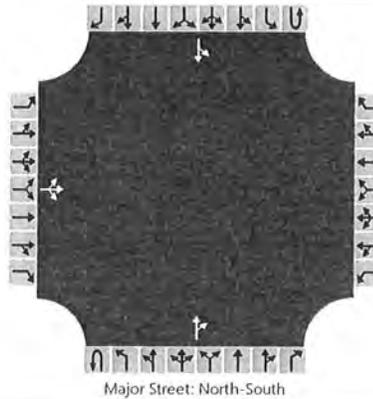
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2018
Time Analyzed	AM Existing
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock/US-395 SB Ramps
Jurisdiction	Washoe County
East/West Street	US-395 SB Ramps
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	
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	0	1	0	0	0	1	0	
Configuration			LTR									TR		LT			
Volume, V (veh/h)		108	0	14							13	10		634	42		
Percent Heavy Vehicles (%)		2	2	2										2			
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No					No					No					
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			133													689		
Capacity, c (veh/h)			123													1588		
v/c Ratio			1.08													0.43		
95% Queue Length, Q <sub>95</sub> (veh)			7.7													2.3		
Control Delay (s/veh)			173.9													9.0		
Level of Service, LOS			F													A		
Approach Delay (s/veh)		173.9													8.7			
Approach LOS		F																

# HCS7 Two-Way Stop-Control Report

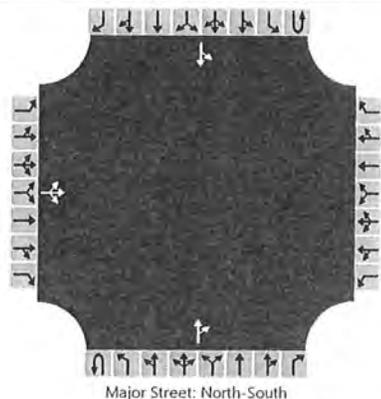
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2018
Time Analyzed	PM Existing
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock/US-395 SB Ramps
Jurisdiction	Washoe County
East/West Street	US-395 SB Ramps
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	0		0	1	0
Configuration			LTR								TR			LT		
Volume, V (veh/h)		46	0	5							57	4		360	27	
Percent Heavy Vehicles (%)		2	2	2										2		
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

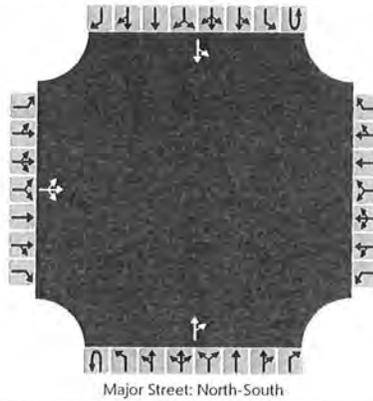
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			55												391	
Capacity, c (veh/h)			290												1535	
v/c Ratio			0.19												0.25	
95% Queue Length, Q <sub>95</sub> (veh)			0.7												1.0	
Control Delay (s/veh)			20.3												8.1	
Level of Service, LOS			C												A	
Approach Delay (s/veh)		20.3										7.7				
Approach LOS		C														

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock/US-395 SB Ramps
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	US-395 SB Ramps
Analysis Year	2018	North/South Street	Red Rock Road
Time Analyzed	AM Existing + Project	Peak Hour Factor	0.92
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	0	1	0	0	0	1	0	
Configuration			LTR									TR		LT			
Volume, V (veh/h)		146	0	14							19	10		1159	60		
Percent Heavy Vehicles (%)		2	2	2										2			
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No					No					No					
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			174												1260	
Capacity, c (veh/h)			18												1579	
v/c Ratio			9.81												0.80	
95% Queue Length, Q <sub>95</sub> (veh)			22.4												9.6	
Control Delay (s/veh)			4387.2												15.5	
Level of Service, LOS			F												C	
Approach Delay (s/veh)		4387.2										15.4				
Approach LOS		F														

# HCS7 Two-Way Stop-Control Report

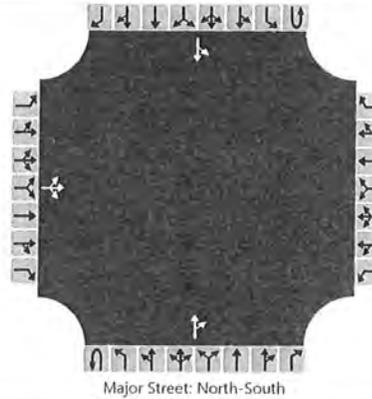
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2018
Time Analyzed	PM Existing + Project
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock/US-395 SB Ramps
Jurisdiction	Washoe County
East/West Street	US-395 SB Ramps
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	0		0	1	0	
Configuration			LTR								TR			LT			
Volume, V (veh/h)		153	0	5							74	4		651	37		
Percent Heavy Vehicles (%)		2	2	2										2			
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No					No					No					
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			172												708	
Capacity, c (veh/h)			97												1510	
v/c Ratio			1.77												0.47	
95% Queue Length, Q <sub>95</sub> (veh)			13.9												2.6	
Control Delay (s/veh)			457.5												9.5	
Level of Service, LOS			F												A	
Approach Delay (s/veh)		457.5										9.2				
Approach LOS		F														

# HCS7 Two-Way Stop-Control Report

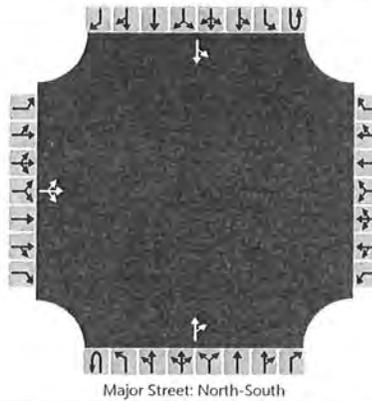
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2028
Time Analyzed	AM Base
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock/US-395 SB Ramps
Jurisdiction	Washoe County
East/West Street	US-395 SB Ramps
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	0		0	1	0				
Configuration			LTR									TR		LT						
Volume, V (veh/h)		170	0	15							20	30		855	50					
Percent Heavy Vehicles (%)		2	2	2										2						
Proportion Time Blocked																				
Percent Grade (%)		0																		
Right Turn Channelized		No					No					No					No			
Median Type/Storage		Undivided																		

## Critical and Follow-up Headways

Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			201													929	
Capacity, c (veh/h)			52													1550	
v/c Ratio			3.84													0.60	
95% Queue Length, Q <sub>95</sub> (veh)			22.0													4.3	
Control Delay (s/veh)			1437.6													10.7	
Level of Service, LOS			F													B	
Approach Delay (s/veh)		1437.6										10.5					
Approach LOS		F															

# HCS7 Two-Way Stop-Control Report

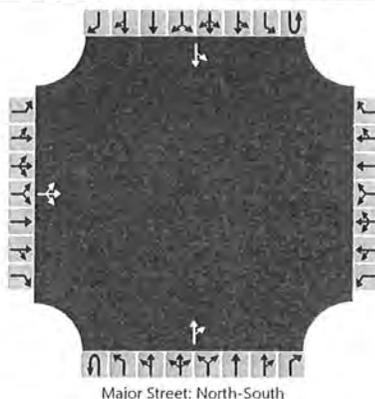
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2028
Time Analyzed	PM Base
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock/US-395 SB Ramps
Jurisdiction	Washoe County
East/West Street	US-395 SB Ramps
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	0	1	0	0	0	1	0	
Configuration			LTR								TR			LT			
Volume, V (veh/h)		60	0	10							60	10		470	30		
Percent Heavy Vehicles (%)		2	2	2										2			
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No					No					No					
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

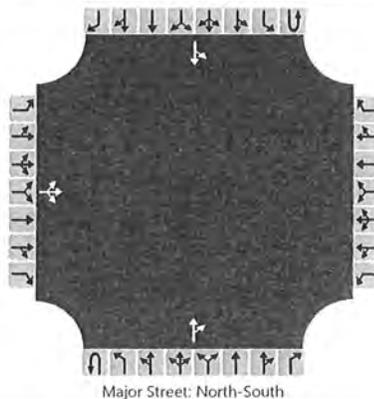
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			76												511	
Capacity, c (veh/h)			207												1522	
v/c Ratio			0.37												0.34	
95% Queue Length, Q <sub>95</sub> (veh)			1.6												1.5	
Control Delay (s/veh)			32.2												8.6	
Level of Service, LOS			D												A	
Approach Delay (s/veh)		32.2										8.2				
Approach LOS		D														

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	+
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	US-395 SB Ramps
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	AM Base + Project	Peak Hour Factor	0.92
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	0	1	0	0	0	1	0		
Configuration			LTR									TR		LT				
Volume, V (veh/h)		208	0	15							26	30		1380	68			
Percent Heavy Vehicles (%)		2	2	2										2				
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized		No					No					No						
Median Type/Storage		Undivided																

## Critical and Follow-up Headways

Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

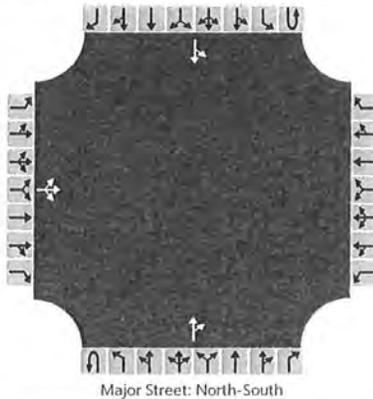
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		242											1500			
Capacity, c (veh/h)		7											1541			
v/c Ratio		32.92											0.97			
95% Queue Length, Q <sub>95</sub> (veh)		32.2											21.3			
Control Delay (s/veh)		15343.5											33.9			
Level of Service, LOS		F											D			
Approach Delay (s/veh)		15343.5											33.9			
Approach LOS		F														

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock/US-395 SB Ramps
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	US-395 SB Ramps
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	PM Base + Project	Peak Hour Factor	0.92
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	0	1	0	0	0	1	0	
Configuration			LTR									TR		LT			
Volume, V (veh/h)		167	0	10							77	10		761	40		
Percent Heavy Vehicles (%)		2	2	2										2			
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No					No					No					
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

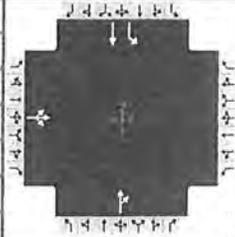
Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			192											827		
Capacity, c (veh/h)			67											1498		
v/c Ratio			2.88											0.55		
95% Queue Length, Q <sub>95</sub> (veh)			19.4											3.6		
Control Delay (s/veh)			982.6											10.3		
Level of Service, LOS			F											B		
Approach Delay (s/veh)		982.6										10.1				
Approach LOS		F														

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency				Duration, h	0.25		
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	AM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	Existing + Project	Analysis Period	1> 7:00		
Intersection	Red Rock & US-395 SB...	File Name	RrSb18aw1.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	146	0	14					19	10	1159	60	

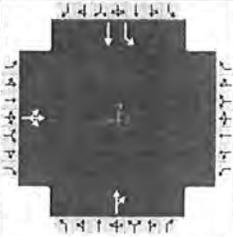
Signal Information				Signal Timing (s)													
Cycle, s	90.0	Reference Phase	2														
Offset, s	0	Reference Point	End	Green	50.0	14.0	11.0	0.0	0.0	0.0							
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		12.0				8.3	1.0	4.0
Phase Duration, s		16.0				19.0	55.0	74.0
Change Period, (Y+R <sub>c</sub> ), s		5.0				5.0	5.0	5.0
Max Allow Headway (MAH), s		3.1				0.0	3.1	0.0
Queue Clearance Time (g <sub>s</sub> ), s		10.3					52.0	
Green Extension Time (g <sub>e</sub> ), s		0.0				0.0	0.0	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					1.00	

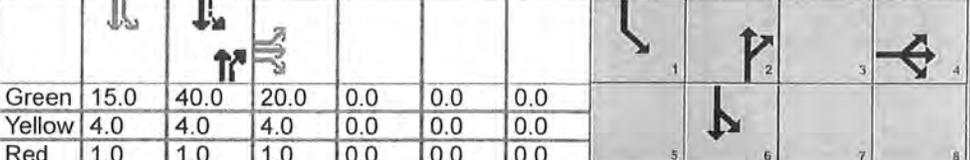
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14				2	12	1	6		
Adjusted Flow Rate (v), veh/h		168					32		1260	65		
Adjusted Saturation Flow Rate (s), veh/h/ln		1769					1728		1781	1870		
Queue Service Time (g <sub>s</sub> ), s		8.3					1.4		50.0	0.8		
Cycle Queue Clearance Time (g <sub>c</sub> ), s		8.3					1.4		50.0	0.8		
Green Ratio (g/C)		0.12					0.16		0.73	0.77		
Capacity (c), veh/h		216					269		1262	1434		
Volume-to-Capacity Ratio (X)		0.779					0.117		0.998	0.045		
Back of Queue (Q), ft/ln (95 th percentile)		199.7					29.5		810.3	9.5		
Back of Queue (Q), veh/ln (95 th percentile)		7.9					1.2		31.9	0.4		
Queue Storage Ratio (RQ) (95 th percentile)		0.00					0.00		0.00	0.00		
Uniform Delay (d <sub>1</sub> ), s/veh		38.3					32.7		11.8	2.5		
Incremental Delay (d <sub>2</sub> ), s/veh		15.2					0.9		24.8	0.1		
Initial Queue Delay (d <sub>3</sub> ), s/veh		0.0					0.0		0.0	0.0		
Control Delay (d), s/veh		53.5					33.6		36.6	2.6		
Level of Service (LOS)		D					C		D	A		
Approach Delay, s/veh / LOS	53.5	D	0.0				33.6	C	35.0	C		
Intersection Delay, s/veh / LOS	37.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.73	B	1.95	B	1.42	A	1.32	A
Bicycle LOS Score / LOS	0.77	A			0.54	A	2.67	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency				Duration, h	0.25	
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other	
Jurisdiction	Washoe County	Time Period	PM Peak Hour	PHF	0.92	
Urban Street		Analysis Year	Existing + Project	Analysis Period	1 > 7:00	
Intersection	Red Rock & US-395 SB...	File Name	RrSb18pw1.xus			
Project Description						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	153	0	5					74	4	651	37	

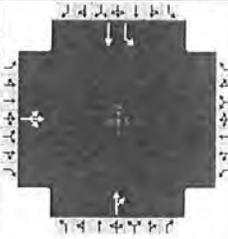
Signal Information												
Cycle, s	90.0	Reference Phase	2	Green	15.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On									

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		12.0				8.3	1.0	4.0
Phase Duration, s		25.0				45.0	20.0	65.0
Change Period, (Y+R <sub>c</sub> ), s		5.0				5.0	5.0	5.0
Max Allow Headway (MAH), s		3.1				0.0	3.1	0.0
Queue Clearance Time (g <sub>s</sub> ), s		9.5					17.0	
Green Extension Time (g <sub>e</sub> ), s		0.2				0.0	0.0	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.00					1.00	

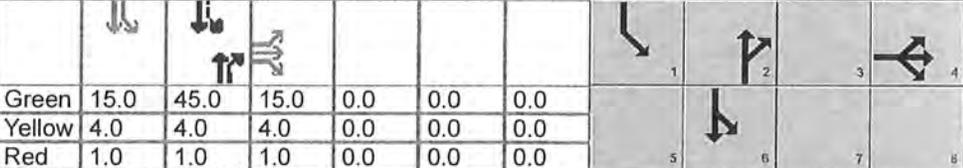
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				2	12		1	6	
Adjusted Flow Rate (v), veh/h	172						85			708 40		
Adjusted Saturation Flow Rate (s), veh/h/ln	1774						1850			1781 1870		
Queue Service Time (g <sub>s</sub> ), s	7.5						2.4			15.0 0.7		
Cycle Queue Clearance Time (g <sub>c</sub> ), s	7.5						2.4			15.0 0.7		
Green Ratio (g/C)	0.22						0.44			0.63 0.67		
Capacity (c), veh/h	394						822			925 1247		
Volume-to-Capacity Ratio (X)	0.436						0.103			0.765 0.032		
Back of Queue (Q), ft/ln (95 th percentile)	143.4						46.3			318.7 10.6		
Back of Queue (Q), veh/ln (95 th percentile)	5.6						1.8			12.5 0.4		
Queue Storage Ratio (RQ) (95 th percentile)	0.00						0.00			0.00 0.00		
Uniform Delay (d <sub>1</sub> ), s/veh	30.1						14.6			11.7 5.1		
Incremental Delay (d <sub>2</sub> ), s/veh	0.3						0.3			3.5 0.0		
Initial Queue Delay (d <sub>3</sub> ), s/veh	0.0						0.0			0.0 0.0		
Control Delay (d), s/veh	30.4						14.8			15.1 5.2		
Level of Service (LOS)	C						B			B A		
Approach Delay, s/veh / LOS	30.4	C		0.0			14.8	B		14.6	B	
Intersection Delay, s/veh / LOS	17.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.73	B	1.95	B	1.39	A	1.35	A
Bicycle LOS Score / LOS	0.77	A			0.63	A	1.72	B

# HCS7 Signalized Intersection Results Summary

General Information					Intersection Information		
Agency					Duration, h	0.25	
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	AM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	2028 Base + Project	Analysis Period	1 > 7:00		
Intersection	Red Rock & US-395 SB...	File Name	RrSb28aw.xus				
Project Description							

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	208	0	15					26	30	920	528	

Signal Information																	
Cycle, s	90.0	Reference Phase	2	Green	15.0	45.0	15.0	0.0	0.0	0.0							
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	4.0	0.0	0.0	0.0							
Incoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	1.0	0.0	0.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On														

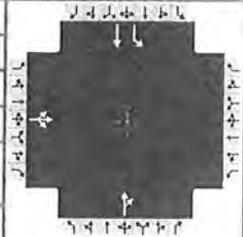
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		12.0				8.3	1.0	4.0
Phase Duration, s		20.0				50.0	20.0	70.0
Change Period, ( Y+R c ), s		5.0				5.0	5.0	5.0
Max Allow Headway ( MAH ), s		3.1				0.0	3.1	0.0
Queue Clearance Time ( g s ), s		13.9					17.0	
Green Extension Time ( g e ), s		0.1				0.0	0.0	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate ( v ), veh/h	242						61			1000 574		
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1767						1677			1781 1870		
Queue Service Time ( g s ), s	11.9						1.7			15.0 11.1		
Cycle Queue Clearance Time ( g c ), s	11.9						1.7			15.0 11.1		
Green Ratio ( g/C )	0.17						0.50			0.69 0.72		
Capacity ( c ), veh/h	294						839			1022 1351		
Volume-to-Capacity Ratio ( X )	0.823						0.073			0.978 0.425		
Back of Queue ( Q ), ft/ln ( 95 th percentile)	264						28.8			574.4 161.9		
Back of Queue ( Q ), veh/ln ( 95 th percentile)	10.4						1.1			22.6 6.4		
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00						0.00			0.00 0.00		
Uniform Delay ( d 1 ), s/veh	36.2						11.7			14.8 5.0		
Incremental Delay ( d 2 ), s/veh	16.0						0.2			22.8 1.0		
Initial Queue Delay ( d 3 ), s/veh	0.0						0.0			0.0 0.0		
Control Delay ( d ), s/veh	52.2						11.8			37.6 6.0		
Level of Service ( LOS )	D						B			D A		
Approach Delay, s/veh / LOS	52.2	D	0.0				11.8	B	26.1		C	
Intersection Delay, s/veh / LOS	29.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.73	B	1.95	B	1.38	A	1.33	A
Bicycle LOS Score / LOS	0.89	A			0.59	A	3.08	C

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency				Duration, h	0.25		
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	PM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	2028 Base + Project	Analysis Period	1 > 7:00		
Intersection	Red Rock & US-395 SB...	File Name	RrSb28pw.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	167	0	10					77	10	508	293	

Signal Information				Signal Timing (s)								Signal Phases					
Cycle, s	90.0	Reference Phase	2														
Offset, s	0	Reference Point	End	Green	15.0	40.0	20.0	0.0	0.0	0.0	0.0						
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		12.0				8.3	1.0	4.0
Phase Duration, s		25.0				45.0	20.0	65.0
Change Period, (Y+R <sub>c</sub> ), s		5.0				5.0	5.0	5.0
Max Allow Headway (MAH), s		3.1				0.0	3.1	0.0
Queue Clearance Time (g <sub>s</sub> ), s		10.5					16.8	
Green Extension Time (g <sub>e</sub> ), s		0.2				0.0	0.0	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.00					1.00	

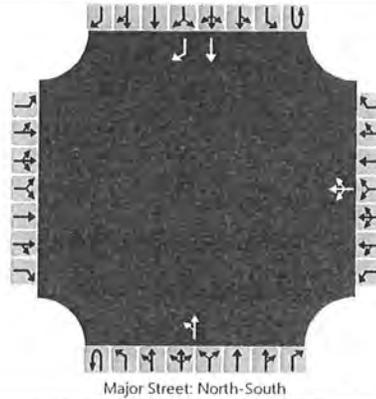
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (v), veh/h	192						95			552	318	
Adjusted Saturation Flow Rate (s), veh/h/ln	1769						1825			1781	1870	
Queue Service Time (g <sub>s</sub> ), s	8.5						2.7			14.8	6.2	
Cycle Queue Clearance Time (g <sub>c</sub> ), s	8.5						2.7			14.8	6.2	
Green Ratio (g/C)	0.22						0.44			0.63	0.67	
Capacity (c), veh/h	393						811			916	1247	
Volume-to-Capacity Ratio (X)	0.489						0.117			0.603	0.255	
Back of Queue (Q), ft/ln (95 th percentile)	162.8						52.1			220.3	99.2	
Back of Queue (Q), veh/ln (95 th percentile)	6.4						2.1			8.7	3.9	
Queue Storage Ratio (RQ) (95 th percentile)	0.00						0.00			0.00	0.00	
Uniform Delay (d <sub>1</sub> ), s/veh	30.5						14.6			9.0	6.0	
Incremental Delay (d <sub>2</sub> ), s/veh	0.4						0.3			0.8	0.5	
Initial Queue Delay (d <sub>3</sub> ), s/veh	0.0						0.0			0.0	0.0	
Control Delay (d), s/veh	30.9						14.9			9.8	6.5	
Level of Service (LOS)	C						B			A	A	
Approach Delay, s/veh / LOS	30.9	C		0.0			14.9	B		8.6	A	
Intersection Delay, s/veh / LOS	12.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.73	B	1.95	B	1.39	A	1.35	A
Bicycle LOS Score / LOS	0.81	A			0.64	A	1.92	B

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock/US-395 NB Ramps
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	US-395 NB Ramps
Analysis Year	2018	North/South Street	Red Rock Road
Time Analyzed	AM Existing	Peak Hour Factor	0.92
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	0	0		0	1	0	0	0	1	0	0	0	1	1	
Configuration							LTR			LT					T	R	
Volume, V (veh/h)						14	0	219		2	119				662	40	
Percent Heavy Vehicles (%)						2	2	2		2							
Proportion Time Blocked																	
Percent Grade (%)						0											
Right Turn Channelized		No				No				No				No			
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						253				2							
Capacity, c (veh/h)						804				849							
v/c Ratio						0.32				0.00							
95% Queue Length, Q <sub>95</sub> (veh)						1.4				0.0							
Control Delay (s/veh)						11.5				9.3							
Level of Service, LOS						B				A							
Approach Delay (s/veh)						11.5				0.2							
Approach LOS						B											

# HCS7 Two-Way Stop-Control Report

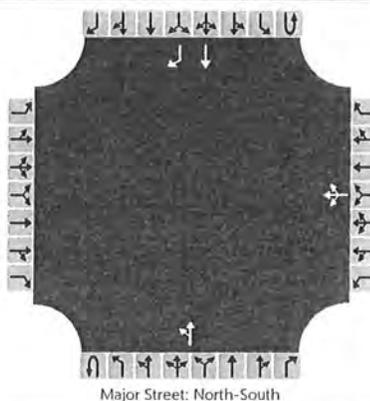
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2018
Time Analyzed	PM Existing
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock/US-395 NB Ramps
Jurisdiction	Washoe County
East/West Street	US-395 NB Ramps
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	0	0		0	1	0	0	0	1	0	0	0	1	1
Configuration							LTR			LT					T	R
Volume, V (veh/h)						8	0	522		26	77				379	76
Percent Heavy Vehicles (%)						2	2	2		2						
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized		No				No				No				No		
Median Type/Storage							Undivided									

## Critical and Follow-up Headways

	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

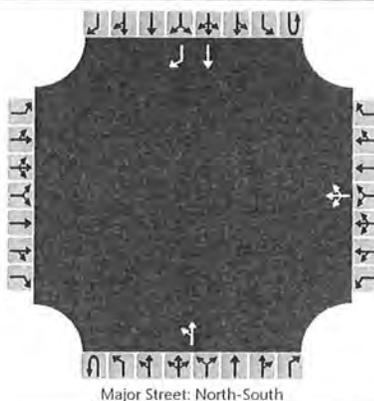
## Delay, Queue Length, and Level of Service

	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Flow Rate, v (veh/h)							576				28					
Capacity, c (veh/h)							955				1068					
v/c Ratio							0.60				0.03					
95% Queue Length, Q <sub>95</sub> (veh)							4.2				0.1					
Control Delay (s/veh)							14.3				8.5					
Level of Service, LOS							B				A					
Approach Delay (s/veh)							14.3				2.3					
Approach LOS							B									

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock/US-395 NB Ramps
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	US-395 NB Ramps
Analysis Year	2018	North/South Street	Red Rock Road
Time Analyzed	AM Existing + Project	Peak Hour Factor	0.92
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	0	0		0	1	0	0	0	1	0	0	0	1	1
Configuration							LTR			LT					T	R
Volume, V (veh/h)						14	0	394		2	163				1205	154
Percent Heavy Vehicles (%)						2	2	2		2						
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						443				2						
Capacity, c (veh/h)						666				456						
v/c Ratio						0.67				0.00						
95% Queue Length, Q <sub>95</sub> (veh)						5.1				0.0						
Control Delay (s/veh)						20.5				12.9						
Level of Service, LOS						C				B						
Approach Delay (s/veh)					20.5				0.2							
Approach LOS					C											

# HCS7 Two-Way Stop-Control Report

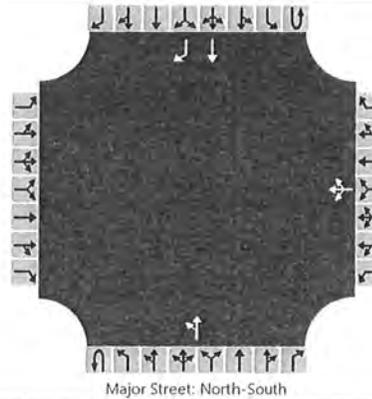
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2018
Time Analyzed	PM Existing + Project
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock/US-395 NB Ramps
Jurisdiction	Washoe County
East/West Street	US-395 NB Ramps
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	0	0		0	1	0	0	0	1	0	0	0	1	1
Configuration							LTR			LT					T	R
Volume, V (veh/h)						8	0	1018		26	201				680	139
Percent Heavy Vehicles (%)						2	2	2		2						
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

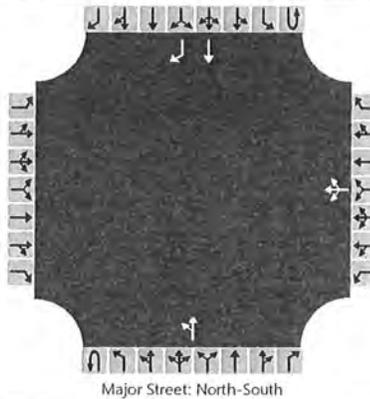
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1115				28						
Capacity, c (veh/h)						801				761						
v/c Ratio						1.39				0.04						
95% Queue Length, Q <sub>95</sub> (veh)						48.0				0.1						
Control Delay (s/veh)						200.7				9.9						
Level of Service, LOS						F				A						
Approach Delay (s/veh)					200.7				1.5							
Approach LOS					F											

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock/US-395 NB Ramps
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	US-395 NB Ramps
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	AM Base	Peak Hour Factor	0.92
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	0	0		0	1	0	0	0	1	0	0	0	1	1
Configuration							LTR			LT					T	R
Volume, V (veh/h)						20	0	255		10	180				885	40
Percent Heavy Vehicles (%)						2	2	2		2						
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized		No				No				No				No		
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

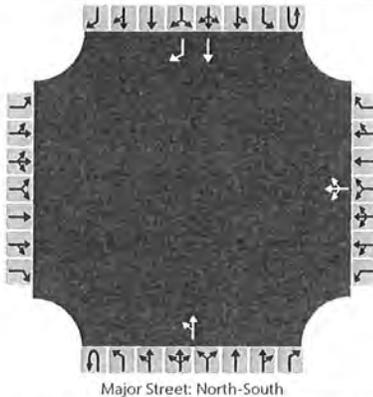
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							299			11						
Capacity, c (veh/h)							646			689						
v/c Ratio							0.46			0.02						
95% Queue Length, Q <sub>95</sub> (veh)							2.4			0.0						
Control Delay (s/veh)							15.3			10.3						
Level of Service, LOS							C			B						
Approach Delay (s/veh)					15.3				0.7							
Approach LOS					C											

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock/US-395 NB Ramps
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	US-395 NB Ramps
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	PM Base	Peak Hour Factor	0.92
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	0	0		0	1	0	0	0	1	0	0	0	1	1
Configuration							LTR			LT					T	R
Volume, V (veh/h)						10	0	795		30	90				490	160
Percent Heavy Vehicles (%)						2	2	2		2						
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

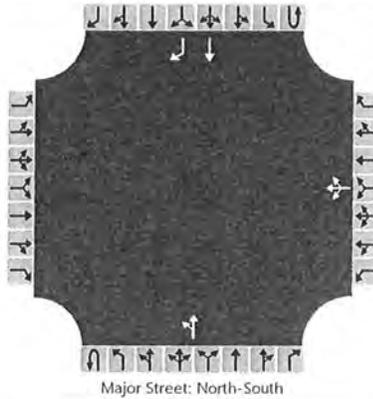
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							875					33				
Capacity, c (veh/h)							945					891				
v/c Ratio							0.93					0.04				
95% Queue Length, Q <sub>95</sub> (veh)							14.2					0.1				
Control Delay (s/veh)							35.2					9.2				
Level of Service, LOS							E					A				
Approach Delay (s/veh)					35.2				2.6							
Approach LOS					E											

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock/US-395 NB Ramps
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	US-395 NB Ramps
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	AM Base + Project	Peak Hour Factor	0.92
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	0	0		0	1	0	0	0	1	0	0	0	1	1
Configuration							LTR			LT					T	R
Volume, V (veh/h)						20	0	430		10	224				1428	154
Percent Heavy Vehicles (%)						2	2	2		2						
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

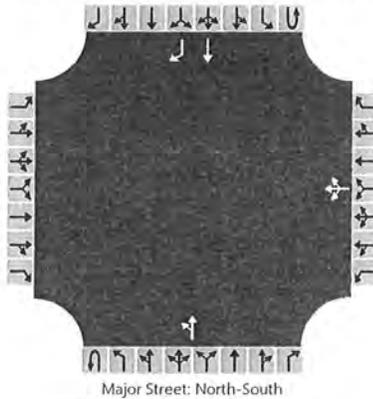
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						489				11						
Capacity, c (veh/h)						488				368						
v/c Ratio						1.00				0.03						
95% Queue Length, Q <sub>95</sub> (veh)						13.6				0.1						
Control Delay (s/veh)						70.4				15.1						
Level of Service, LOS						F				C						
Approach Delay (s/veh)					70.4				1.1							
Approach LOS					F											

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock/US-395 NB Ramps
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	US-395 NB Ramps
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	PM Base + Project	Peak Hour Factor	0.92
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	0	0		0	1	0	0	0	1	0	0	0	1	1
Configuration							LTR			LT					T	R
Volume, V (veh/h)						10	0	1291		30	214				791	223
Percent Heavy Vehicles (%)						2	2	2		2						
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1414				33					
Capacity, c (veh/h)							779				633					
v/c Ratio							1.82				0.05					
95% Queue Length, Q <sub>95</sub> (veh)							85.6				0.2					
Control Delay (s/veh)							386.8				11.0					
Level of Service, LOS							F				B					
Approach Delay (s/veh)					386.8				1.9							
Approach LOS					F											

# HCS7 Two-Way Stop-Control Report

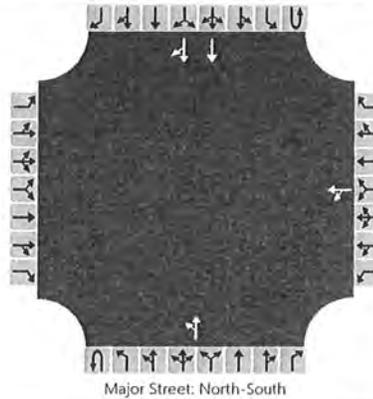
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2018
Time Analyzed	AM Existing + Project
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock/US-395 NB Ramps
Jurisdiction	Washoe County
East/West Street	US-395 NB Ramps
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	0	0		0	1	0	0	0	1	0	0	0	2	0
Configuration						LT				LT					T	TR
Volume, V (veh/h)						14	0			2	163				1205	154
Percent Heavy Vehicles (%)						2	2			2						
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized		No				No				No				No		
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						15				2						
Capacity, c (veh/h)						306				452						
v/c Ratio						0.05				0.00						
95% Queue Length, Q <sub>95</sub> (veh)						0.2				0.0						
Control Delay (s/veh)						17.4				13.0						
Level of Service, LOS						C				B						
Approach Delay (s/veh)					17.4				0.2							
Approach LOS					C											

# HCS7 Two-Way Stop-Control Report

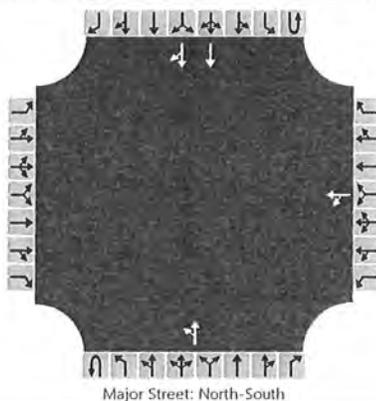
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2018
Time Analyzed	PM Existing + Project
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock/US-395 NB Ramps
Jurisdiction	Washoe County
East/West Street	US-395 NB Ramps
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	2	0	
Configuration						LT				LT					T	TR	
Volume, V (veh/h)						8	0			26	201				380	139	
Percent Heavy Vehicles (%)						2	2			2							
Proportion Time Blocked																	
Percent Grade (%)							0										
Right Turn Channelized		No				No				No				No			
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					9				28								
Capacity, c (veh/h)					513				1004								
v/c Ratio					0.02				0.03								
95% Queue Length, Q <sub>95</sub> (veh)					0.1				0.1								
Control Delay (s/veh)					12.1				8.7								
Level of Service, LOS					B				A								
Approach Delay (s/veh)					12.1				1.2								
Approach LOS					B												

# HCS7 Two-Way Stop-Control Report

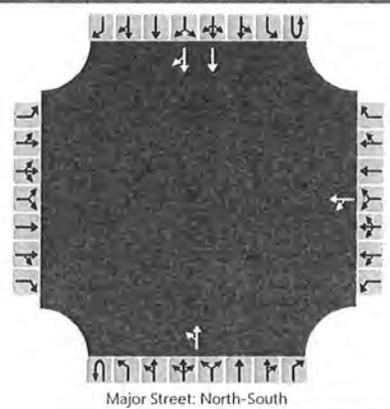
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2028
Time Analyzed	AM Base + Project
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock/US-395 NB Ramps
Jurisdiction	Washoe County
East/West Street	US-395 NB Ramps
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	0	0		0	1	0		0	1	0		0	2	0
Configuration						LT				LT					T	TR
Volume, V (veh/h)						20	0			10	224				1428	154
Percent Heavy Vehicles (%)						2	2			2						
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

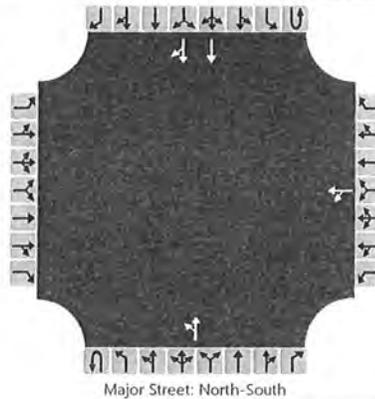
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						22				11						
Capacity, c (veh/h)						226				364						
v/c Ratio						0.10				0.03						
95% Queue Length, Q <sub>95</sub> (veh)						0.3				0.1						
Control Delay (s/veh)						22.7				15.2						
Level of Service, LOS						C				C						
Approach Delay (s/veh)					22.7				1.2							
Approach LOS					C											

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock/US-395 NB Ramps
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	US-395 NB Ramps
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	PM Base + Project	Peak Hour Factor	0.92
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	0	0		0	1	0		0	1	0		0	2	0
Configuration						LT				LT					T	TR
Volume, V (veh/h)						10	0			30	214				791	223
Percent Heavy Vehicles (%)						2	2			2						
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

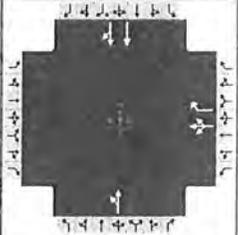
Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					11				33							
Capacity, c (veh/h)					359				629							
v/c Ratio					0.03				0.05							
95% Queue Length, Q <sub>95</sub> (veh)					0.1				0.2							
Control Delay (s/veh)					15.4				11.0							
Level of Service, LOS					C				B							
Approach Delay (s/veh)					15.4				1.9							
Approach LOS					C											

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other
Jurisdiction	Washoe County	Time Period	AM Peak Hour	PHF	0.92
Urban Street		Analysis Year	Existing + Project	Analysis Period	1 > 7:00
Intersection	Red Rock & US-395 NB...	File Name	RrNb18aw.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				14	0	394	2	163			1205	154

Signal Information														
Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	65.0	15.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
				Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				11.0		8.0		8.0
Phase Duration, s				20.0		70.0		70.0
Change Period, ( Y+R <sub>c</sub> ), s				5.0		5.0		5.0
Max Allow Headway ( MAH ), s				3.3		0.0		0.0
Queue Clearance Time ( g <sub>s</sub> ), s				14.3				
Green Extension Time ( g <sub>e</sub> ), s				0.1		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				1.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate ( v ), veh/h					111	224		179			752	726
Adjusted Saturation Flow Rate ( s ), veh/h/ln					1612	1585		1854			1870	1783
Queue Service Time ( g <sub>s</sub> ), s					6.1	12.3		0.0			16.8	17.2
Cycle Queue Clearance Time ( g <sub>c</sub> ), s					6.1	12.3		2.7			16.8	17.2
Green Ratio ( g/C )					0.17	0.17		0.72			0.72	0.72
Capacity ( c ), veh/h					269	264		1379			1351	1288
Volume-to-Capacity Ratio ( X )					0.413	0.847		0.130			0.556	0.563
Back of Queue ( Q ), ft/ln ( 95 th percentile)					116.1	259		38			234.8	231.1
Back of Queue ( Q ), veh/ln ( 95 th percentile)					4.6	10.2		1.5			9.2	9.1
Queue Storage Ratio ( RQ ) ( 95 th percentile)					0.00	0.00		0.00			0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh					39.6	36.4		3.8			5.8	5.9
Incremental Delay ( d <sub>2</sub> ), s/veh					0.4	20.8		0.2			1.7	1.8
Initial Queue Delay ( d <sub>3</sub> ), s/veh					0.0	0.0		0.0			0.0	0.0
Control Delay ( d ), s/veh					40.0	57.2		4.0			7.5	7.6
Level of Service ( LOS )					D	E		A			A	A
Approach Delay, s/veh / LOS	0.0			51.5		D	4.0	A	7.6		A	
Intersection Delay, s/veh / LOS				14.6					B			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	1.96	B	1.76	B	1.33	A
Bicycle LOS Score / LOS			1.04	A	0.78	A	1.71	B

# HCS7 Signalized Intersection Results Summary

General Information					Intersection Information		
Agency					Duration, h	0.25	
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	PM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	Existing + Project	Analysis Period	1 > 7:00		
Intersection	Red Rock & US-395 NB...	File Name	RrNb18pw.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				8	0	1018	26	201			680	139

Signal Information																			
Cycle, s	90.0	Reference Phase	2																
Offset, s	0	Reference Point	End																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	45.0	35.0	0.0	0.0	0.0	0.0									
				Yellow	4.0	4.0	0.0	0.0	0.0	0.0									
				Red	1.0	1.0	0.0	0.0	0.0	0.0									

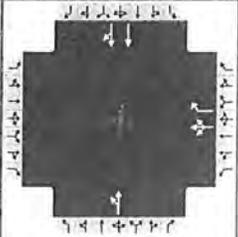
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				11.0		8.0		8.0
Phase Duration, s				40.0		50.0		50.0
Change Period, (Y+R <sub>c</sub> ), s				5.0		5.0		5.0
Max Allow Headway (MAH), s				3.3		0.0		0.0
Queue Clearance Time (g <sub>s</sub> ), s				17.0				
Green Extension Time (g <sub>e</sub> ), s				1.2		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (v), veh/h					268	304		247			461	429
Adjusted Saturation Flow Rate (s), veh/h/ln					1591	1585		1625			1870	1739
Queue Service Time (g <sub>s</sub> ), s					15.0	13.1		0.1			14.5	14.7
Cycle Queue Clearance Time (g <sub>c</sub> ), s					15.0	13.1		14.8			14.5	14.7
Green Ratio (g/C)					0.39	0.39		0.50			0.50	0.50
Capacity (c), veh/h					619	616		857			935	869
Volume-to-Capacity Ratio (X)					0.433	0.493		0.288			0.493	0.493
Back of Queue (Q), ft/ln (95 th percentile)					276.2	206.5		131.1			262	248.4
Back of Queue (Q), veh/ln (95 th percentile)					10.9	8.1		5.2			10.3	9.8
Queue Storage Ratio (RQ) (95 th percentile)					0.00	0.00		0.00			0.00	0.00
Uniform Delay (d <sub>1</sub> ), s/veh					34.6	20.8		13.0			14.9	14.9
Incremental Delay (d <sub>2</sub> ), s/veh					0.2	0.2		0.8			1.9	2.0
Initial Queue Delay (d <sub>3</sub> ), s/veh					0.0	0.0		0.0			0.0	0.0
Control Delay (d), s/veh					34.8	21.0		13.8			16.8	16.9
Level of Service (LOS)					C	C		B			B	B
Approach Delay, s/veh / LOS	0.0			27.4	C		13.8	B		16.9	B	
Intersection Delay, s/veh / LOS	20.0						B					

Multimodal Results	EB		WB		NB		SB	
	Pedestrian LOS Score / LOS	1.95	B	1.96	B	2.38	B	1.38
Bicycle LOS Score / LOS			1.43	A	0.89	A	1.22	A

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other
Jurisdiction	Washoe County	Time Period	AM Peak Hour	PHF	0.92
Urban Street		Analysis Year	2028 Base + Project	Analysis Period	1 > 7:00
Intersection	Red Rock & US-395 NB...	File Name	RrNb28aw.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				20	0	430	10	224			1428	154

Signal Information														
Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Incoordinated	No	Simult. Gap E/W	On	Green	60.0	20.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
				Red	1.0	1.0	0.0	0.0	0.0	0.0				

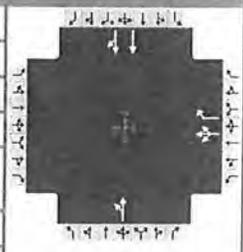
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				11.0		8.0		8.0
Phase Duration, s				25.0		65.0		65.0
Change Period, (Y+R <sub>c</sub> ), s				5.0		5.0		5.0
Max Allow Headway (MAH), s				3.3		0.0		0.0
Queue Clearance Time (g <sub>s</sub> ), s				15.2				
Green Extension Time (g <sub>e</sub> ), s				0.4		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.36				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (v), veh/h					129	251		254			867	852
Adjusted Saturation Flow Rate (s), veh/h/ln					1618	1585		1706			1870	1796
Queue Service Time (g <sub>s</sub> ), s					7.0	13.2		0.0			26.3	27.1
Cycle Queue Clearance Time (g <sub>c</sub> ), s					7.0	13.2		4.7			26.3	27.1
Green Ratio (g/C)					0.22	0.22		0.67			0.67	0.67
Capacity (c), veh/h					360	352		1179			1247	1197
Volume-to-Capacity Ratio (X)					0.360	0.713		0.216			0.695	0.712
Back of Queue (Q), ft/ln (95 th percentile)					133.6	235		76.4			371.1	374.7
Back of Queue (Q), veh/ln (95 th percentile)					5.3	9.3		3.0			14.6	14.8
Queue Storage Ratio (RQ) (95 th percentile)					0.00	0.00		0.00			0.00	0.00
Uniform Delay (d <sub>1</sub> ), s/veh					37.1	32.3		5.8			9.3	9.5
Incremental Delay (d <sub>2</sub> ), s/veh					0.2	5.7		0.4			3.2	3.6
Initial Queue Delay (d <sub>3</sub> ), s/veh					0.0	0.0		0.0			0.0	0.0
Control Delay (d), s/veh					37.3	38.1		6.2			12.5	13.1
Level of Service (LOS)					D	D		A			B	B
Approach Delay, s/veh / LOS	0.0			37.8		D	6.2		A	12.8		B
Intersection Delay, s/veh / LOS	16.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	1.96	B	1.78	B	1.35	A
Bicycle LOS Score / LOS			1.12	A	0.91	A	1.91	B

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency				Duration, h	0.25		
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	PM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	2028 Base + Project	Analysis Period	1 > 7:00		
Intersection	Red Rock & US-395 NB...	File Name	RrNb28pw.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				10	0	1291	30	214			791	223

Signal Information														
Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	45.0	35.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
				Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				11.0		8.0		8.0
Phase Duration, s				40.0		50.0		50.0
Change Period, (Y+R <sub>c</sub> ), s				5.0		5.0		5.0
Max Allow Headway (MAH), s				3.3		0.0		0.0
Queue Clearance Time (g <sub>s</sub> ), s				24.9				
Green Extension Time (g <sub>e</sub> ), s				1.6		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.09				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (v), veh/h					406	464		265			577	526
Adjusted Saturation Flow Rate (s), veh/h/ln					1590	1585		1342			1870	1702
Queue Service Time (g <sub>s</sub> ), s					22.9	22.8		1.5			19.5	20.1
Cycle Queue Clearance Time (g <sub>c</sub> ), s					22.9	22.8		21.6			19.5	20.1
Green Ratio (g/C)					0.39	0.39		0.50			0.50	0.50
Capacity (c), veh/h					618	616		716			935	851
Volume-to-Capacity Ratio (X)					0.657	0.753		0.371			0.617	0.618
Back of Queue (Q), ft/ln (95 th percentile)					399.7	346.5		146.4			340.8	318.7
Back of Queue (Q), veh/ln (95 th percentile)					15.7	13.6		5.8			13.4	12.5
Queue Storage Ratio (RQ) (95 th percentile)					0.00	0.00		0.00			0.00	0.00
Uniform Delay (d <sub>1</sub> ), s/veh					38.6	23.8		13.4			16.3	16.3
Incremental Delay (d <sub>2</sub> ), s/veh					2.0	4.7		1.5			3.0	3.4
Initial Queue Delay (d <sub>3</sub> ), s/veh					0.0	0.0		0.0			0.0	0.0
Control Delay (d), s/veh					40.6	28.4		14.9			19.3	19.6
Level of Service (LOS)					D	C		B			B	B
Approach Delay, s/veh / LOS	0.0			34.1		C	14.9		B	19.5		B
Intersection Delay, s/veh / LOS	24.6						C					

Multimodal Results	EB		WB		NB		SB	
	Pedestrian LOS Score / LOS	1.95	B	1.96	B	2.38	B	1.38
Bicycle LOS Score / LOS			1.92	B	0.93	A	1.40	A

# HCS7 Two-Way Stop-Control Report

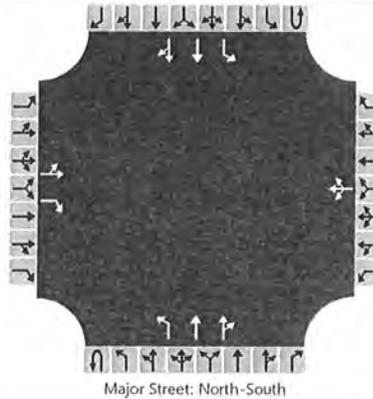
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2018
Time Analyzed	AM Existing
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock & Silver Lake
Jurisdiction	Washoe County
East/West Street	Silver Lake Road
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	1		0	1	0	0	1	2	0	0	1	2	0
Configuration		LT		R			LTR			L	T	TR		L	T	TR
Volume, V (veh/h)		2	2	24		197	12	19		40	221	54		14	451	5
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4	26			248				43				15		
Capacity, c (veh/h)		268	752			349				1064				1259		
v/c Ratio		0.02	0.03			0.71				0.04				0.01		
95% Queue Length, Q <sub>95</sub> (veh)		0.0	0.1			5.2				0.1				0.0		
Control Delay (s/veh)		18.7	10.0			37.0				8.5				7.9		
Level of Service, LOS		C	A			E				A				A		
Approach Delay (s/veh)		11.2				37.0				1.1				0.2		
Approach LOS		B				E										

# HCS7 Two-Way Stop-Control Report

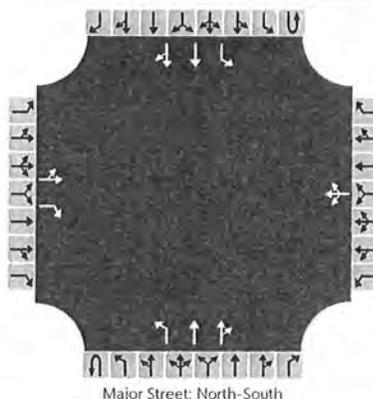
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2018
Time Analyzed	PM Existing
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock & Silver Lake
Jurisdiction	Washoe County
East/West Street	Silver Lake Road
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	1	2	0	
Configuration		LT		R			LTR			L	T	TR		L	T	TR	
Volume, V (veh/h)		15	7	21		77	16	27		68	364	163		28	312	9	
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized		No				No				No				No			
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24		23			130			74					30		
Capacity, c (veh/h)		223		839			255			1207					996		
v/c Ratio		0.11		0.03			0.51			0.06					0.03		
95% Queue Length, Q <sub>95</sub> (veh)		0.4		0.1			2.7			0.2					0.1		
Control Delay (s/veh)		23.0		9.4			32.9			8.2					8.7		
Level of Service, LOS		C		A			D			A					A		
Approach Delay (s/veh)		16.4				32.9				0.9				0.7			
Approach LOS		C				D											

# HCS7 Two-Way Stop-Control Report

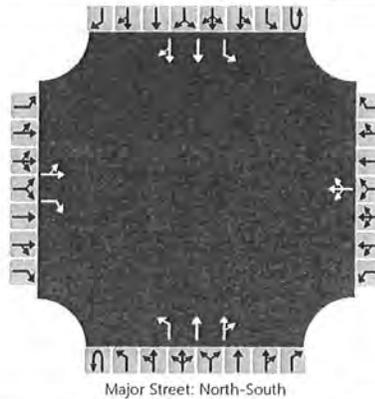
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2018
Time Analyzed	AM Existing + Project
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock & Silver Lake
Jurisdiction	Washoe County
East/West Street	Silver Lake Road
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	1		0	1	0		0	1	2	0		0	1	2	0
Configuration		LT		R			LTR			L	T	TR		L	T	TR		
Volume, V (veh/h)		2	2	24		197	12	28		40	440	54		40	1108	5		
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2				
Proportion Time Blocked																		
Percent Grade (%)		0				0												
Right Turn Channelized		No				No				No					No			
Median Type/Storage		Undivided																

## Critical and Follow-up Headways

Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

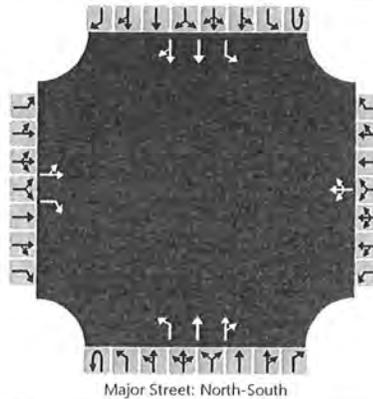
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4		26				258				43				43		
Capacity, c (veh/h)		54		441				109				572				1027		
v/c Ratio		0.08		0.06				2.36				0.08				0.04		
95% Queue Length, Q <sub>95</sub> (veh)		0.3		0.2				22.8				0.2				0.1		
Control Delay (s/veh)		77.5		13.7				703.3				11.8				8.7		
Level of Service, LOS		F		B				F				B				A		
Approach Delay (s/veh)		22.8				703.3				0.9					0.3			
Approach LOS		C				F												

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Silver Lake
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Silver Lake Road
Analysis Year	2018	North/South Street	Red Rock Road
Time Analyzed	PM Existing + Project	Peak Hour Factor	0.92
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	1		0	1	0	0	1	2	0	0	1	2	0
Configuration		LT		R			LTR			L	T	TR		L	T	TR
Volume, V (veh/h)		15	7	21		77	16	52		68	984	163		43	676	9
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24		23			158			74					47	
Capacity, c (veh/h)		39		625			56			859					554	
v/c Ratio		0.61		0.04			2.81			0.09					0.08	
95% Queue Length, Q <sub>95</sub> (veh)		2.2		0.1			16.3			0.3					0.3	
Control Delay (s/veh)		190.9		11.0			972.5			9.6					12.1	
Level of Service, LOS		F		B			F			A					B	
Approach Delay (s/veh)		103.0				972.5				0.5				0.7		
Approach LOS		F				F										

# HCS7 Two-Way Stop-Control Report

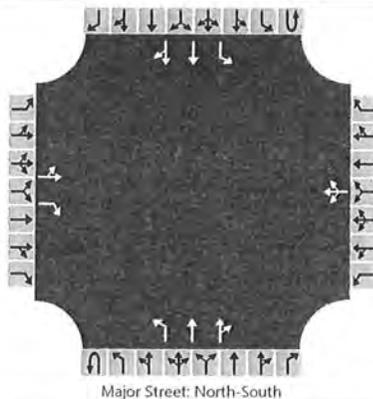
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2028
Time Analyzed	AM Base
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock & Silver Lake
Jurisdiction	Washoe County
East/West Street	Silver Lake Road
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	1		0	1	0	0	1	2	0	0	1	2	0	
Configuration		LT		R			LTR			L	T	TR		L	T	TR	
Volume, V (veh/h)		10	5	30		240	15	30		40	335	60		55	655	20	
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized		No				No				No				No			
Median Type/Storage	Undivided																

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

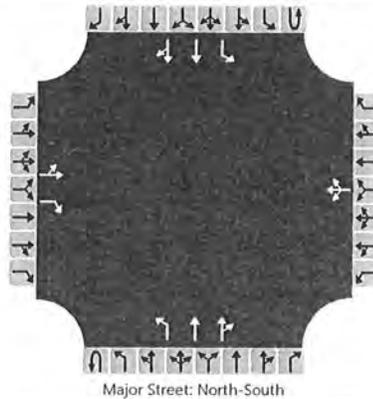
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16		33				310				43				60	
Capacity, c (veh/h)		131		630				191				867				1127	
v/c Ratio		0.12		0.05				1.62				0.05				0.05	
95% Queue Length, Q <sub>95</sub> (veh)		0.4		0.2				20.5				0.2				0.2	
Control Delay (s/veh)		36.4		11.0				346.2				9.4				8.4	
Level of Service, LOS		E		B				F				A				A	
Approach Delay (s/veh)		19.5				346.2				0.9				0.6			
Approach LOS		C				F											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MSH			Intersection	Red Rock & Silver Lake		
Agency/Co.	Solaegui Engineers			Jurisdiction	Washoe County		
Date Performed	7/2/2018			East/West Street	Silver Lake Road		
Analysis Year	2028			North/South Street	Red Rock Road		
Time Analyzed	PM Base			Peak Hour Factor	0.92		
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	1		0	1	0		0	1	2	0		0	1	2	0
Configuration		LT		R			LTR			L	T	TR		L	T	TR		
Volume, V (veh/h)		30	10	20		150	15	70		70	615	200		30	480	10		
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2				
Proportion Time Blocked																		
Percent Grade (%)		0				0												
Right Turn Channelized		No				No				No				No				
Median Type/Storage		Undivided																

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

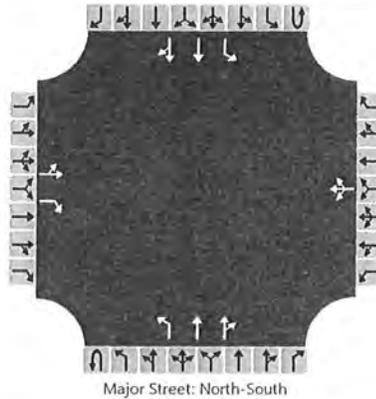
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		43		22			255			76					33	
Capacity, c (veh/h)		110		732			135			1031					760	
v/c Ratio		0.40		0.03			1.89			0.07					0.04	
95% Queue Length, Q <sub>95</sub> (veh)		1.6		0.1			19.9			0.2					0.1	
Control Delay (s/veh)		58.0		10.1			482.2			8.8					9.9	
Level of Service, LOS		F		B			F			A					A	
Approach Delay (s/veh)		42.0				482.2				0.7				0.6		
Approach LOS		E				F										

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Silver Lake
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Silver Lake Road
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	AM Base + Project	Peak Hour Factor	0.92
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	1		0	1	0	0	1	2	0	0	1	2	0
Configuration		LT		R			LTR			L	T	TR		L	T	TR
Volume, V (veh/h)		10	5	30		240	15	39		40	554	60		81	1312	20
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

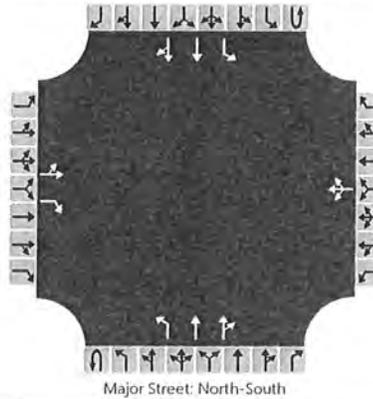
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16		33			320			43				88		
Capacity, c (veh/h)		19		368			51			464				919		
v/c Ratio		0.87		0.09			6.22			0.09				0.10		
95% Queue Length, Q <sub>95</sub> (veh)		2.3		0.3			36.8			0.3				0.3		
Control Delay (s/veh)		446.9		15.7			2506.4			13.6				9.3		
Level of Service, LOS		F		C			F			B				A		
Approach Delay (s/veh)		159.4				2506.4				0.8				0.5		
Approach LOS		F				F										

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Silver Lake
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Silver Lake Road
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	PM Base + Project	Peak Hour Factor	0.92
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	1		0	1	0	0	1	2	0	0	1	2	0	
Configuration		LT		R		LTR				L	T	TR		L	T	TR	
Volume, V (veh/h)		30	10	20		150	15	95		70	1235	200		45	844	10	
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized		No				No				No				No			
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

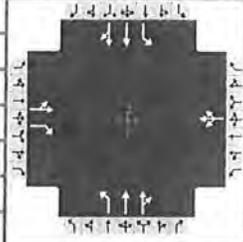
Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		43	22		283				76					49			
Capacity, c (veh/h)		8	545		16				733					420			
v/c Ratio		5.42	0.04		17.89				0.10					0.12			
95% Queue Length, Q <sub>95</sub> (veh)		6.8	0.1		36.3				0.3					0.4			
Control Delay (s/veh)		2890.6	11.9		8066.3				10.5					14.7			
Level of Service, LOS		F	B		F				B					B			
Approach Delay (s/veh)		1931.1				8066.3				0.5				0.7			
Approach LOS		F				F											

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency				Duration, h	0.25		
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	AM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	Existing + Project	Analysis Period	1> 7:00		
Intersection	Red Rock & Silver Lake	File Name	RrSI18aw.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	2	2	24	197	12	28	40	440	54	40	1108	5

Signal Information				Signal Timing (s)								Signal Phases				
Cycle, s	90.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	10.0	44.0	21.0	0.0	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0					

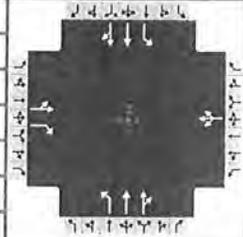
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		26.0		26.0	15.0	49.0	15.0	49.0
Change Period, (Y+R <sub>c</sub> ), s		5.0		5.0	5.0	5.0	5.0	5.0
Max Allow Headway (MAH), s		3.1		3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g <sub>s</sub> ), s		3.2		17.0	2.9		2.9	
Green Extension Time (g <sub>e</sub> ), s		0.5		0.2	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.49	0.00		0.00	

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		4	26		258		43	274	263	43	605	604
Adjusted Saturation Flow Rate (s), veh/h/ln		1599	1549		1440		1781	1870	1785	1781	1870	1867
Queue Service Time (g <sub>s</sub> ), s		0.0	1.2		14.9		0.9	7.9	8.0	0.9	22.0	22.0
Cycle Queue Clearance Time (g <sub>c</sub> ), s		0.2	1.2		15.0		0.9	7.9	8.0	0.9	22.0	22.0
Green Ratio (g/C)		0.23	0.23		0.23		0.60	0.49	0.49	0.60	0.49	0.49
Capacity (c), veh/h		433	361		409		380	914	873	606	914	913
Volume-to-Capacity Ratio (X)		0.010	0.072		0.630		0.114	0.299	0.302	0.072	0.662	0.662
Back of Queue (Q), ft/ln (95 th percentile)		3.2	19.6		229.9		14.2	151.1	146.4	14.1	372.9	372.4
Back of Queue (Q), veh/ln (95 th percentile)		0.1	0.8		9.1		0.6	5.9	5.8	0.6	14.7	14.7
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
Uniform Delay (d <sub>1</sub> ), s/veh		26.5	26.9		32.2		10.9	13.8	13.8	8.0	17.4	17.4
Incremental Delay (d <sub>2</sub> ), s/veh		0.0	0.0		2.3		0.0	0.8	0.9	0.0	3.8	3.8
Initial Queue Delay (d <sub>3</sub> ), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh		26.5	26.9		34.6		11.0	14.6	14.7	8.0	21.1	21.2
Level of Service (LOS)		C	C		C		B	B	B	A	C	C
Approach Delay, s/veh / LOS	26.9		C	34.6		C	14.4		B	20.7		C
Intersection Delay, s/veh / LOS	20.7			C			C			C		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.29	B	1.67	B	1.90	B
Bicycle LOS Score / LOS	0.54	A	0.91	A	0.97	A	1.52	B

## HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency				Duration, h	0.25		
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	PM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	Existing + Project	Analysis Period	1> 7:00		
Intersection	Red Rock & Silver Lake	File Name	RrSI18pw.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	15	7	21	77	16	52	68	984	163	43	676	9

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	90.0	Reference Phase	2												
Offset, s	0	Reference Point	End	Green	10.0	45.0	20.0	0.0	0.0	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		25.0		25.0	15.0	50.0	15.0	50.0
Change Period, (Y+R <sub>c</sub> ), s		5.0		5.0	5.0	5.0	5.0	5.0
Max Allow Headway (MAH), s		3.2		3.2	3.1	0.0	3.1	0.0
Queue Clearance Time (g <sub>s</sub> ), s		3.0		9.9	3.5		2.9	
Green Extension Time (g <sub>e</sub> ), s		0.3		0.3	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.00	0.01		0.00	

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		24	23		158		74	641	606	47	373	371	
Adjusted Saturation Flow Rate (s), veh/h/ln		1464	1548		1514		1781	1870	1760	1781	1870	1860	
Queue Service Time (g <sub>s</sub> ), s		0.0	1.0		6.2		1.5	23.5	23.6	0.9	11.2	11.2	
Cycle Queue Clearance Time (g <sub>c</sub> ), s		0.9	1.0		7.9		1.5	23.5	23.6	0.9	11.2	11.2	
Green Ratio (g/C)		0.22	0.22		0.22		0.61	0.50	0.50	0.61	0.50	0.50	
Capacity (c), veh/h		393	344		398		531	935	880	374	935	930	
Volume-to-Capacity Ratio (X)		0.061	0.066		0.396		0.139	0.685	0.689	0.125	0.399	0.399	
Back of Queue (Q), ft/ln (95 th percentile)		18.2	17.4		131.9		23.4	392.4	377.4	14.6	209.9	209.1	
Back of Queue (Q), veh/ln (95 th percentile)		0.7	0.7		5.2		0.9	15.4	14.9	0.6	8.3	8.2	
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	
Uniform Delay (d <sub>1</sub> ), s/veh		27.6	27.6		30.2		8.2	17.1	17.2	11.1	14.1	14.1	
Incremental Delay (d <sub>2</sub> ), s/veh		0.0	0.0		0.2		0.0	4.1	4.4	0.1	1.3	1.3	
Initial Queue Delay (d <sub>3</sub> ), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		27.6	27.7		30.5		8.2	21.2	21.5	11.1	15.3	15.3	
Level of Service (LOS)		C	C		C		A	C	C	B	B	B	
Approach Delay, s/veh / LOS	27.6	C		30.5	C		20.6	C			15.1	B	
Intersection Delay, s/veh / LOS	19.5						B						

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.29	B	1.67	B	1.89	B
Bicycle LOS Score / LOS	0.56	A	0.75	A	1.58	B	1.14	A

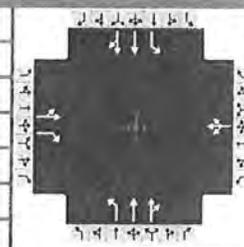
# HCS7 Signalized Intersection Results Summary

## General Information

Agency				Duration, h	0.25
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other
Jurisdiction	Washoe County	Time Period	AM Peak Hour	PHF	0.92
Urban Street		Analysis Year	2028 Base	Analysis Period	1> 7:00
Intersection	Red Rock & Silver Lake	File Name	RrSI28ax.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	10	5	30	240	15	30	40	335	60	55	355	20

## Signal Information

Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	10.0	45.0	20.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	1.0	0.0	0.0	0.0				

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		25.0		25.0	15.0	50.0	15.0	50.0
Change Period, (Y+R <sub>c</sub> ), s		5.0		5.0	5.0	5.0	5.0	5.0
Max Allow Headway (MAH), s		3.1		3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g <sub>s</sub> ), s		3.5		21.3	2.9		3.2	
Green Extension Time (g <sub>e</sub> ), s		0.6		0.0	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.00		0.00	

## Movement Group Results

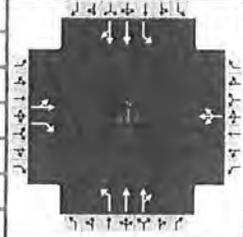
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		16	33		310		43	219	210	60	205	202
Adjusted Saturation Flow Rate (s), veh/h/ln		1505	1548		1435		1781	1870	1753	1781	1870	1828
Queue Service Time (g <sub>s</sub> ), s		0.0	1.5		18.7		0.9	6.0	6.1	1.2	5.5	5.6
Cycle Queue Clearance Time (g <sub>c</sub> ), s		0.6	1.5		19.3		0.9	6.0	6.1	1.2	5.5	5.6
Green Ratio (g/C)		0.22	0.22		0.22		0.61	0.50	0.50	0.61	0.50	0.50
Capacity (c), veh/h		401	344		393		684	935	877	671	935	914
Volume-to-Capacity Ratio (X)		0.041	0.095		0.789		0.064	0.235	0.239	0.089	0.220	0.221
Back of Queue (Q), ft/ln (95 th percentile)		12.4	25		303.5		13.4	113.5	109.3	18.7	105.3	104.1
Back of Queue (Q), veh/ln (95 th percentile)		0.5	1.0		12.0		0.5	4.5	4.3	0.7	4.1	4.1
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
Uniform Delay (d <sub>1</sub> ), s/veh		27.5	27.8		34.7		7.3	12.7	12.8	7.4	12.6	12.6
Incremental Delay (d <sub>2</sub> ), s/veh		0.0	0.0		9.5		0.0	0.6	0.6	0.0	0.5	0.6
Initial Queue Delay (d <sub>3</sub> ), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh		27.5	27.9		44.3		7.3	13.3	13.4	7.5	13.2	13.2
Level of Service (LOS)		C	C		D		A	B	B	A	B	B
Approach Delay, s/veh / LOS	27.7	C		44.3	D		12.8	B		12.5	B	
Intersection Delay, s/veh / LOS	20.7			C								

## Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.29	B	1.67	B	1.89	B
Bicycle LOS Score / LOS	0.57	A	1.00	A	0.88	A	0.87	A

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency				Duration, h	0.25		
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	PM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	2028 Base	Analysis Period	1> 7:00		
Intersection	Red Rock & Silver Lake	File Name	RrSI28px.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	30	10	20	150	15	70	70	615	200	30	480	10

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	90.0	Reference Phase	2	Green	10.0	45.0	20.0	0.0	0.0	0.0	0.0	1	2	3	4
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	5	6	7	8
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On												

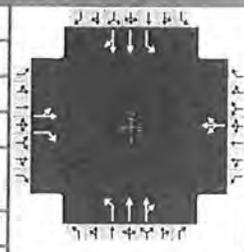
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		25.0		25.0	15.0	50.0	15.0	50.0
Change Period, (Y+R <sub>c</sub> ), s		5.0		5.0	5.0	5.0	5.0	5.0
Max Allow Headway (MAH), s		3.2		3.2	3.1	0.0	3.1	0.0
Queue Clearance Time (g <sub>s</sub> ), s		4.1		16.6	3.6		2.7	
Green Extension Time (g <sub>e</sub> ), s		0.6		0.2	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.86	0.01		0.00	

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		43	22		255		76	433	399	33	267	265	
Adjusted Saturation Flow Rate (s), veh/h/ln		1368	1548		1474		1781	1870	1719	1781	1870	1854	
Queue Service Time (g <sub>s</sub> ), s		0.0	1.0		12.5		1.6	13.6	13.6	0.7	7.5	7.5	
Cycle Queue Clearance Time (g <sub>c</sub> ), s		2.1	1.0		14.6		1.6	13.6	13.6	0.7	7.5	7.5	
Green Ratio (g/C)		0.22	0.22		0.22		0.61	0.50	0.50	0.61	0.50	0.50	
Capacity (c), veh/h		374	344		393		621	935	860	494	935	927	
Volume-to-Capacity Ratio (X)		0.116	0.063		0.650		0.122	0.463	0.464	0.066	0.286	0.286	
Back of Queue (Q), ft/ln (95 th percentile)		33.6	16.6		232.4		24	244.5	230.6	10.1	142.8	141.9	
Back of Queue (Q), veh/ln (95 th percentile)		1.3	0.7		9.1		0.9	9.6	9.1	0.4	5.6	5.6	
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	
Uniform Delay (d <sub>1</sub> ), s/veh		28.0	27.6		32.8		7.7	14.6	14.6	8.4	13.1	13.1	
Incremental Delay (d <sub>2</sub> ), s/veh		0.1	0.0		3.0		0.0	1.6	1.8	0.0	0.8	0.8	
Initial Queue Delay (d <sub>3</sub> ), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		28.0	27.6		35.8		7.7	16.3	16.4	8.4	13.9	13.9	
Level of Service (LOS)		C	C		D		A	B	B	A	B	B	
Approach Delay, s/veh / LOS	27.9	C		35.8	D		15.6	B			13.6	B	
Intersection Delay, s/veh / LOS	18.3						B						

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.36	B	2.29	B	1.67	B	1.89	B
Bicycle LOS Score / LOS	0.60	A	0.91	A	1.24	A	0.95	A

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other
Jurisdiction	Washoe County	Time Period	AM Peak Hour	PHF	0.92
Urban Street		Analysis Year	2028 Base + Project	Analysis Period	1 > 7:00
Intersection	Red Rock & Silver Lake	File Name	RrSI28aw.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	10	5	30	240	15	39	40	554	60	81	1313	20

Signal Information																								
Cycle, s	90.0	Reference Phase	2																					
Offset, s	0	Reference Point	End																					
Uncoordinated	No	Simult. Gap E/W	On																					
Force Mode	Fixed	Simult. Gap N/S	On																					
				Green	10.0	45.0	20.0	0.0	0.0	0.0	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	Red	1.0	1.0	1.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		25.0		25.0	15.0	50.0	15.0	50.0
Change Period, (Y+R <sub>c</sub> ), s		5.0		5.0	5.0	5.0	5.0	5.0
Max Allow Headway (MAH), s		3.1		3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g <sub>s</sub> ), s		3.5		22.0	2.9		3.8	
Green Extension Time (g <sub>e</sub> ), s		0.6		0.0	0.0	0.0	0.1	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.00		0.01	

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	16	33		320			43	340	327	88	726	723
Adjusted Saturation Flow Rate (s), veh/h/ln	1496	1548		1438			1781	1870	1794	1781	1870	1858
Queue Service Time (g <sub>s</sub> ), s	0.0	1.5		19.4			0.9	10.0	10.0	1.8	28.6	28.6
Cycle Queue Clearance Time (g <sub>c</sub> ), s	0.6	1.5		20.0			0.9	10.0	10.0	1.8	28.6	28.6
Green Ratio (g/C)	0.22	0.22		0.22			0.61	0.50	0.50	0.61	0.50	0.50
Capacity (c), veh/h	399	344		392			337	935	897	560	935	929
Volume-to-Capacity Ratio (X)	0.041	0.095		0.815			0.129	0.364	0.365	0.157	0.777	0.778
Back of Queue (Q), ft/ln (95 th percentile)	12.4	25		319.5			13.6	191.3	184.8	28.1	473.2	472.5
Back of Queue (Q), veh/ln (95 th percentile)	0.5	1.0		12.6			0.5	7.5	7.3	1.1	18.6	18.6
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
Uniform Delay (d <sub>1</sub> ), s/veh	27.5	27.8		35.0			12.9	13.7	13.8	8.1	18.4	18.4
Incremental Delay (d <sub>2</sub> ), s/veh	0.0	0.0		11.7			0.1	1.1	1.1	0.0	6.3	6.4
Initial Queue Delay (d <sub>3</sub> ), s/veh	0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	27.5	27.9		46.6			13.0	14.8	14.9	8.1	24.7	24.8
Level of Service (LOS)		C	C		D		B	B	B	A	C	C
Approach Delay, s/veh / LOS	27.7	C		46.6	D		14.8	B		23.8	C	
Intersection Delay, s/veh / LOS	24.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.29	B	1.67	B	1.89	B
Bicycle LOS Score / LOS	0.57	A	1.01	A	1.07	A	1.76	B

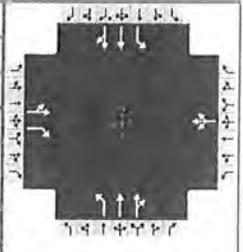
## HCS7 Signalized Intersection Results Summary

### General Information

Agency				Duration, h	0.25
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other
Jurisdiction	Washoe County	Time Period	PM Peak Hour	PHF	0.92
Urban Street		Analysis Year	2028 Base + Project	Analysis Period	1 > 7:00
Intersection	Red Rock & Silver Lake	File Name	RrSI28pw.xus		
Project Description					

### Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.92
Analysis Period	1 > 7:00
File Name	RrSI28pw.xus



### Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	30	10	20	150	15	95	70	1235	200	45	844	10

### Signal Information

Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	10.0	45.0	20.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	1.0	0.0	0.0	0.0				

### Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		25.0		25.0	15.0	50.0	15.0	50.0
Change Period, (Y+R <sub>c</sub> ), s		5.0		5.0	5.0	5.0	5.0	5.0
Max Allow Headway (MAH), s		3.2		3.2	3.1	0.0	3.1	0.0
Queue Clearance Time (g <sub>s</sub> ), s		4.2		18.4	3.6		3.0	
Green Extension Time (g <sub>e</sub> ), s		0.6		0.1	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.01		0.00	

### Movement Group Results

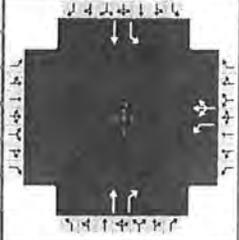
Approach Movement	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow Rate (v), veh/h		43	22		283		76	765	740	49	465	463	
Adjusted Saturation Flow Rate (s), veh/h/ln		1276	1548		1484		1781	1870	1786	1781	1870	1861	
Queue Service Time (g <sub>s</sub> ), s		0.0	1.0		14.2		1.6	31.1	31.9	1.0	14.9	14.9	
Cycle Queue Clearance Time (g <sub>c</sub> ), s		2.2	1.0		16.4		1.6	31.1	31.9	1.0	14.9	14.9	
Green Ratio (g/C)		0.22	0.22		0.22		0.61	0.50	0.50	0.61	0.50	0.50	
Capacity (c), veh/h		353	344		393		466	935	893	321	935	931	
Volume-to-Capacity Ratio (X)		0.123	0.063		0.720		0.163	0.818	0.829	0.152	0.498	0.498	
Back of Queue (Q), ft/ln (95 th percentile)		33.7	16.6		263.9		24.1	517.1	512.9	16.7	264.4	263.4	
Back of Queue (Q), veh/ln (95 th percentile)		1.3	0.7		10.4		0.9	20.4	20.2	0.7	10.4	10.4	
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	
Uniform Delay (d <sub>1</sub> ), s/veh		28.0	27.6		33.5		8.9	19.0	19.2	14.4	15.0	15.0	
Incremental Delay (d <sub>2</sub> ), s/veh		0.1	0.0		5.5		0.1	7.9	8.8	0.1	1.9	1.9	
Initial Queue Delay (d <sub>3</sub> ), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		28.1	27.6		39.0		9.0	26.9	28.0	14.5	16.9	16.9	
Level of Service (LOS)		C	C		D		A	C	C	B	B	B	
Approach Delay, s/veh / LOS	27.9	C		39.0	D		26.6	C			16.8	B	
Intersection Delay, s/veh / LOS	24.5						C						

### Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.36	B	2.29	B	1.67	B	1.89	B
Bicycle LOS Score / LOS	0.60	A	0.95	A	1.79	B	1.29	A

## HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency				Duration, h	0.25		
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	AM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	Existing	Analysis Period	1 > 7:00		
Intersection	Red Rock & Moya	File Name	RrMo18ax.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				216	0	12		76	177	26	214	

Signal Information				Signal Phases									
Cycle, s	65.0	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	24.0	20.0	0.0	0.0	0.0	0.0				
		Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0				
		Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0				

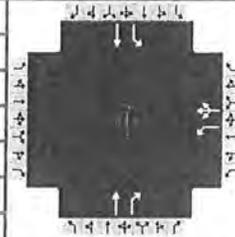
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				10.0		7.3	1.0	4.0
Phase Duration, s				25.0		29.0	11.0	40.0
Change Period, (Y+R <sub>c</sub> ), s				5.0		5.0	5.0	5.0
Max Allow Headway (MAH), s				3.2		3.2	3.1	3.2
Queue Clearance Time (g <sub>s</sub> ), s				8.9		6.4	2.5	6.3
Green Extension Time (g <sub>e</sub> ), s				0.4		0.8	0.0	0.9
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.00	0.51	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate (v), veh/h				235	13			83	149	28	233	
Adjusted Saturation Flow Rate (s), veh/h/ln				1767	1531			1870	1535	1781	1870	
Queue Service Time (g <sub>s</sub> ), s				6.9	0.4			1.9	4.4	0.5	4.3	
Cycle Queue Clearance Time (g <sub>c</sub> ), s				6.9	0.4			1.9	4.4	0.5	4.3	
Green Ratio (g/C)				0.31	0.31			0.37	0.37	0.49	0.54	
Capacity (c), veh/h				544	471			691	567	723	1007	
Volume-to-Capacity Ratio (X)				0.432	0.028			0.120	0.263	0.039	0.231	
Back of Queue (Q), ft/ln (95 th percentile)				117.4	5.7			32.9	63.1	8	64.1	
Back of Queue (Q), veh/ln (95 th percentile)				4.6	0.2			1.3	2.5	0.3	2.5	
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00			0.00	0.00	0.00	0.00	
Uniform Delay (d <sub>1</sub> ), s/veh				18.0	15.7			13.5	14.3	8.6	7.9	
Incremental Delay (d <sub>2</sub> ), s/veh				0.2	0.0			0.0	0.1	0.0	0.0	
Initial Queue Delay (d <sub>3</sub> ), s/veh				0.0	0.0			0.0	0.0	0.0	0.0	
Control Delay (d), s/veh				18.2	15.7			13.6	14.4	8.6	7.9	
Level of Service (LOS)				B	B			B	B	A	A	
Approach Delay, s/veh / LOS	0.0			18.0		B	14.1		B	8.0		A
Intersection Delay, s/veh / LOS				13.3					B			

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

## HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency				Duration, h	0.25		
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	PM Peak Hour	PHF	0.92		
Urban Street				Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Red Rock & Moya		File Name	RrMo18px.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				246	0	42		244	160	13	107	

Signal Information				Signal Timing (s)									
Cycle, s	75.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	39.0	15.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0		

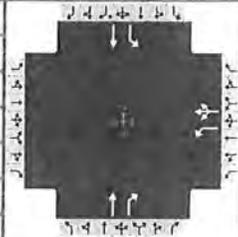
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				10.0		7.3	1.0	4.0
Phase Duration, s				20.0		44.0	11.0	55.0
Change Period, (Y+R <sub>c</sub> ), s				5.0		5.0	5.0	5.0
Max Allow Headway (MAH), s				3.2		3.1	3.1	3.1
Queue Clearance Time (g <sub>s</sub> ), s				12.8		7.9	2.2	3.7
Green Extension Time (g <sub>e</sub> ), s				0.2		1.0	0.0	1.0
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				1.00		0.00	0.22	0.00

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement				3	8	18		2	12	1	6		
Adjusted Flow Rate (v), veh/h				267	46			265	147	14	116		
Adjusted Saturation Flow Rate (s), veh/h/ln				1759	1519			1870	1540	1781	1870		
Queue Service Time (g <sub>s</sub> ), s				10.8	1.9			5.9	3.8	0.2	1.7		
Cycle Queue Clearance Time (g <sub>c</sub> ), s				10.8	1.9			5.9	3.8	0.2	1.7		
Green Ratio (g/C)				0.20	0.20			0.52	0.52	0.63	0.67		
Capacity (c), veh/h				352	304			973	801	729	1247		
Volume-to-Capacity Ratio (X)				0.760	0.150			0.273	0.183	0.019	0.093		
Back of Queue (Q), ft/ln (95 th percentile)				223.3	29.5			97.7	51.5	3.1	22		
Back of Queue (Q), veh/ln (95 th percentile)				8.8	1.2			3.8	2.0	0.1	0.9		
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00			0.00	0.00	0.00	0.00		
Uniform Delay (d <sub>1</sub> ), s/veh				28.3	24.7			10.1	9.5	5.7	4.4		
Incremental Delay (d <sub>2</sub> ), s/veh				8.4	0.1			0.1	0.0	0.0	0.0		
Initial Queue Delay (d <sub>3</sub> ), s/veh				0.0	0.0			0.0	0.0	0.0	0.0		
Control Delay (d), s/veh				36.7	24.8			10.1	9.6	5.7	4.5		
Level of Service (LOS)				D	C			B	A	A	A		
Approach Delay, s/veh / LOS	0.0			35.0			C	9.9			A		
Intersection Delay, s/veh / LOS	18.3						B						

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

## HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency				Duration, h	0.25		
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	AM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	Existing + Project	Analysis Period	1 > 7:00		
Intersection	Red Rock & Moya	File Name	RrMo18aw.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				216	0	70		304	177	201	897	

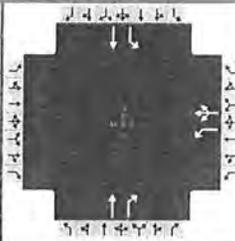
Signal Information													
Cycle, s	70.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	29.0	20.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0			
				Red	1.0	1.0	1.0	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				10.0		7.3	1.0	4.0
Phase Duration, s				25.0		34.0	11.0	45.0
Change Period, ( Y+R <sub>c</sub> ), s				5.0		5.0	5.0	5.0
Max Allow Headway ( MAH ), s				3.2		3.1	3.1	3.1
Queue Clearance Time ( g <sub>s</sub> ), s				9.7		10.8	6.6	34.7
Green Extension Time ( g <sub>e</sub> ), s				0.5		3.5	0.0	0.2
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.05	1.00	1.00

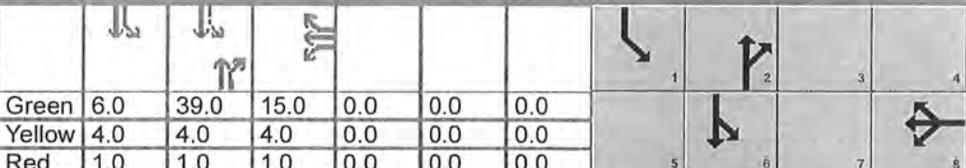
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate ( v ), veh/h				235	76			330	192	218	975	
Adjusted Saturation Flow Rate ( s ), veh/h/ln				1766	1530			1870	1537	1781	1870	
Queue Service Time ( g <sub>s</sub> ), s				7.7	2.6			8.8	5.9	4.6	32.7	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s				7.7	2.6			8.8	5.9	4.6	32.7	
Green Ratio ( g/C )				0.29	0.29			0.41	0.41	0.53	0.57	
Capacity ( c ), veh/h				504	437			775	637	558	1069	
Volume-to-Capacity Ratio ( X )				0.465	0.174			0.426	0.302	0.391	0.912	
Back of Queue ( Q ), ft/ln ( 95 th percentile)				134.9	39.8			152.9	83.9	69.7	513.1	
Back of Queue ( Q ), veh/ln ( 95 th percentile)				5.3	1.6			6.0	3.3	2.7	20.2	
Queue Storage Ratio ( RQ ) ( 95 th percentile)				0.00	0.00			0.00	0.00	0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh				20.6	18.8			14.6	13.7	9.9	13.4	
Incremental Delay ( d <sub>2</sub> ), s/veh				0.2	0.1			0.1	0.1	0.2	11.4	
Initial Queue Delay ( d <sub>3</sub> ), s/veh				0.0	0.0			0.0	0.0	0.0	0.0	
Control Delay ( d ), s/veh				20.8	18.9			14.7	13.8	10.1	24.8	
Level of Service ( LOS )				C	B			B	B	B	C	
Approach Delay, s/veh / LOS	0.0			20.4		C	14.4		B	22.1		C
Intersection Delay, s/veh / LOS				19.9					B			

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

# HCS7 Signalized Intersection Results Summary

General Information					Intersection Information		
Agency					Duration, h	0.25	
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	PM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	Existing + Project	Analysis Period	1 > 7:00		
Intersection	Red Rock & Moya	File Name	RrMo18pw.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				246	0	207		889	160	110	486	

Signal Information														
Cycle, s	75.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	39.0	15.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	1.0	0.0	0.0	0.0				

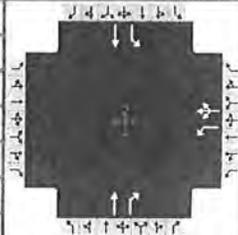
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				10.0		7.3	1.0	4.0
Phase Duration, s				20.0		44.0	11.0	55.0
Change Period, (Y+R <sub>c</sub> ), s				5.0		5.0	5.0	5.0
Max Allow Headway (MAH), s				3.3		3.1	3.1	3.1
Queue Clearance Time (g <sub>s</sub> ), s				12.8		40.5	4.0	11.8
Green Extension Time (g <sub>e</sub> ), s				0.3		0.0	0.0	4.1
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				1.00		1.00	1.00	0.01

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate (v), veh/h				267	198			966	147	120	528	
Adjusted Saturation Flow Rate (s), veh/h/ln				1759	1519			1870	1540	1781	1870	
Queue Service Time (g <sub>s</sub> ), s				10.8	9.0			38.5	3.8	2.0	9.8	
Cycle Queue Clearance Time (g <sub>c</sub> ), s				10.8	9.0			38.5	3.8	2.0	9.8	
Green Ratio (g/C)				0.20	0.20			0.52	0.52	0.63	0.67	
Capacity (c), veh/h				352	304			973	801	243	1247	
Volume-to-Capacity Ratio (X)				0.760	0.651			0.994	0.183	0.493	0.424	
Back of Queue (Q), ft/ln (95 th percentile)				223.3	155.8			727.7	51.5	47	130.8	
Back of Queue (Q), veh/ln (95 th percentile)				8.8	6.1			28.6	2.0	1.9	5.2	
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00			0.00	0.00	0.00	0.00	
Uniform Delay (d <sub>1</sub> ), s/veh				28.3	27.6			17.9	9.5	16.8	5.8	
Incremental Delay (d <sub>2</sub> ), s/veh				8.4	3.9			27.2	0.0	0.6	0.1	
Initial Queue Delay (d <sub>3</sub> ), s/veh				0.0	0.0			0.0	0.0	0.0	0.0	
Control Delay (d), s/veh				36.7	31.5			45.1	9.6	17.4	5.9	
Level of Service (LOS)				D	C			D	A	B	A	
Approach Delay, s/veh / LOS	0.0			34.5		C	40.4		D	8.0		A
Intersection Delay, s/veh / LOS	29.7						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency				Duration, h	0.25		
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	AM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	2028 Base	Analysis Period	1 > 7:00		
Intersection	Red Rock & Moya	File Name	RrMo28ax.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				240	0	40			195	180	70	490

Signal Information														
Cycle, s	65.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	24.0	20.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	1.0	0.0	0.0	0.0				

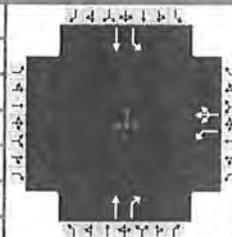
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				10.0		7.3	1.0	4.0
Phase Duration, s				25.0		29.0	11.0	40.0
Change Period, (Y+R <sub>c</sub> ), s				5.0		5.0	5.0	5.0
Max Allow Headway (MAH), s				3.2		3.1	3.1	3.1
Queue Clearance Time (g <sub>s</sub> ), s				9.8		8.0	3.5	13.9
Green Extension Time (g <sub>e</sub> ), s				0.4		1.8	0.0	1.8
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.00		0.01	1.00	0.01

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate (v), veh/h				261	43			212	196	76	533	
Adjusted Saturation Flow Rate (s), veh/h/ln				1767	1531			1870	1535	1781	1870	
Queue Service Time (g <sub>s</sub> ), s				7.8	1.3			5.2	6.0	1.5	11.9	
Cycle Queue Clearance Time (g <sub>c</sub> ), s				7.8	1.3			5.2	6.0	1.5	11.9	
Green Ratio (g/C)				0.31	0.31			0.37	0.37	0.49	0.54	
Capacity (c), veh/h				544	471			691	567	613	1007	
Volume-to-Capacity Ratio (X)				0.480	0.092			0.307	0.345	0.124	0.529	
Back of Queue (Q), ft/ln (95 th percentile)				132.9	19.3			91.3	85.7	22.1	182	
Back of Queue (Q), veh/ln (95 th percentile)				5.2	0.8			3.6	3.4	0.9	7.2	
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00			0.00	0.00	0.00	0.00	
Uniform Delay (d <sub>1</sub> ), s/veh				18.3	16.0			14.6	14.8	9.2	9.7	
Incremental Delay (d <sub>2</sub> ), s/veh				0.2	0.0			0.1	0.1	0.0	0.3	
Initial Queue Delay (d <sub>3</sub> ), s/veh				0.0	0.0			0.0	0.0	0.0	0.0	
Control Delay (d), s/veh				18.5	16.1			14.7	15.0	9.2	9.9	
Level of Service (LOS)				B	B			B	B	A	A	
Approach Delay, s/veh / LOS	0.0			18.2			14.8			9.9		
Intersection Delay, s/veh / LOS	13.3						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other
Jurisdiction	Washoe County	Time Period	PM Peak Hour	PHF	0.92
Urban Street		Analysis Year	2028 Base	Analysis Period	1 > 7:00
Intersection	Red Rock & Moya	File Name	RrMo28px.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				290	0	70			535	180	30	230

Signal Information														
Cycle, s	75.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	39.0	15.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				10.0		7.3	1.0	4.0
Phase Duration, s				20.0		44.0	11.0	55.0
Change Period, (Y+R <sub>c</sub> ), s				5.0		5.0	5.0	5.0
Max Allow Headway (MAH), s				3.2		3.1	3.1	3.1
Queue Clearance Time (g <sub>s</sub> ), s				15.1		18.2	2.5	5.9
Green Extension Time (g <sub>e</sub> ), s				0.0		2.0	0.0	2.0
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				1.00		0.00	0.51	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate (v), veh/h				315	49			582	168	33	250	
Adjusted Saturation Flow Rate (s), veh/h/ln				1759	1519			1870	1540	1781	1870	
Queue Service Time (g <sub>s</sub> ), s				13.1	2.0			16.2	4.4	0.5	3.9	
Cycle Queue Clearance Time (g <sub>c</sub> ), s				13.1	2.0			16.2	4.4	0.5	3.9	
Green Ratio (g/C)				0.20	0.20			0.52	0.52	0.63	0.67	
Capacity (c), veh/h				352	304			973	801	491	1247	
Volume-to-Capacity Ratio (X)				0.896	0.161			0.598	0.210	0.066	0.200	
Back of Queue (Q), ft/ln (95 th percentile)				305.1	31.7			254.2	60	7.2	51.3	
Back of Queue (Q), veh/ln (95 th percentile)				12.0	1.2			10.0	2.4	0.3	2.0	
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00			0.00	0.00	0.00	0.00	
Uniform Delay (d <sub>1</sub> ), s/veh				29.2	24.8			12.5	9.7	7.6	4.8	
Incremental Delay (d <sub>2</sub> ), s/veh				23.7	0.1			0.7	0.0	0.0	0.0	
Initial Queue Delay (d <sub>3</sub> ), s/veh				0.0	0.0			0.0	0.0	0.0	0.0	
Control Delay (d), s/veh				52.9	24.9			13.3	9.7	7.7	4.8	
Level of Service (LOS)				D	C			B	A	A	A	
Approach Delay, s/veh / LOS	0.0			49.1		D	12.5		B	5.2		A
Intersection Delay, s/veh / LOS	20.6						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

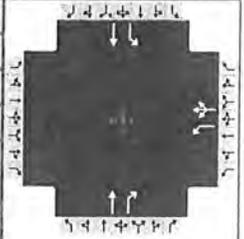
# HCS7 Signalized Intersection Results Summary

**General Information**

Agency				Duration, h	0.25
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other
Jurisdiction	Washoe County	Time Period	AM Peak Hour	PHF	0.92
Urban Street		Analysis Year	2028 Base + Project	Analysis Period	1 > 7:00
Intersection	Red Rock & Moya	File Name	RrMo28aw.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				240	0	98		423	180	245	1173	

**Signal Information**

Cycle, s	65.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	24.0	20.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	1.0	0.0	0.0	0.0				

**Timer Results**

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				10.0		7.3	1.0	4.0
Phase Duration, s				25.0		29.0	11.0	40.0
Change Period, (Y+R <sub>c</sub> ), s				5.0		5.0	5.0	5.0
Max Allow Headway (MAH), s				3.2		3.1	3.1	3.1
Queue Clearance Time (g <sub>s</sub> ), s				9.8		15.4	7.8	37.0
Green Extension Time (g <sub>e</sub> ), s				0.6		4.0	0.0	0.0
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.01		0.52	1.00	1.00

**Movement Group Results**

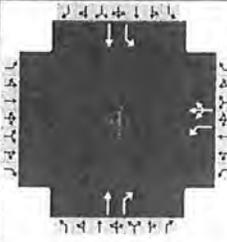
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate (v), veh/h				261	107			460	196	266	1275	
Adjusted Saturation Flow Rate (s), veh/h/ln				1767	1531			1870	1535	1781	1870	
Queue Service Time (g <sub>s</sub> ), s				7.8	3.4			13.4	6.0	5.8	35.0	
Cycle Queue Clearance Time (g <sub>c</sub> ), s				7.8	3.4			13.4	6.0	5.8	35.0	
Green Ratio (g/C)				0.31	0.31			0.37	0.37	0.49	0.54	
Capacity (c), veh/h				544	471			691	567	428	1007	
Volume-to-Capacity Ratio (X)				0.480	0.226			0.666	0.345	0.623	1.266	
Back of Queue (Q), ft/ln (95 th percentile)				132.9	49.6			234.8	85.7	97.6	1756.1	
Back of Queue (Q), veh/ln (95 th percentile)				5.2	2.0			9.2	3.4	3.8	69.1	
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00			0.00	0.00	0.00	0.00	
Uniform Delay (d <sub>1</sub> ), s/veh				18.3	16.7			17.1	14.8	12.4	15.0	
Incremental Delay (d <sub>2</sub> ), s/veh				0.2	0.1			2.0	0.1	2.1	127.7	
Initial Queue Delay (d <sub>3</sub> ), s/veh				0.0	0.0			0.0	0.0	0.0	0.0	
Control Delay (d), s/veh				18.5	16.8			19.1	15.0	14.5	142.7	
Level of Service (LOS)				B	B			B	B	B	F	
Approach Delay, s/veh / LOS	0.0			18.0		B	17.9		B	120.5		F
Intersection Delay, s/veh / LOS	79.6						E					

**Multimodal Results**

	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency				Duration, h	0.25		
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	PM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	2028 Base + Project	Analysis Period	1 > 7:00		
Intersection	Red Rock & Moya		File Name	RrMo28pw.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				290	0	235		1180	180	127	609	

Signal Information				Signal Timing (s)									
Cycle, s	75.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	39.0	15.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0		

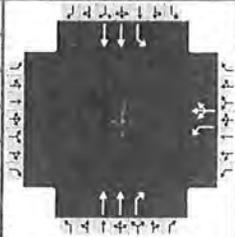
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				10.0		7.3	1.0	4.0
Phase Duration, s				20.0		44.0	11.0	55.0
Change Period, (Y+R <sub>c</sub> ), s				5.0		5.0	5.0	5.0
Max Allow Headway (MAH), s				3.3		3.1	3.1	3.1
Queue Clearance Time (g <sub>s</sub> ), s				15.1		41.0	4.4	15.7
Green Extension Time (g <sub>e</sub> ), s				0.0		0.0	0.0	6.8
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				1.00		1.00	1.00	0.07

Movement Group Results	EB			WB			NB			SB				
	L	T	R	L	T	R	L	T	R	L	T	R		
Assigned Movement				3	8	18		2	12	1	6			
Adjusted Flow Rate (v), veh/h				315	228			1283	168	138	662			
Adjusted Saturation Flow Rate (s), veh/h/ln				1759	1519			1870	1540	1781	1870			
Queue Service Time (g <sub>s</sub> ), s				13.1	10.6			39.0	4.4	2.4	13.7			
Cycle Queue Clearance Time (g <sub>c</sub> ), s				13.1	10.6			39.0	4.4	2.4	13.7			
Green Ratio (g/C)				0.20	0.20			0.52	0.52	0.63	0.67			
Capacity (c), veh/h				352	304			973	801	239	1247			
Volume-to-Capacity Ratio (X)				0.896	0.751			1.319	0.210	0.579	0.531			
Back of Queue (Q), ft/ln (95 th percentile)				305.1	199			2052.8	60	59.2	184.3			
Back of Queue (Q), veh/ln (95 th percentile)				12.0	7.8			80.8	2.4	2.3	7.3			
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00			0.00	0.00	0.00	0.00			
Uniform Delay (d <sub>1</sub> ), s/veh				29.2	28.2			18.0	9.7	16.9	6.4			
Incremental Delay (d <sub>2</sub> ), s/veh				23.7	9.0			150.7	0.0	2.3	0.2			
Initial Queue Delay (d <sub>3</sub> ), s/veh				0.0	0.0			0.0	0.0	0.0	0.0			
Control Delay (d), s/veh				52.9	37.2			168.7	9.7	19.2	6.7			
Level of Service (LOS)				D	D			F	A	B	A			
Approach Delay, s/veh / LOS	0.0			46.3			D	150.3			F	8.8		A
Intersection Delay, s/veh / LOS	89.6						F							

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency				Duration, h	0.25		
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	AM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	2028 Base + Project	Analysis Period	1 > 7:00		
Intersection	Red Rock & Moya	File Name	RrMo28aw4.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				240	0	98		423	180	245	1173	

Signal Information														
Cycle, s	65.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	24.0	20.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	1.0	0.0	0.0	0.0				

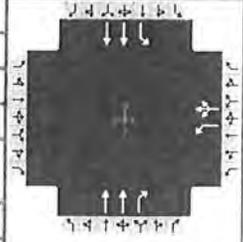
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				10.0		7.3	1.0	4.0
Phase Duration, s				25.0		29.0	11.0	40.0
Change Period, (Y+R <sub>c</sub> ), s				5.0		5.0	5.0	5.0
Max Allow Headway (MAH), s				3.2		3.1	3.1	3.1
Queue Clearance Time (g <sub>s</sub> ), s				9.8		8.1	7.8	18.7
Green Extension Time (g <sub>e</sub> ), s				0.6		5.1	0.0	4.4
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.01		0.12	1.00	0.26

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate (v), veh/h				261	107			460	196	266	1275	
Adjusted Saturation Flow Rate (s), veh/h/ln				1773	1553			1781	1535	1781	1781	
Queue Service Time (g <sub>s</sub> ), s				7.8	3.3			6.1	6.0	5.8	16.7	
Cycle Queue Clearance Time (g <sub>c</sub> ), s				7.8	3.3			6.1	6.0	5.8	16.7	
Green Ratio (g/C)				0.31	0.31			0.37	0.37	0.49	0.54	
Capacity (c), veh/h				545	478			1315	567	532	1918	
Volume-to-Capacity Ratio (X)				0.478	0.223			0.350	0.345	0.500	0.665	
Back of Queue (Q), ft/ln (95 th percentile)				132.9	49.5			100.3	85.7	88.1	233.8	
Back of Queue (Q), veh/ln (95 th percentile)				5.2	1.9			4.0	3.4	3.5	9.2	
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00			0.00	0.00	0.00	0.00	
Uniform Delay (d <sub>1</sub> ), s/veh				18.3	16.7			14.8	14.8	10.6	10.8	
Incremental Delay (d <sub>2</sub> ), s/veh				0.2	0.1			0.1	0.1	0.3	0.7	
Initial Queue Delay (d <sub>3</sub> ), s/veh				0.0	0.0			0.0	0.0	0.0	0.0	
Control Delay (d), s/veh				18.5	16.8			14.9	15.0	10.8	11.5	
Level of Service (LOS)				B	B			B	B	B	B	
Approach Delay, s/veh / LOS	0.0			18.0	B		14.9	B		11.4	B	
Intersection Delay, s/veh / LOS	13.2						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency				Duration, h	0.25		
Analyst	Solaegui Engineers	Analysis Date	Jul 3, 2018	Area Type	Other		
Jurisdiction	Washoe County	Time Period	PM Peak Hour	PHF	0.92		
Urban Street		Analysis Year	2028 Base + Project	Analysis Period	1 > 7:00		
Intersection	Red Rock & Moya	File Name	RrMo28pw4.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				290	0	235		1180	180	127	609	

Signal Information													
Cycle, s	75.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	34.0	20.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0			
				Red	1.0	1.0	1.0	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				10.0		7.3	1.0	4.0
Phase Duration, s				25.0		39.0	11.0	50.0
Change Period, (Y+R <sub>c</sub> ), s				5.0		5.0	5.0	5.0
Max Allow Headway (MAH), s				3.3		3.1	3.1	3.1
Queue Clearance Time (g <sub>s</sub> ), s				13.9		25.1	4.8	8.8
Green Extension Time (g <sub>e</sub> ), s				0.7		4.3	0.0	6.6
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.22		0.43	1.00	0.02

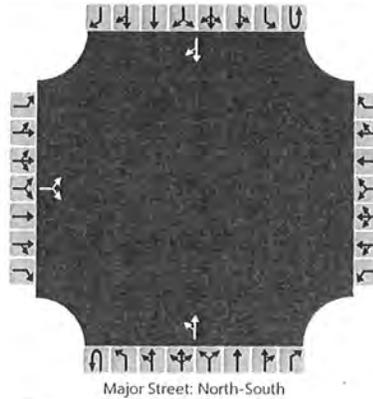
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate (v), veh/h				315	228			1283	168	138	662	
Adjusted Saturation Flow Rate (s), veh/h/ln				1771	1551			1781	1538	1781	1781	
Queue Service Time (g <sub>s</sub> ), s				11.9	9.5			23.1	5.0	2.8	6.8	
Cycle Queue Clearance Time (g <sub>c</sub> ), s				11.9	9.5			23.1	5.0	2.8	6.8	
Green Ratio (g/C)				0.27	0.27			0.45	0.45	0.56	0.60	
Capacity (c), veh/h				472	414			1614	697	301	2137	
Volume-to-Capacity Ratio (X)				0.667	0.552			0.794	0.242	0.458	0.310	
Back of Queue (Q), ft/ln (95 th percentile)				221.5	153.6			349.3	72	42.7	97.9	
Back of Queue (Q), veh/ln (95 th percentile)				8.7	6.0			13.8	2.8	1.7	3.9	
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00			0.00	0.00	0.00	0.00	
Uniform Delay (d <sub>1</sub> ), s/veh				24.5	23.6			17.5	12.6	14.0	7.4	
Incremental Delay (d <sub>2</sub> ), s/veh				2.9	0.9			2.6	0.1	0.4	0.0	
Initial Queue Delay (d <sub>3</sub> ), s/veh				0.0	0.0			0.0	0.0	0.0	0.0	
Control Delay (d), s/veh				27.4	24.6			20.1	12.7	14.4	7.4	
Level of Service (LOS)				C	C			C	B	B	A	
Approach Delay, s/veh / LOS	0.0			26.2	C		19.3	B		8.6	A	
Intersection Delay, s/veh / LOS				17.6				B				

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Bighorn
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Bighorn Drive
Analysis Year	2018	North/South Street	Red Rock Road
Time Analyzed	AM Existing	Peak Hour Factor	0.92
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	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		1		25						4	71				207	1
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

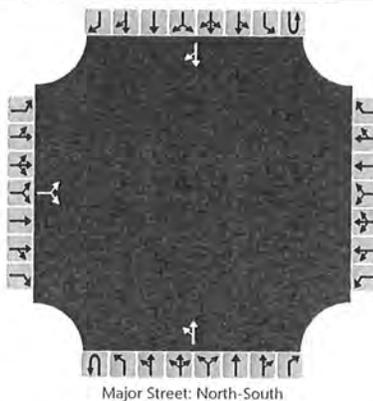
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			28								4					
Capacity, c (veh/h)			807								1341					
v/c Ratio			0.04								0.00					
95% Queue Length, Q <sub>95</sub> (veh)			0.1								0.0					
Control Delay (s/veh)			9.6								7.7					
Level of Service, LOS			A								A					
Approach Delay (s/veh)	9.6								0.4							
Approach LOS	A															

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Bighorn
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Bighorn Drive
Analysis Year	2018	North/South Street	Red Rock Road
Time Analyzed	PM Existing	Peak Hour Factor	0.92
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	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume, V (veh/h)		0		5						29	216				96	1	
Percent Heavy Vehicles (%)		2		2						2							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No					No					No					
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

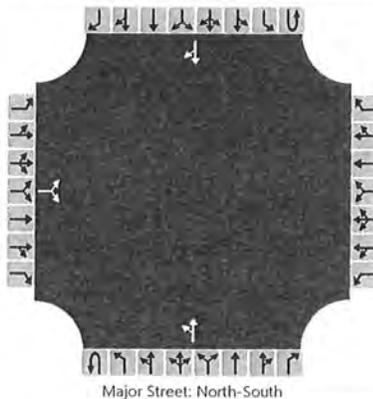
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			5								32					
Capacity, c (veh/h)			949								1485					
v/c Ratio			0.01								0.02					
95% Queue Length, Q <sub>95</sub> (veh)			0.0								0.1					
Control Delay (s/veh)			8.8								7.5					
Level of Service, LOS			A								A					
Approach Delay (s/veh)		8.8										1.0				
Approach LOS		A														

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Bighorn
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Bighorn Drive
Analysis Year	2018	North/South Street	Red Rock Road
Time Analyzed	AM Existing + Project	Peak Hour Factor	0.92
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	0	1	0	0	0	1	0	
Configuration			LR							LT							TR
Volume, V (veh/h)		1		68						18	343					1022	1
Percent Heavy Vehicles (%)		2		2						2							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No					No					No					
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

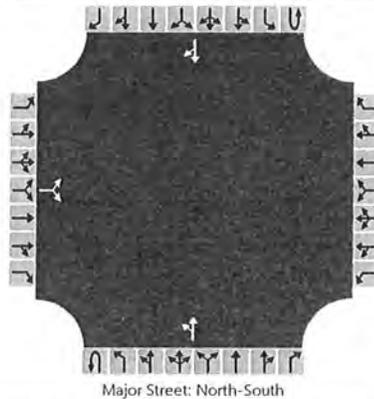
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			75								20						
Capacity, c (veh/h)			251								628						
v/c Ratio			0.30								0.03						
95% Queue Length, Q <sub>95</sub> (veh)			1.2								0.1						
Control Delay (s/veh)			25.4								10.9						
Level of Service, LOS			D								B						
Approach Delay (s/veh)		25.4										1.0					
Approach LOS		D															

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Bighorn
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Bighorn Drive
Analysis Year	2018	North/South Street	Red Rock Road
Time Analyzed	PM Existing + Project	Peak Hour Factor	0.92
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	0	1	0	0	0	1	0		
Configuration			LR							LT						TR		
Volume, V (veh/h)		0		29						70	985					548	1	
Percent Heavy Vehicles (%)		2		2						2								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized		No					No					No						
Median Type/Storage		Undivided																

## Critical and Follow-up Headways

Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

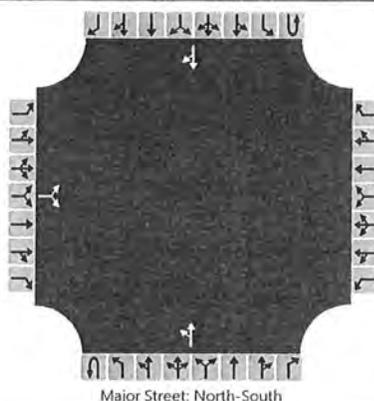
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			32							76							
Capacity, c (veh/h)			503							979							
v/c Ratio			0.06							0.08							
95% Queue Length, Q <sub>95</sub> (veh)			0.2							0.3							
Control Delay (s/veh)			12.6							9.0							
Level of Service, LOS			B							A							
Approach Delay (s/veh)		12.6								2.2							
Approach LOS		B															

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Bighorn
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Bighorn Drive
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	AM Base	Peak Hour Factor	0.92
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	0	1	0	0	0	1	0				
Configuration			LR								LT						TR			
Volume, V (veh/h)		5		25						5	205				435	5				
Percent Heavy Vehicles (%)		2		2						2										
Proportion Time Blocked																				
Percent Grade (%)		0																		
Right Turn Channelized		No					No					No					No			
Median Type/Storage		Undivided																		

## Critical and Follow-up Headways

Base Critical Headway (sec)																		
Critical Headway (sec)																		
Base Follow-Up Headway (sec)																		
Follow-Up Headway (sec)																		

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			33							5										
Capacity, c (veh/h)			545							1084										
v/c Ratio			0.06							0.01										
95% Queue Length, Q <sub>95</sub> (veh)			0.2							0.0										
Control Delay (s/veh)			12.0							8.3										
Level of Service, LOS			B							A										
Approach Delay (s/veh)		12.0										0.2								
Approach LOS		B																		

# HCS7 Two-Way Stop-Control Report

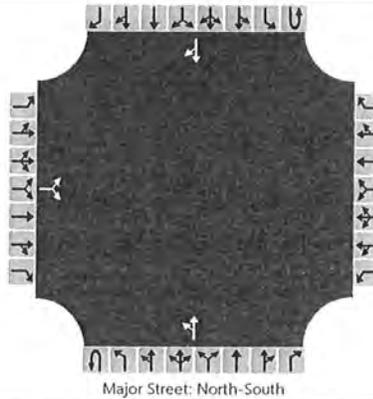
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2028
Time Analyzed	PM Existing
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock & Bighorn
Jurisdiction	Washoe County
East/West Street	Bighorn Drive
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	0	1	0	0	0	1	0				
Configuration			LR							LT							TR			
Volume, V (veh/h)		5		5						30	505				215	5				
Percent Heavy Vehicles (%)		2		2						2										
Proportion Time Blocked																				
Percent Grade (%)		0																		
Right Turn Channelized		No					No					No					No			
Median Type/Storage		Undivided																		

## Critical and Follow-up Headways

Base Critical Headway (sec)																		
Critical Headway (sec)																		
Base Follow-Up Headway (sec)																		
Follow-Up Headway (sec)																		

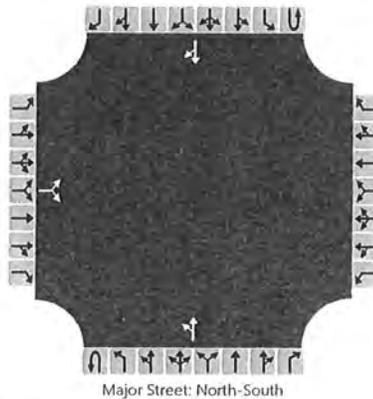
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11								33								
Capacity, c (veh/h)		460								1327								
v/c Ratio		0.02								0.02								
95% Queue Length, Q <sub>95</sub> (veh)		0.1								0.1								
Control Delay (s/veh)		13.0								7.8								
Level of Service, LOS		B								A								
Approach Delay (s/veh)		13.0								0.7								
Approach LOS		B								A								

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Bighorn
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Bighorn Drive
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	AM Base + Project	Peak Hour Factor	0.92
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	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		5		68						19	477				1250	5
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

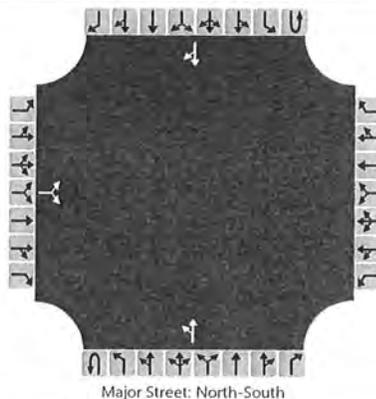
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			79							21						
Capacity, c (veh/h)			164							504						
v/c Ratio			0.48							0.04						
95% Queue Length, Q <sub>95</sub> (veh)			2.3							0.1						
Control Delay (s/veh)			46.1							12.5						
Level of Service, LOS			E							B						
Approach Delay (s/veh)		46.1								1.2						
Approach LOS		E														

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Bighorn
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Bighorn Drive
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	PM Existing + Project	Peak Hour Factor	0.92
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	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		5		29						71	1274				667	5
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

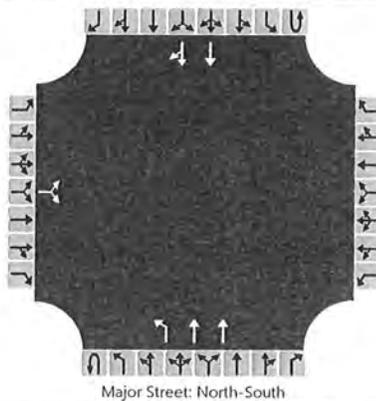
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			37									77				
Capacity, c (veh/h)			178									874				
v/c Ratio			0.21									0.09				
95% Queue Length, Q <sub>95</sub> (veh)			0.8									0.3				
Control Delay (s/veh)			30.5									9.5				
Level of Service, LOS			D									A				
Approach Delay (s/veh)	30.5								4.0							
Approach LOS	D															

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Bighorn
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Bighorn Drive
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	AM Base + Project	Peak Hour Factor	0.92
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	2	0	0	0	2	0
Configuration			LR							L	T				T	TR
Volume, V (veh/h)		5		68						19	477				1250	5
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

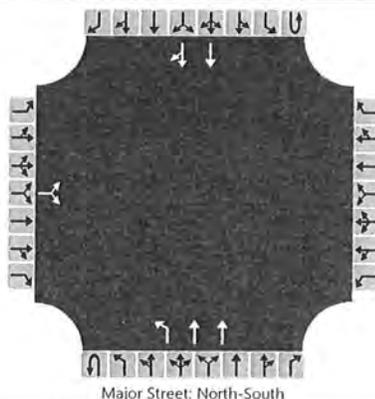
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			79							21						
Capacity, c (veh/h)			314							500						
v/c Ratio			0.25							0.04						
95% Queue Length, Q <sub>95</sub> (veh)			1.0							0.1						
Control Delay (s/veh)			20.3							12.5						
Level of Service, LOS			C							B						
Approach Delay (s/veh)		20.3								0.5						
Approach LOS		C														

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Bighorn
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Bighorn Drive
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	PM Existing + Project	Peak Hour Factor	0.92
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	2	0	0	0	2	0		
Configuration			LR							L	T				T	TR		
Volume, V (veh/h)		5		29						71	1274				667	5		
Percent Heavy Vehicles (%)		2		2						2								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized		No					No					No						
Median Type/Storage		Undivided																

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			37							77						
Capacity, c (veh/h)			339							870						
v/c Ratio			0.11							0.09						
95% Queue Length, Q <sub>95</sub> (veh)			0.4							0.3						
Control Delay (s/veh)			16.9							9.5						
Level of Service, LOS			C							A						
Approach Delay (s/veh)		16.9										0.5				
Approach LOS		C														

# HCS7 Two-Way Stop-Control Report

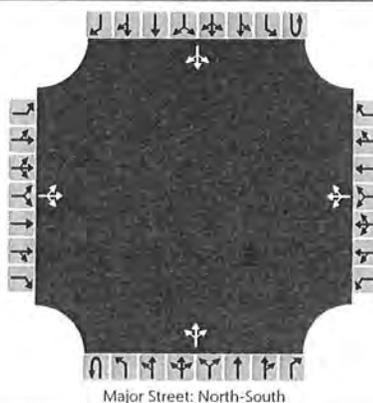
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2018
Time Analyzed	AM Existing
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock & Silver Knolls
Jurisdiction	Washoe County
East/West Street	Silver Knolls Boulevard
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	0	1	0	0	0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume, V (veh/h)		0	0	1		16	0	0		1	38	2		0	110	0	
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized		No				No				No				No			
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1		17		1		0	
Capacity, c (veh/h)		931		798		1467		1564	
v/c Ratio		0.00		0.02		0.00		0.00	
95% Queue Length, Q <sub>95</sub> (veh)		0.0		0.1		0.0		0.0	
Control Delay (s/veh)		8.9		9.6		7.5		7.3	
Level of Service, LOS		A		A		A		A	
Approach Delay (s/veh)		8.9		9.6		0.2		0.0	
Approach LOS		A		A					

# HCS7 Two-Way Stop-Control Report

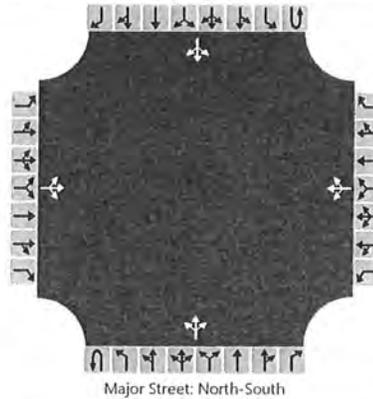
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2018
Time Analyzed	PM Existing
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock & Silver Knolls
Jurisdiction	Washoe County
East/West Street	Silver Knolls Boulevard
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		0	0	1	10	0	0			0	133	5		0	61	0
Percent Heavy Vehicles (%)		2	2	2	2	2	2			2				2		
Proportion Time Blocked																
Percent Grade (%)		0			0											
Right Turn Channelized		No			No					No				No		
Median Type/Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			1				11					0				0
Capacity, c (veh/h)			997				742					1535				1430
v/c Ratio			0.00				0.01					0.00				0.00
95% Queue Length, Q <sub>95</sub> (veh)			0.0				0.0					0.0				0.0
Control Delay (s/veh)			8.6				9.9					7.3				7.5
Level of Service, LOS			A				A					A				A
Approach Delay (s/veh)		8.6			9.9				0.0			0.0				
Approach LOS		A			A											

# HCS7 Two-Way Stop-Control Report

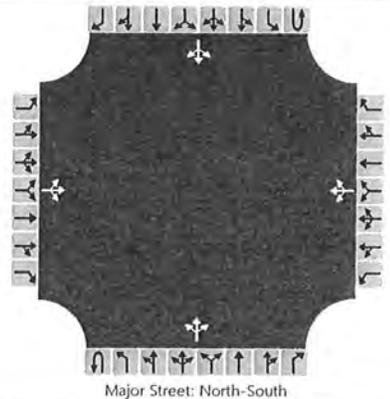
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2018
Time Analyzed	AM Existing + Project
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock & Silver Knolls
Jurisdiction	Washoe County
East/West Street	Silver Knolls Boulevard
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume, V (veh/h)		8	0	473		16	0	0		158	153	2		0	453	3	
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized		No				No				No				No			
Median Type/Storage	Undivided																

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

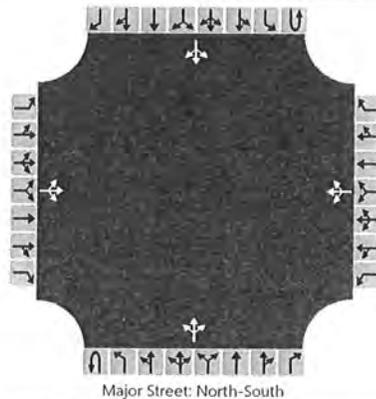
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			523				17				172				0		
Capacity, c (veh/h)			556				13				1067				1409		
v/c Ratio			0.94				1.29				0.16				0.00		
95% Queue Length, Q <sub>95</sub> (veh)			12.1				2.8				0.6				0.0		
Control Delay (s/veh)			52.0				739.8				9.0				7.6		
Level of Service, LOS			F				F				A				A		
Approach Delay (s/veh)		52.0				739.8				5.3				0.0			
Approach LOS		F				F				A				A			

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Silver Knolls
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Silver Knolls Boulevard
Analysis Year	2018	North/South Street	Red Rock Road
Time Analyzed	PM Existing + Project	Peak Hour Factor	0.92
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	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		5	0	262		10	0	0		445	457	5		0	251	8
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

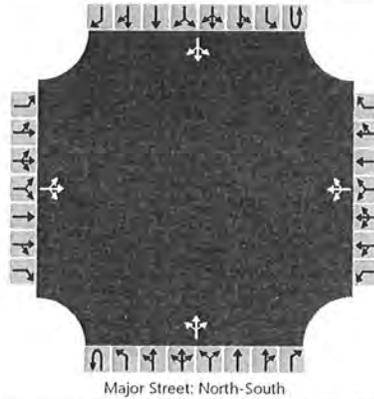
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			290				11					484				0
Capacity, c (veh/h)			568				20					1280				1062
v/c Ratio			0.51				0.55					0.38				0.00
95% Queue Length, Q <sub>95</sub> (veh)			2.9				1.5					1.8				0.0
Control Delay (s/veh)			17.8				322.1					9.5				8.4
Level of Service, LOS			C				F					A				A
Approach Delay (s/veh)		17.8				322.1				7.2				0.0		
Approach LOS		C				F										

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Silver Knolls
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Silver Knolls Boulevard
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	AM Base	Peak Hour Factor	0.92
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	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		5	0	5		15	0	5		5	105	5		5	325	5
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

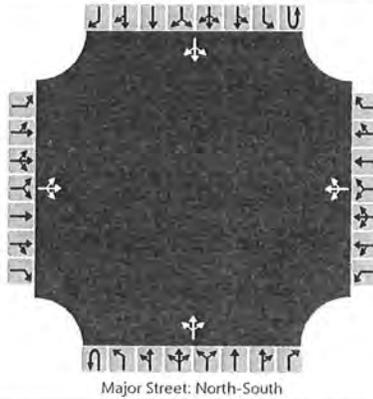
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				22				5				5	
Capacity, c (veh/h)			563				543				1199				1467	
v/c Ratio			0.02				0.04				0.00				0.00	
95% Queue Length, Q <sub>95</sub> (veh)			0.1				0.1				0.0				0.0	
Control Delay (s/veh)			11.5				11.9				8.0				7.5	
Level of Service, LOS			B				B				A				A	
Approach Delay (s/veh)		11.5				11.9				0.4				0.1		
Approach LOS		B				B				A				A		

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Silver Knolls
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Silver Knolls Boulevard
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	PM Base	Peak Hour Factor	0.92
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	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		5	0	5		10	0	5		5	325	5		5	145	5
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

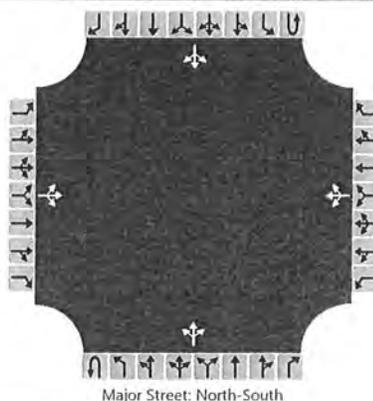
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				16				5				5	
Capacity, c (veh/h)			592				505				1415				1199	
v/c Ratio			0.02				0.03				0.00				0.00	
95% Queue Length, Q <sub>95</sub> (veh)			0.1				0.1				0.0				0.0	
Control Delay (s/veh)			11.2				12.4				7.6				8.0	
Level of Service, LOS			B				B				A				A	
Approach Delay (s/veh)		11.2				12.4				0.1				0.3		
Approach LOS		B				B				A				A		

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Silver Knolls
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Silver Knolls Boulevard
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	AM Base + Project	Peak Hour Factor	0.92
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	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		13	0	477		15	0	5		162	220	5		5	668	8
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			533				22				176				5	
Capacity, c (veh/h)			391								870				1320	
v/c Ratio			1.36								0.20				0.00	
95% Queue Length, Q <sub>95</sub> (veh)			25.5								0.8				0.0	
Control Delay (s/veh)			206.6								10.2				7.7	
Level of Service, LOS			F								B				A	
Approach Delay (s/veh)		206.6								5.7				0.1		
Approach LOS		F														

# HCS7 Two-Way Stop-Control Report

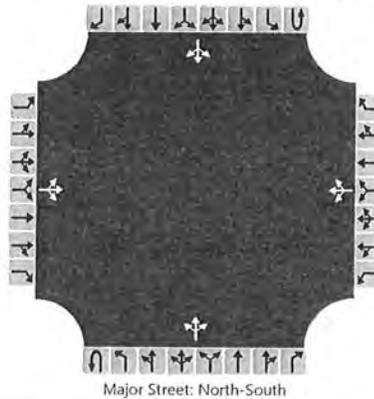
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2028
Time Analyzed	PM Base + Project
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock & Silver Knolls
Jurisdiction	Washoe County
East/West Street	Silver Knolls Boulevard
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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	0	1	0	0	0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume, V (veh/h)		10	0	267		10	0	5		450	649	5		5	335	13	
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized		No				No				No				No			
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

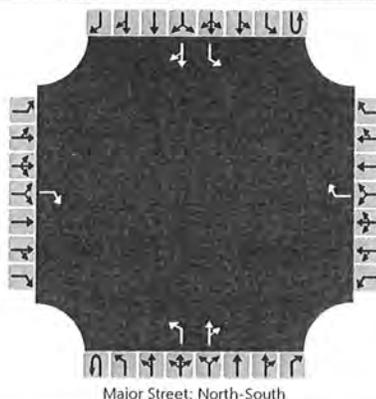
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			301				16				489					5	
Capacity, c (veh/h)			285				12				1180					888	
v/c Ratio			1.06				1.38				0.41					0.01	
95% Queue Length, Q <sub>95</sub> (veh)			11.7				2.8				2.1					0.0	
Control Delay (s/veh)			108.4				841.4				10.2					9.1	
Level of Service, LOS			F				F				B					A	
Approach Delay (s/veh)		108.4				841.4				8.3				0.2			
Approach LOS		F				F											

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Silver Knolls
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Silver Knolls Boulevard
Analysis Year	2018	North/South Street	Red Rock Road
Time Analyzed	AM Existing + Project	Peak Hour Factor	0.95
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	0	1		0	0	1	0	1	1	0	0	1	1	0
Configuration				R				R		L		TR		L		TR
Volume, V (veh/h)				473				16		158	153	2		0	453	3
Percent Heavy Vehicles (%)				2				2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				498				17				166				0
Capacity, c (veh/h)				587				882				1082				1415
v/c Ratio				0.85				0.02				0.15				0.00
95% Queue Length, Q <sub>95</sub> (veh)				9.2				0.1				0.5				0.0
Control Delay (s/veh)				36.2				9.2				8.9				7.5
Level of Service, LOS				E				A				A				A
Approach Delay (s/veh)		36.2				9.2				4.5				0.0		
Approach LOS		E				A										

# HCS7 Two-Way Stop-Control Report

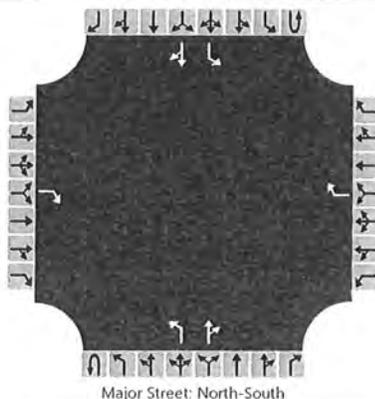
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2018
Time Analyzed	PM Existing + Project
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock & Silver Knolls
Jurisdiction	Washoe County
East/West Street	Silver Knolls Boulevard
North/South Street	Red Rock Road
Peak Hour Factor	0.95
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	0	1		0	0	1	0	1	1	0	0	1	1	0
Configuration				R				R		L		TR		L		TR
Volume, V (veh/h)				262				10		445	457	5		0	251	8
Percent Heavy Vehicles (%)				2				2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

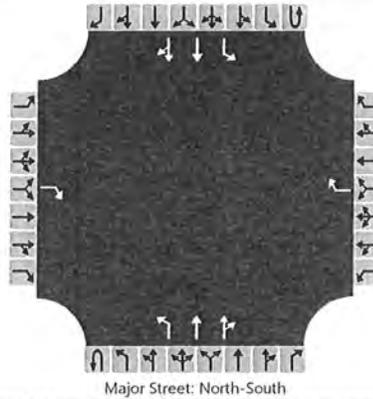
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				276				11				468				0
Capacity, c (veh/h)				770				583				1289				1076
v/c Ratio				0.36				0.02				0.36				0.00
95% Queue Length, Q <sub>95</sub> (veh)				1.6				0.1				1.7				0.0
Control Delay (s/veh)				12.3				11.3				9.4				8.3
Level of Service, LOS				B				B				A				A
Approach Delay (s/veh)	12.3				11.3				4.6				0.0			
Approach LOS	B				B											

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Silver Knolls
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Silver Knolls Boulevard
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	AM Base + Project	Peak Hour Factor	0.95
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	0	1		0	0	1		0	1	2	0	0	1	2
Configuration				R				R		L	T	TR		L	T	TR
Volume, V (veh/h)				477				20		162	220	5		5	668	8
Percent Heavy Vehicles (%)				2				2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

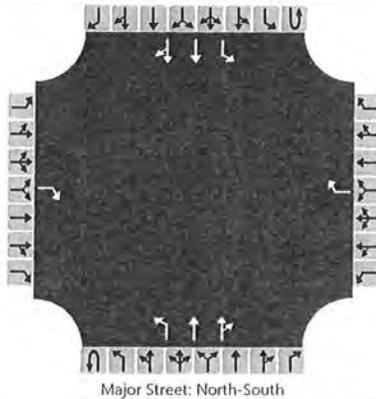
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				502				21				171				5
Capacity, c (veh/h)				641				912				884				1327
v/c Ratio				0.78				0.02				0.19				0.00
95% Queue Length, Q <sub>95</sub> (veh)				7.6				0.1				0.7				0.0
Control Delay (s/veh)				27.9				9.0				10.0				7.7
Level of Service, LOS				D				A				B				A
Approach Delay (s/veh)	27.9				9.0				4.2				0.1			
Approach LOS	D				A											

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Silver Knolls
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Silver Knolls Boulevard
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	PM Base + Project	Peak Hour Factor	0.95
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	0	1		0	0	1		0	1	2	0	0	1	2
Configuration				R				R		L	T	TR		L	T	TR
Volume, V (veh/h)				267				15		450	649	5		5	335	13
Percent Heavy Vehicles (%)				2				2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

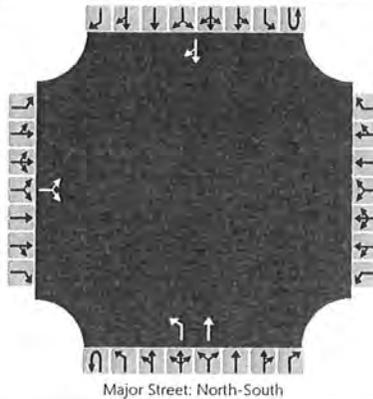
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				281				16				474				5
Capacity, c (veh/h)				828				652				1189				902
v/c Ratio				0.34				0.02				0.40				0.01
95% Queue Length, Q <sub>95</sub> (veh)				1.5				0.1				1.9				0.0
Control Delay (s/veh)				11.6				10.7				10.0				9.0
Level of Service, LOS				B				B				B				A
Approach Delay (s/veh)	11.6				10.7				4.1				0.1			
Approach LOS	B				B											

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Access
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Project Access
Analysis Year	2018	North/South Street	Red Rock Road
Time Analyzed	AM Existing + Project	Peak Hour Factor	0.92
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, V (veh/h)		10		343						115	46					113	3
Percent Heavy Vehicles (%)		2		2						2							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No					No					No					
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

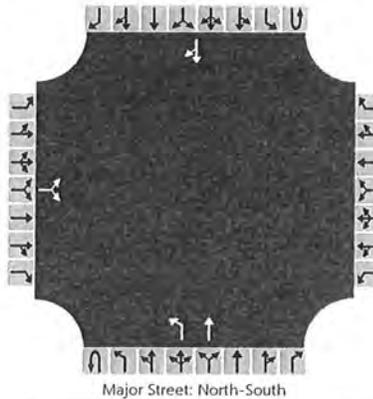
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			384									125					
Capacity, c (veh/h)			908									1459					
v/c Ratio			0.42									0.09					
95% Queue Length, Q <sub>95</sub> (veh)			2.1									0.3					
Control Delay (s/veh)			11.8									7.7					
Level of Service, LOS			B									A					
Approach Delay (s/veh)		11.8										5.5					
Approach LOS		B															

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Access
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Project Access
Analysis Year	2018	North/South Street	Red Rock Road
Time Analyzed	PM Existing + Project	Peak Hour Factor	0.92
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	
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, V (veh/h)		5		190						324	138				69	9	
Percent Heavy Vehicles (%)		2		2						2							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No					No					No					
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

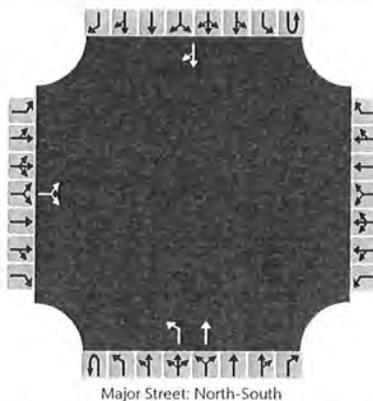
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		212								352							
Capacity, c (veh/h)		903								1510							
v/c Ratio		0.23								0.23							
95% Queue Length, Q <sub>95</sub> (veh)		0.9								0.9							
Control Delay (s/veh)		10.2								8.1							
Level of Service, LOS		B								A							
Approach Delay (s/veh)		10.2								5.7							
Approach LOS		B															

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Red Rock & Access
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	7/2/2018	East/West Street	Project Access
Analysis Year	2028	North/South Street	Red Rock Road
Time Analyzed	AM Base + Project	Peak Hour Factor	0.92
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		1	1	0		0	1	0
Configuration			LR							L	T					TR
Volume, V (veh/h)		10		343						115	123				338	3
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			384								125					
Capacity, c (veh/h)			658								1187					
v/c Ratio			0.58								0.11					
95% Queue Length, Q <sub>95</sub> (veh)			3.8								0.4					
Control Delay (s/veh)			17.9								8.4					
Level of Service, LOS			C								A					
Approach Delay (s/veh)		17.9								4.1						
Approach LOS		C														

# HCS7 Two-Way Stop-Control Report

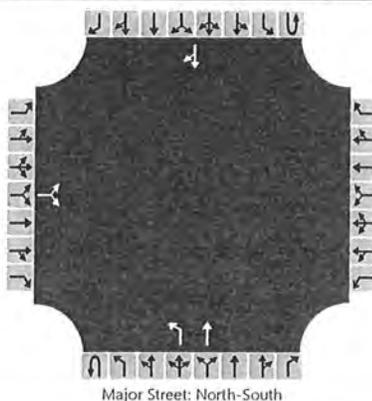
## General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	7/2/2018
Analysis Year	2028
Time Analyzed	PM Base + Project
Intersection Orientation	North-South
Project Description	

## Site Information

Intersection	Red Rock & Access
Jurisdiction	Washoe County
East/West Street	Project Access
North/South Street	Red Rock Road
Peak Hour Factor	0.92
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, V (veh/h)		5		190						324	340				163	9
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			212									352				
Capacity, c (veh/h)			761									1386				
v/c Ratio			0.28									0.25				
95% Queue Length, Q <sub>95</sub> (veh)			1.1									1.0				
Control Delay (s/veh)			11.5									8.5				
Level of Service, LOS			B									A				
Approach Delay (s/veh)	11.5								4.1							
Approach LOS	B															

**SOLAEGUI**  
ENGINEERS

May 10, 2019

Mr. Roger Pellham.  
Washoe County  
P.O. Box 11130  
Reno, Nevada 89520

**Re: Silver Hills Supplemental Traffic Letter**

Dear Roger:

Per your request this letter contains a summary of when traffic counts were taken for the Silver Hills traffic studies. As you know the initial Silver Hills traffic study was dated September 11, 2017 for 2,340 homes. On July 9, 2018 an updated study was issued for 1,654 homes. On March 8, 2019 an updated trip generation summary letter was issued for 1,882 homes. All of these studies were based on Red Rock Road traffic counts published in the North Valley Multimodal Transportation Study prepared by the Regional Transportation Commission of Washoe County or supplemented by counts our staff conducted August 15th and 16<sup>th</sup>, 2017. This information is documented on page 8 under the Existing and Projected Traffic Volumes sections of the two full studies. During citizen's meetings questions arose about when the counts were performed. After one of those meetings I sat down with some of those citizens and reviewed how they got the troublesome dates from our reports. We found that the citizens were challenging dates printed on the intersection capacity calculation worksheets in the appendices of the reports. The dates they were concerned about were the dates when the capacity calculations were performed in our office and when the sheet was printed. The only information regarding when counts were performed was specified on page 8 of the two studies.

In summary, all of the traffic count data was collected per local agency traffic study guidelines.

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

Very truly yours,  
SOLAEGUI ENGINEERS, LTD  
  
Paul W. Solaegui, P.E.  
*Solaegui*  
5-10-19  
EXP 6-30-20

Enclosures  
Letters/ Silver Hills Supplemental Traffic Letter

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

**Exhibit C**

**Silver Hills**

**Master Plan Amendment Case Number WMPA17-0010**

**Regulatory Zone Amendment Case Number WRZA17-0005**

Exhibit C  
WMPA17-0010 and WRZA17-0005  
Original Submittal Public Comments

**From:** Elisabeth Ammon  
**To:** [Herman, Jeanne](#); [Berkbigler, Marsha](#); [Lucey, Robert \(Bob\) L](#); [Hartung, Vaughn](#); [Chvilicek, Sarah](#); [Pelham, Roger](#); [Bray, Misty](#)  
**Cc:** "[John D. Boone](#)"  
**Subject:** RE: Revised Silver Hills Development Plan  
**Date:** Wednesday, October 11, 2017 7:26:22 AM

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Dear Washoe County Representatives,

I am opposed to the revisions Mr. Lissner proposes to the "Silver Hills" development plans by Lifestyle Homes. My grave concerns could not have been better articulated than in John Boone's and Joyce Gillespie's letters below. Specifically, my concerns are as follows:

- Mr. Lissner entered a long negotiation with representatives of Silver Knolls in 2005, which cost us many hours of our personal time and aggravation and resulted in many concessions from us, and ended in the bipartisan agreement for a 680 home development. These negotiations were conducted in good faith on the part of the residents of this neighborhood. For Mr. Lissner to pretend that this agreement never took place and further that the county is supposedly urging him toward a 3.5 times higher housing density (under his proposed amendment to the Washoe County Master Plan that just serves his purposes and reneges on the agreement with Silver Knolls) is not only offensive, but also disingenuous. I am writing to set the record straight, as Lifestyle Homes apparently has no intention of doing so in their effort to quickly move past our previous agreement.
- My home is located on Red Rock Road, with both of its driveways spilling into Red Rock Road. I also add that there are many families with small children and elderly drivers living in the same situation, with the only exit from their property being Red Rock Road itself. It's unfathomable that a 4-lane road (as opposed to the 2-lane Red Rock Road we currently have) would not be a serious and real safety concern for all these neighbors and myself.

While I could not attend Monday's NVCAB meeting, I fully plan to attend every other public meeting on this issue and would appreciate your putting me on the invitation list for these. Thank you very much for hearing my concerns, and feel free to contact me with any questions. Best,

Elisabeth M. Ammon  
10720 Red Rock Road  
Reno, NV 89508  
(775) 722-9116

Exhibit C  
WMPA17-0010 and WRZA17-0005  
Original Submittal Public Comments

**From:** John D. Boone  
**To:** [Herman, Jeanna](#); [Berkbigler, Marsha](#); [Lucey, Robert \(Bob\) L](#); [Hartung, Vaughn](#); [Chvilicek, Sarah](#); [Pelham, Roger](#); [Bray, Misty](#)  
**Subject:** Revised Silver Hills Development Plan  
**Date:** Sunday, October 08, 2017 1:59:44 PM

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Dear Representatives,

I write as a concerned county resident of the Silver Knolls area who will be unable to attend NVCAB meeting Monday evening, October 9, due to work-related travel.

I would like to register a strong objection to Lifestyle Homes' proposed revision of its previously-approved Silver Hills development plan. As I hope to illustrate in this letter, the basis of this objection is not an inherent, reflexive resistance to inevitable new development in my area, but rather the fact that our neighborhood representatives expended literally hundreds of hours over six years (at request of our then-commissioner) negotiating with Bob Lissner of Lifestyle Homes in order to arrive at the existing development plan, which was approved in 2011. To have that earnest effort and that bipartisan result unilaterally disregarded and scrapped by the developer in order to double development density would represent a serious breach of faith by both Lifestyle Homes and the County, and a transgression of reasonable development practice and principle.

In 2005, representatives from our community were introduced to Bob Lissner of Lifestyle Homes by our then commissioner, Bonnie Webber. Commissioner Webber wished to encourage a constructive dialogue regarding Mr. Lissner's development plans for the property in question as an alternative to the contentious interactions that had occurred at a series of several previous open meetings. Mr. Lissner and his colleagues welcomed this engagement and the ensuing negotiation process, and over the course of six years, several dozens of meetings, and many hundreds of collective hours of effort by our committee members, a development plan that was mutually acceptable to our committee and to Lifestyle Homes was presented to and approved by the County in 2011. Our guiding principles during this process were to act in good faith, assume that Lifestyle Homes and the County were doing likewise, to recognize that development of some type were inevitable, and to seek to ensure that new development would be reasonably compatible with existing land use patterns in the neighboring areas. We were satisfied with resulting plan (though it contained many concessions on our part), which called for a total of 680 new residences on Lifestyle Homes' property.

Mr. Lissner and colleagues contacted our committee again in 2016, at which time he presented an entirely new development plan that called for 2,340 new dwellings; a more-than-tripling of the previously approved housing density. During this and one subsequent meeting, he made no reference to the previously approved plan, nor offered any apologies or explanations for proposing a major departure from its original terms. He did suggest under prompting that the increase in density was undertaken due to "pressure from the county", a contention that we believe and hope to be untrue.

In short, the submission of this proposal represents a major breach of faith by Lifestyle Homes, and would represent a major breach of faith if seriously entertained by our elected representatives given the County's original role in encouraging us to negotiate with Lifestyle Homes under the assumptions of good faith. We remain ready and willing to engage in constructive negotiations with Lifestyle Homes regarding any elements of the original plan for

Exhibit C  
WMPA17-0010 and WRZA17-0005  
Original Submittal Public Comments

which there are real and legitimate reasons to revisit. We will, however, fight the cynical negation of all of our previous effort, investment, and faith in the fairness and ethical principle of this process.

This objection does not touch upon other substantive factors arguing against the high density now proposed by Lifestyle Homes, but I'm sure those factors will be mentioned by other community members. Suffice it to say that no plausible plan for handling traffic and safety on Red Rock Road should this development be approved has been presented to us.

I would very much appreciate a response.

Sincerely,

John D. Boone  
10595 Trailmaster Drive  
Reno NV 89508  
c. 7756-233-4544

**From:** Lorraine Nielsen  
**To:** [Pelham, Roger](#)  
**Date:** Thursday, September 28, 2017 11:07:47 PM

---

Are you going to widen 395 going South? Do you live out here and commute everyday and sit in gridlock??? I'd like to know

**From:** Paul Mudd @ Reno Cycles  
**To:** [Pelham, Roger](#)  
**Subject:** North Valleys  
**Date:** Monday, October 09, 2017 12:24:53 PM

---

Please take into consideration the traffic on 395 south before you start building more homes in the North Valleys. There are many other topics to take into consideration before you build I.E. water ... etc.. But the traffic should be issue NO.1 that needs to be addressed.

Thanks for listening,

Paul Mudd  
15015 Red Rock Rd  
Reno NV 89508

Exhibit C  
WMPA17-0010 and WRZA17-0005  
Original Submittal Public Comments

**From:** Dave Decker  
**To:** [Bray, Misty](#); [Pelham, Roger](#)  
**Cc:** [Helene Decker](#)  
**Subject:** Public comment regarding NVCAB 9-October meeting  
**Date:** Sunday, October 08, 2017 6:00:21 PM

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Ms. Moga, Mr. Pelham:

I am writing to provide comment to the NVCAB meeting agenda for 9-October. I am unable to deliver this comment in person.

I am opposed to all of the changes outlined in item 6.B of the agenda. Silver Knolls and the extended community to the north along Red Rock road and feeder roads is of a rural, low-density character and it should be protected as the treasure it is in an increasingly urbanized Reno-Sparks cityscape. I believe if Lifestyle homes were to build a subdivision that embraces this character, they would have no problem selling homes on 0.5 acre and larger lots. People out here enjoy a bit more room, no street lights, larger yards with gardens and livestock, and I know others would too if Lifestyle homes and the County would stick to the existing zoning restrictions.

Please recommend that the county not make the changes in 6.B on behalf of those who live in Silver Knolls and along Red Rock Rd. I am not opposed to development, I would welcome development that is consistent with the Silver Knolls community and the larger parcels along Red Rock Rd.

Thank You,

Dr. Dave Decker  
10260 Shenandoah Dr.  
Reno NV 89508  
775.771.4351

[https://www.washoecounty.us/mgrsoff/board\\_committees/cabs/NV\\_CAB/2017/files/100917N\\_Vag.pdf](https://www.washoecounty.us/mgrsoff/board_committees/cabs/NV_CAB/2017/files/100917N_Vag.pdf)

Exhibit C  
WMPA17-0010 and WRZA17-0005  
Original Submittal Public Comments

**From:** Joyce Gillespie  
**To:** [Harman, Jeanna](#); [Berkbigler, Marsha](#); [Lucey, Robert \(Bob\) L](#); [Hartung, Vaughn](#); [Chvilicek, Sarah](#); [Pelham, Roger](#); [Brew, Misty](#)  
**Subject:** Revised Silver Hills Development Plan  
**Date:** Friday, October 06, 2017 5:10:53 PM

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We are unable to attend the NVCAB meeting Monday evening, October 9, but we would like to express our deep concern over the revised proposal by Lifestyle Homes for the Silver Hills development plan.

Although the Silver Knolls area is described as low density suburban, the largest majority of parcels are anywhere from 1+ to 40 acres, and in fact this is a rural community. Further out on Red Rock the minimum size lot gets even larger. *It does not make any sense to drop a metropolis right into the middle of this rural community.*

In 2011 a plan for 680 residences on the property adjacent to Silver Knolls was approved by Washoe County. The emphasis for this development, known as Silver Hills, was on preserving and maintaining the character of the community. The project was not completed at that time, apparently due to the economic downturn; but the citizens of Silver Knolls put a great deal of time and effort into working with Lifestyle Homes to reach an agreement that seemed fair and reasonable for everyone. We acted in good faith and assumed that Lifestyle Homes would do the same.

We are now told that to provide services for the smaller number of dwellings would bankrupt the county; therefore the revised proposal by Lifestyle Homes for a total of 2,340 dwellings on this same property – an increase of 344% – is at the urging of Washoe County officials. Logic would indicate that the more dwellings there are the more services are required. Good planning would indicate that denser populations be more centered in the areas where jobs, goods and services are already available.

The negative impacts that this type of development, and the many zoning changes it would require, are innumerable. Among our many concerns, the main one at this point is the impact it would have on the traffic on Red Rock Road. It runs right through the residential area and is presently the only outlet and the only one being considered. There are 43 residential driveways that feed directly onto Red Rock with no other way to get in or out. The road is scheduled to be widened to four lanes at some point in the future; however, this will not solve the safety and access issues, but will only exacerbate the problem.

*Joyce & Ennel Gillespie*

10300 Bighorn Drive  
Phone: 972-1950  
Email: [jgillespie40@charter.net](mailto:jgillespie40@charter.net)

Exhibit C  
WMPA17-0010 and WRZA17-0005  
Original Submittal Public Comments

**From:** MPedalcar@aol.com  
**To:** [Pelham, Roger](#)  
**Subject:** Silver Hills development at Silver Knolls  
**Date:** Wednesday, November 08, 2017 4:04:46 AM

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Mr. Pelham,

I write you at this time regarding the phone call we recently had regarding the current activity on the Silver Hills project in Silver Knolls. I am reaching out to you because this development seems to have a completely different footprint than originally proposed considering that the builder now desires to increase the density by almost four times. This project is on 650 acres and is in a rural neighborhood. By changing and allowing higher density this project will completely destroy our piece of country life. This was approved and I don't see any reason to deviate from the approved density and even consider any special consideration to make this area be like the city.

One of the biggest things that this property will do is change the property sizes. Originally properties had to match the contacting properties on the outside of the project. Unfortunately over the years we have changed the rules and property match no longer exists. Because of the special use permit for housing on the housing on the north side of Red Rock we also have created higher density in this area. That was supposed to be a one time permit, not a reason to increase density whenever someone asked. It seems that because the builder wishes to have higher density because of paths, open space, catch basin and property set aside for possible schools, let's consider another solution, subtracting out all of the common space and reducing the amount of dwellings by that amount of acreage.

Some of the other issues to consider are where is the projects water coming from ? How do they intend on processing their sewage? How do they intend on dealing with the water flow that causes flooding on the Rapp property and on the corner of Osage and Deadwood. Considering all of the houses, roads, open space paths and other coverage the water will definitely become a issue. During the past five years we have had flash floods on this property and major areas of erosion.

This past summer Lifestyle homes came to the Board of County Commissioners and asked for a extension for this property. When they did this they asked to extend for a 650 dwelling project that was on the books. Never saying they would be changing the overall look and scope of the project. It seems the Commissioners and the people of Silver Knolls were misled. Because of this it would seem appropriate that the Commission would rescind the previous vote to extend and thus for make it so Lifestyle Homes would be required to begin all of it's permitting form the beginning.

Thank you,  
Michael Welling  
Adjacent Silver Knolls property owner  
775 224-3228

Exhibit C  
WMPA17-0010 and WRZA17-0005  
Original Submittal Public Comments

**From:** Kim Jardine  
**To:** Palham, Roger  
**Subject:** Silver Knolls resident  
**Date:** Thursday, November 16, 2017 9:07:24 AM

---

Hello Roger,

My name is Kim Jardine Reiley. I'm a home owner and local tax payer, my husband and I have lived in Silver Knolls for just about 15 years.

We attended the meeting last night at the Silver Knolls Volunteer Fire Dept. last evening.

Lifestyle Homes presented their new proposal, requesting re-zoning changes to our community. It was very clear last night, with a full house, that our community doesn't want the zoning Changed at all.

I remember back in early 2000's when this project was first discussed with the community, which was put on hold due to the economy collapse.

My husband and I don't want the area to be Re-zoned. We all live out in the rural areas, because we love the solitude, the wildlife, the open spaces. We don't want high density homes built out here.

Lifestyle homes kept expressing how great there homes are in Cold Springs. SO keep them in Cold Springs.

I'm okay with one home per acre, but I'm not okay with another 2800 homes being built out here. Or 6-7 houses per acre. We are a rural area and would love to protect what we have now.

We don't have the water, the sewage treatment center that can accommodate that many new homes. Plus the traffic that this will bring in.

Please don't approve this request for RE-ZONING!

There is so much happening so quickly in Washoe county. The new \$15 an hour jobs that are coming into the North valleys through new warehouse businesses, these folks still won't be able to qualify to buy a new home.

We don't want enter level homes built.

Most of the homes are custom homes in our community, not tract homes like in Cold Springs.

We Love our community as it is.

We realize that growth is progress, but not once was **SMART GROWTH** discussed or the use of solar.

Thank you for your time,

Sincerely,

Kim Jardine Reiley

Exhibit C  
WMPA17-0010 and WRZA17-0005  
Original Submittal Public Comments

**From:** Marcial Reiley  
**To:** [Pelham, Roger](#)  
**Subject:** Silver Hills request for regulatory zoning amendment  
**Date:** Friday, November 17, 2017 8:55:28 AM



As a resident of the Silver Knolls community I urge you to deny Lifestyle Homes request for a regulatory zoning amendment to accommodate their Silver Hills project. My wife and I moved to Coyote Run Court over 14 years ago because we sought to live in a area that was neither urban nor suburban in character. We prize the open space, the views, the wildlife, and especially the quiet. We moved here because we did not want to be in town, and this area was zoned low density. Some of my neighbors have lived here for over 40 years. Judging by the turnout at the 11/17/2017 Silver Knolls Advisory Board meeting they all feel the same way I do. If this zoning amendment is approved it would mean that anyone like me who has moved here because of the characteristics of this community did not matter because the regulations that we felt were in place when we bought here can easily be changed when a single landowner seeks preferential treatment. Lifestyle Homes knew the zoning ordinances when they purchased this property but now seek to change the rules for their benefit. I understand they are a business and the need to make a profit but their current plan is to profit at other landowners expense. This is Spot Zoning, nothing less. What makes this community is it's open spaces, it's tranquility. Creating an urban island in the midst of it is the wrong approach. The Silver Hills plan will not improve this community, it will destroy it. Much of what I've read in their proposed master plan seems justified on speculation or misinformation and not reality.

One of the claims made is that more jobs are coming to the North Valleys. However most of those jobs appear to be warehouse jobs which are unlikely to generate the kind of income needed to make house payments. It's more likely people working these jobs will be renting, not buying.

The coming expansion of Red Rock Road is sited by the builders. Of course the road would not be expanded until there is demand for it, so their justification is only valid if they build and force the process. There was no mention of the impact of construction trucks on the existing road which has just recently been resealed and pot holes filled. Heavy truck traffic will increase the wear on Red Rock Road but will it be taxpayers footing the bill so that Lifestyle Homes can receive all the benefits? Most importantly increasing traffic flow to 395 via Red Rock is only adding to traffic congestion in the North Valleys and to the 395/80 interchange, the main problem. Creating larger traffic jams solves nothing.

We live in a wildland interface. Clustering thousands of cars and people in this area would be inviting a catastrophe. There are many people here who have livestock and animals that could not be evacuated because of the congestion an event would cause. People could literally not get out, or perhaps even have a choice to get out. This area is not suitable for higher density housing without dramatic infrastructure and landscape changes that far surpass the resources of the builder and the county.

I understand that the sewage treatment facility in Stead is at full capacity. We live in a closed basin, so adding additional capacity will not solve a problem it will create a new one. Adding sewer and underground utilities would certainly have an impact through existing parts of Silver Knolls.

Exhibit C  
WMPA17-0010 and WRZA17-0005  
Original Submittal Public Comments

The builder claims they'll buy water for their project. Regional water supplies are already over extended so what is more likely is that they simply want to shift the problem to someone else. Again this creates a problem, does not address it.

It is claimed in the Silver Hills plan that there will be no significant impact on the community time and time again. I can not imagine how adding perhaps 8,000 people and retail/service stores to Silver Knolls would not have a negative effect on things like crime, noise, traffic, and safety. Plus the Silver Hills plan subjects current property holders to a 20 year construction cycle. I again urge you to deny the request for a regulatory zoning amendment for the Silver Hills Master Plan.

Sincerely,

Marcial Reiley

10165 Coyote Run Court

Reno, Nevada 89508

cell: 775-276-2866

Check out my website, videos for good causes and good people:

[www.marcialreiley.com](http://www.marcialreiley.com)

or my bio at:

[www.linkedin.com/in/marcialreiley/](http://www.linkedin.com/in/marcialreiley/)

Exhibit C  
WMPA17-0010 and WRZA17-0005  
Original Submittal Public Comments

Washoe County Planning Commission

Philip J. Horan, Michael W. Lawson, Francine Donshick, Thomas B. Bruce, Sarah Chvilicek, Larry E. Chesney, James I. Barnes, Kenneth Krater

As a resident of the Silver Knolls community I urge you to deny Lifestyle Homes request for a regulatory zoning amendment to accommodate their Silver Hills project. My wife and I moved to Coyote Run Court over 14 years ago because we sought to live in a area that was neither urban nor suburban in character. We prize the open space, the views, the wildlife, and especially the quiet. We moved here because we did not want to be in town, and this area was zoned low density. Some of my neighbors have lived here for over 40 years. Judging by the turnout at the 11/17/2017 Silver Knolls Advisory Board meeting and others we have attended they all feel the same way we do. If this zoning amendment is approved it would mean that anyone like us who have moved here because of the characteristics of this community did not matter because the regulations that we felt were in place when we bought here can easily be changed when a single landowner seeks preferential treatment. Lifestyle Homes knew the zoning ordinances when they purchased this property but now seek to change the rules for their benefit. I understand they are a business and the need to make a profit but their current plan is to profit at other landowners expense. This is Spot Zoning, nothing less. What makes this community is it's open spaces, it's tranquility. Creating an urban island in the midst of it is the wrong approach. The Silver Hills plan will not improve this community, it will destroy it. Much of what I've read in their proposed master plan seems justified on speculation or misinformation and not reality.

One of the claims made is that more jobs are coming to the North Valleys. However most of those jobs appear to be warehouse jobs which are unlikely to generate the kind of income needed to make house payments. It's more likely people working these jobs will be renting, not buying.

The coming expansion of Red Rock Road is sited by the builders. Of course the road would not be expanded until there is demand for it, so their justification is only valid if they build and force the process. There was no mention of the impact of construction trucks on the existing road which has just recently been resealed and pot holes filled. Heavy truck traffic will increase the wear on Red Rock Road but will it be taxpayers footing the bill so that Lifestyle Homes can receive all the benefits? Most importantly increasing traffic flow to 395 via Red Rock is only adding to traffic congestion in the North Valleys and to the 395/80 interchange, the main problem. Adding a new road from Spanish Springs would only shift more traffic into an already overcrowded roadway. Creating larger traffic jams solves nothing.

We live in a wildland interface. Clustering thousands of cars and people in this area would be inviting a catastrophe. There are many people here who have livestock and animals that could not be evacuated because of the congestion an event would cause. People could literally not get out, or perhaps even have a choice to get out. This area is not suitable for higher density housing without dramatic infrastructure and landscape changes that far surpass the resources of the builder and the county.

I understand that the sewage treatment facility in Stead is at full capacity. We live in a closed basin, so adding additional capacity will not solve a problem it will create a new one. Adding sewer and underground utilities would certainly have an impact through existing parts of Silver Knolls.

The builder claims they'll buy water for their project. Regional water supplies are already over extended so what is more likely is that they simply want to shift the problem to someone else. Again this creates a problem, does not address it.

It is claimed in the Silver Hills plan that there will be no significant impact on the community time and time again. I can not imagine how adding perhaps 8,000 people and retail/service stores to Silver Knolls would not have a negative effect on things like crime, noise, traffic, and safety. Plus the Silver Hills plan subjects current property holders to a 20 year construction cycle. I again urge you to deny the request for a regulatory zoning amendment for the Silver Hills Master Plan.

Sincerely,

  
Marcial Reiley  
10165 Coyote Run Court  
Reno, Nevada 89508

RECEIVED

JAN 31 2018

OFFICE OF  
C.S.D. ENGINEERING & CAPITAL PROJECTS

**Exhibit D**

**Silver Hills**

**Master Plan Amendment Case Number WMPA17-0010**

**Regulatory Zone Amendment Case Number WRZA17-0005**

Exhibit D  
WMPA17-0010 and WRZA17-0005  
1<sup>st</sup> Revised Submittal Public Comments

**From:** [Aquila, Teresa](#)  
**To:** [Pelham, Roger](#)  
**Subject:** Re: Silver Hills Subdivision  
**Date:** Wednesday, April 11, 2018 11:50:22 AM

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To: All Washoe County Commissioners and Planning

From: Teresa M. Aquila

RE: Silver Hills Subdivision

In the early stages of the development for the Silver Hills Subdivision, located off of Red Rock Road in the Silver Knolls Community, the applicant, Mr. Robert Lisner, met with Silver Knolls community leaders and homeowners on numerous occasions.

At first, the Silver Hills development was to mirror a typical residential development, with street lights, curbs, and gutters, a few model homes to choose from making them look similar in design but not coinciding with the already existing type homes.

The Silver Knolls area was developed to offer a country lifestyle, with lots ranging from 1 acre to over 10 acres in size. The parcels were sold individually and property owners then built a spec home of their desire. Currently, the homes in Silver Knolls are unique to each property and no one home looks the same.

Working with Mr. Robert Lisner at the time, the property owners and community association put in many hours over a few years of collaboration to come up with a development to be added within the area that mirrored the already country lifestyle. No street lights, except where necessary, 1 acre lots that butted up to existing properties, ½ lots within the middle of the subdivision, no curb or gutters totally 680 homes on 740 acres.

This was agreed upon by the community, Planning, Planning Commission and County Commissioners at the time. Now that the father is somewhat stepping aside, the son, Peter Lisner, now wishes to go from 680 homes as previously agreed upon, to 4320 homes. We know that development is inevitable, and we applaud it, but reasonable growth, growth that compliments an area, not degrades it

## Exhibit D

WMPA17-0010 and WRZA17-0005

### 1<sup>st</sup> Revised Submittal Public Comments

and that gives this country lifestyle area the same appeal. This area is not the city, nor do we wish to be. We love the country life, being able to see the night stars, own animals and not be part of a city type atmosphere. There are currently 520 homes with an average acreage of 2.57 homes per acre. A very low density.

I have lived in Silver Knolls for 26 years and feel as if I live in a paradise. This new development would literally be in my backyard causing strong concerns, adding to the already overcrowded 395 Highway, to now Red Rock road with more planned development and diminish our paradise and increasing our crime.

There is also the concern of runoff and flooding in the North Valleys, that all planned development poses a risk to existing properties. The last two years of weather should be an indicator that it doesn't need to be a 100-year flood to cause damage. The North Valleys area is a closed basin and should not be thought of in the same manner as areas where water can easily travel out of the area.

Another point that has not been mentioned or addressed is a homeowner that owns 80 acres that would be directly in the middle of the subdivision, on the East side of Red Rock Road, surrounding her and her family's property creating an island and a circle of homes around their property.

With budget issues, the Sheriff's Office has already begun limiting the type of calls they will respond to due to the increase of calls for service and the types of calls that have increased within the Higher and lower end crimes due to population growth. By adding more residence to look like a cluster of homes, brings more problems that relatively does not occur on properties of larger sizes.

As our representatives, I hope that you will look long and hard at the issues and the concerns the residence in the area are bringing forward. You have the ultimate say in this matter, it is never an easy position to be in, but an important one for the future of Washoe County and our quality of life. We are not saying no to the development of 680 homes, but we are saying no to this reckless attempt to cram 4320 homes on the same 740 acres that have already been approved by the earlier BBC and current property owners.

Thank you for your time.

Exhibit D  
WMPA17-0010 and WRZA17-0005  
1<sup>st</sup> Revised Submittal Public Comments

Sincerely,

Teresa M. Aquila  
10215 Blackhawk Drive  
Reno, Nevada 89508  
775-972-7078

Teresa Aquila  
[tee702@aol.com](mailto:tee702@aol.com)

**From:** fwwrede@aol.com  
**To:** [Pelham, Roger](#); [FWW](#)  
**Subject:** silver lake CAB meeting , stead rec center, 3/9/18, 6pm  
**Date:** Monday, April 09, 2018 9:34:42 PM

There has not been a problem with water out there till they put the plug in the leak, silver lake plugged at echoe west end, now you have the hasko barriers, keep water off red rock road, unplug at echoe and you do not need barriers on red rock water leaves naturally going to Lemmon valleys Swan lake, and you would not have had to put up HASKO barriers if you would have let the water to go out naturally always has . all the flooding in Lemmon would have been avoided , all the building out there around Lemmon and military warehouse, houses, condos, there has been piss poor understanding of the master plan.

All the developers need to fix , water issue, flooding issue, traffic issue down to spaghetti bowl and 395 North, waste water another major problem, no place for it to go, fire, medical, police, roads , schools, we have our own wells... and a way of life like no other.

Exhibit D  
WMPA17-0010 and WRZA17-0005  
1<sup>st</sup> Revised Submittal Public Comments

**From:** Joyce Gillespie  
**To:** [Pelham, Roger](#); [Jeanne Herman](#); [Bray, Misty](#)  
**Subject:** Silver Hills  
**Date:** Monday, April 09, 2018 12:20:59 PM

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We are unable to attend tonight's CAB meeting, but for the same reasons we have previously expressed, and that you will hear again this evening, we would like to voice our concerns and opposition to the zoning changes that are being proposed by Lifestyle Homes: No roads, no schools, no police and fire protection, no water, no sewer, does not adhere to the regional plan of infill, and would be a complete and devastating lifestyle change for the residents of Silver Knolls.

Developers depend on their dense housing projects for their livelihood, and we have no problem with folks trying to make a living. What we *strongly* object to is a developer purchasing land on which he is fully aware of what the zoning restrictions are; then coming in and making every effort to change them for his sole benefit.

It is a sad state of affairs that the bureaucracy is only interested in quantity, at the expense of quality of life. We need to take our limited resources into consideration before we give huge tax incentives to entice new industries, which will bring in many thousands of new residents.

*Joyce & Errol Gillespie*  
10300 Bighorn Drive  
972-1950

Exhibit D  
WMPA17-0010 and WRZA17-0005  
1<sup>st</sup> Revised Submittal Public Comments

**From:** Brenda Hallman  
**To:** [Pelham, Roger](#)  
**Subject:** Silver Knolls Development  
**Date:** Wednesday, April 18, 2018 11:20:29 PM

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Dear Roger,

I am opposed to changing the zoning in the Silver Knolls/Red Rock area to accommodate for a medium/high density population. At the community advisory board meeting one board member stated it clearly. The Silver Knolls/Red Rock area has already negotiated, accommodated, and compromised with Bob Lissner's development the first time around when upping the homes to 680. When you were asked why is this being addressed again you said because he paid the fee to have it addressed. Since this was already decided on and agreed to by both parties Bob Lissner and Silver Knolls/Red Rock, how many times does a developer get to go back on his word and ask for more? As a citizen of the area it takes time and effort out of our day to keep going to these meetings when it was decided on the first time. Can the citizens of this area pay a fee to not be harassed by developers who won't stand on their agreement? When does it end, when they get their way?

As citizens we are looked at as anti-growth when that couldn't be further from the truth. Developers and private builders can build all they want as long as the zoning matches the area. It is discouraging when one development of medium/high density is allowed because then another developer comes and states it does match the heavier density and pretty soon wide open spaces are littered with back to back homes.

The character of the Red Rock area is unique in that it is a bi-state scenic road that has a wide-open country, peaceful feel to it and is gorgeous to look at. Hundreds of motorcycle, bicycle, and equestrian enthusiasts visit the Silver Knolls/ Red Rock area throughout the year to enjoy the scenery and atmosphere of the area. On occasion the road has been used to re-route traffic in emergency cases between Nevada and California.

What happens when you allow people to move to a "city" looking community in a rural area where open grassland is all around them? My fear is they will disrespect private property which may or may not be posted and the Open Space north of the proposed development by unintentionally starting a fire or shooting up property because they think they are in the city and are not used to wide-open spaces.

The Silver Knolls/Red Rock area is a treasure to the Reno area. I ask you to help us keep our beautiful, wide-open, peaceful community which is treasured and irreplaceable by those of us who live here for that very lifestyle.

Thank you,  
Brenda Hallman

Exhibit D  
WMPA17-0010 and WRZA17-0005  
1<sup>st</sup> Revised Submittal Public Comments

**From:** kim.jardine@patagonia.com  
**To:** [Pelham, Roger](#)  
**Subject:** Lifestyle homes (via www.washoecounty.us)  
**Date:** Wednesday, April 11, 2018 7:48:30 AM

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Via the www.washoecounty.us contact form:

From: kim jardine reiley (kim.jardine@patagonia.com)

Subject: Lifestyle homes

Content:

Hi Roger, I emailed you months ago, never received a reply back. I want to let you know that my husband and I have been living in Silver Knolls area for over 15 years. We like the rural quiet setting out there. We are opposed to the rezoning that Lifestyle homes is requesting. There only in it as a money grab. They knew what they were getting when they bought the land. Please don't change the zoning for this housing project. There is NOT enough WATER, no matter what has been said, there isn't enough WATER...Please don't rezone the Red Rock area. Keep it over in Cold Springs. We don't have track homes, yes it's a bit of a funky neighborhood, but that's what we Love about it. No two homes are the same. Please there is so much happening to the North Valleys. Listen to what the residents have to say. Thank you for your time. Kim

Exhibit D  
WMPA17-0010 and WRZA17-0005  
1<sup>st</sup> Revised Submittal Public Comments

**From:** Marcial Reiley  
**To:** Pelham, Roger  
**Subject:** Silver Hills proposed development  
**Date:** Thursday, April 19, 2018 8:09:17 AM

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As a 15 year resident of Silver Knolls I am once again asking you to deny zoning changes to accommodate the proposed Silver Hills development. Silver Hills is not in character with this area. The developers are the only land owner in this neighborhood who purchased their property with the intent of changing the zoning. All of my neighbors bought here and live here because of the low density classification. Allowing a single land owner a spot zoning change to higher density will ironically destroy the "lifestyle" of the entire area. The developers knew just as I did and my neighbors did when they purchased here that this area is zoned low density and I don't believe we should have to compromise ourselves in order to accommodate Lifestyle Homes business model and profit margin. I ask that you do not support their request and consider instead the people who have lived in this area for as many as 40 years.

Marcial Reiley  
10165 Coyote Run Court  
Reno, Nevada 89508

cell: 775-276-2866

Check out my website, videos for good causes and good people:  
[www.marcialreiley.com](http://www.marcialreiley.com)

or my bio at:  
[www.linkedin.com/in/marcialreiley/](http://www.linkedin.com/in/marcialreiley/)

Exhibit E

WMPA17-0010 & WRZA17-0005

Silver Hills

**From:** [Lorna James](#)  
**To:** [tmueller@dot.state.nv.us](mailto:tmueller@dot.state.nv.us); [acummings@rtcwashoe.com](mailto:acummings@rtcwashoe.com); [TMRPA](#); [Berkbigler, Marsha](#); [Lucey, Robert \(Bob\) L](#); [Jung, Kitty](#); [Hartung, Vaughn](#); [Herman, Jeanne](#); [Chesney, Larry](#); [Chvilicek, Sarah](#); [Pelham, Roger](#); [audit@lcb.state.nv.us](mailto:audit@lcb.state.nv.us); [RenoDirect@Reno.Gov](mailto:RenoDirect@Reno.Gov)  
**Subject:** [cab@washoecounty.us](mailto:cab@washoecounty.us); [OrangeElmo@gmail.com](mailto:OrangeElmo@gmail.com)  
**Date:** Sunday, October 21, 2018 4:22:00 PM

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To: Directors and Managers of Development Planning, Washoe County Commissioners, Nevada State Auditors

This is a request for those agencies and departments responsible for development in the North Valleys to address the current and long term transportation plans for the Stead, Silver Knolls, and Cold Springs area. Specifically, please address the proposed widening of Red Rock Road, and the proposed revision<sup>[i]</sup> to Washoe County's North Valleys Area Plan and consider by-passing the Silver Knolls community for the reasons noted herein

Depending on the RTC documents referenced, Red Rock Road will be widened from Moya to either Evans Ranch or to the State Line.

My search of the RTC Washoe Engineering & Construction website did not locate the project plans nor did I find the project plans at the eSTIP site. Please advise me where you have made this information available to the public.

Triggers for the widening project plan were 2 development proposals within the City of Reno (Evans Ranch<sup>[ii]</sup> & Silver Star Ranch<sup>[iii]</sup>) and a development proposal in the unincorporated area of Washoe County (Silver Hills<sup>[iv]</sup>). At least 2 of the projects are considered projects of regional significance.

As currently written, these 3 developments combined will result in a total of 8,933 dwelling units north of the Silver Knolls neighborhood. Using existing data (Table 2 Average Trip Rates by Demographic Characteristic in RTC's 2015-2016 Washoe County Regional Traffic Characteristics Study), I have calculated that these 3 developments are likely to result in an additional 57,000 to 79,000 ADTs on Red Rock Road ... and land developers have plans for more developments in the area north of Silver Knolls and Stead. A potential increase in traffic volume may be attributed to the fact that Accessory Dwelling Units are permitted in the Silver Hills project and Caretaker quarters are permitted in the Silver Star Ranch project.

In the course of researching the planning processes for the Truckee Meadows area I became aware of one of the challenges faced by the area planners. Some County Commissioners have made comments which indicate their lack of understanding of an ethical, structured, recognized and properly managed planning process. Yet those same Commissioners have the authority to override the recommendations of subject matter experts. Some decisions to override Planning Commission recommendations have been haughtily justified based on "a mindset that development had to be in the north because it did not have good views."<sup>[v]</sup>

#### **ADVANTAGES TO BY-PASSING THE SILVER KNOLLS COMMUNITY**

A re-routing of Red Rock Road to by-pass the Silver Knolls community will

1. meet the RTC strategic goals<sup>[vi]</sup> which include
  - Improve safety
  - Promote healthy communities and sustainability
  - Integrate all types of transportation
  - Focus on regional connectivity

- Improve freight and goods movement, and
  - Invest strategically
2. also meet the Regional Form and Development Patterns, contained in Module 1 of the 2012 TMRP, which states  
 .. "goals and policies associated with Module #1 ... will address a number of the following important objectives within the Truckee Meadows region:" ...One of the objectives is "Support the revitalization of, and maintain the character of, established neighborhoods and communities while encouraging infill development that is appropriate for its surrounding."
3. recognize that planning issues commonly involve a conflict of values and, often, there are large private interests at stake. These accentuate the necessity for the highest standards of fairness and honesty among all participants. <sup>[vii]</sup>, and
4. address the following planning issues:

Planning Issue 1: Safety and access management

The degradation of safety in the Silver Knolls subdivision will vary depending on the assigned road classification and the associated access controls.

Effective access management balances the competing objectives of through traffic movement on roadways with access to land use adjacent to the roadways. <sup>[viii]</sup>

A re-routing to by-pass the Silver Knolls community would provide the opportunity to correct *geometric design elements* <sup>[ix]</sup>

As the land developers published plans currently read, connections to Red Rock Road include:

- Silver Hills to connect to Red Rock Road at 2 points.
- Silver Star Ranch to connect to Red Rock Road at 2 points.
- Evans Ranch to connect to Red Rock at 1 point.

Beyond the connections of these developments to Red Rock Road, the development projects propose new connecting roads and the extension of existing roads.

- Extension of Silver Knolls Boulevard. <sup>[x]</sup>  
 The traffic study recommendation: "It is recommended that the Red Rock Road/Silver Knolls Boulevard/Project Access intersection continue to operate with stop sign control at the east and west approaches, improved to include exclusive left turn lanes at the north and south approaches, and modified to prohibit left turn and through movements at the east and west approaches."
- Extension of Big Horn Drive. <sup>[xi]</sup>  
 The traffic study description of Big Horn Drive (on pg 5): "Big Horn Drive is a two-lane roadway with one lane in each direction west of Red Rock Road. The speed limit is not posted. Roadway improvements include paved travel lanes with graded shoulders."
- Extension of Echo Avenue  
 "Prior to the issuance of a building permit to construct any new structure in the Evans Ranch PUD, the developer shall extend Echo Avenue from its current west terminus to the west to connect with Osage Road. ... This extension **may** be considered as "emergency vehicle access only" <sup>[xii]</sup>  
 Evans Ranch proposed roads: <sup>[xiii]</sup>
- New road: "Right-of-way for a future collector connection to the property to the north [identified on map as "Evans Ranch future development"] will also be provided with the tentative map for adjoining property
- New Road: Evans Ranch Road (a 4 lane minor arterial) to be extended to the southwest to Cold Springs via a connection to Village Parkway. ... To the southeast, Evans Ranch Road

will connect to Red Rock Road. ... Evans Ranch Road from Village Parkway to Red Rock Road will be built by the developers of Evans Ranch.

The first phase of development is anticipated to consist of the construction of Evans Ranch Road from Village Parkway to the site and extension of water and sewer lines to the property. This will be followed by residential development at a rate of approximately 200 to 350 homes per year

- **New Road:** Silver Parkway - a 4-lane minor arterial with connection to Evans Ranch to the north. <sup>[xiv]</sup>

### Traffic Studies Prepared by Developers

1. Per Evans Ranch PUD Handbook, Services and Facilities, Traffic and Roadways

"The appendix of this PUD includes a traffic study that used the Regional Transportation Commission traffic model to assess the traffic impacts of Evans Ranch. The conclusion of this report is that with the widening of existing roadways to 4 lanes (Red Rock and Village Parkway) **assures an acceptable level of service will be maintained**. Portions of these road widenings are included in the Regional Transportation Plan."

Transportation planning by developer is done without addressing the big picture. Traffic studies provided by the developer (Evans Ranch study provided by Solaegui Engineers) addresses only the impact of individual projects – ignoring the impact of future road extensions and all the traffic to be directed onto Red Rock Road. This traffic study does not mention the 25 mph section through the Silver Knolls community.

2. The traffic study for Silver Star Ranch identifies Red Rock Road as "a two-lane roadway with one lane in each direction from Moya Boulevard to north of Lemmon Drive. The speed limit is posted for 40 miles per hour."

The Silver Star Ranch traffic study by Solaegui Engineers fails to mention a 25 mph zone through the Silver Knolls community.

**The total future volume of traffic and the future connections to other arterials may be sufficient reason to consider an alternate routing of Red Rock Road to by-pass the Silver Knolls community.**

### Planning Issue 2: Emergency evacuation.

A re-routing of Red Rock Road will provide an opportunity to address emergency situations.

- During the wildfire in 2017 Red Rock Road was not available as an escape route for residents living north of Silver Lake. The locked gate accessing Reno Stead Airport at the east end of Silver Knolls was unlocked by emergency responders and the newly identified evacuation route had to be communicated to residents.
- The flooding in the spring of 2017 had a minor impact on Red Rock Road. The waters of Silver Lake encroached on Red Rock Road and HESCO barriers were placed to preserve passage at the lowest elevation point of that road.

A by-pass could start at a point south of the lowest elevation on the road - south of where the HESCO barrier system has been erected - then continue to the west side of the Silver Knolls community, eventually re-connecting with the existing Red Rock Road at a location advantageous to future development. Routing on the west side of Silver Knolls could even provide the opportunity to

- provide a car pooling site
- a higher elevation road could serve as a fire break and as a very accessible staging area for fire fighting crews or other emergency actions
- consideration might be given to creating a scenic route -some people enjoy the views in the North Valleys.

A re-route would require re-naming the by-passed road section. Old Red Rock Road is one rename

option.

Planning Issue 3: Conformance with the goals of sustainability as stated in various planning documents.

1. Accommodating the needs of the present population without compromising the ability of future generations to meet their own needs. <sup>[xv]</sup>
2. Sustainability is an underlying theme in the regional plan. It emphasizes compact urban development, multimodal transportation options, infill development, and efficient transit options. The RTP and RTIP fully support these regional sustainability objectives. <sup>[xvi]</sup>
3. Using design and construction techniques that maintain or enhance economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable design and construction meet the needs of the present without compromising the ability of future generations to meet their own needs. <sup>[xvii]</sup>

Truckee Meadow Regional Plan, 2012, Ver 10, App 2, pg 13

Planning Issue 4: Connectivity <sup>[xviii]</sup>

Though the word is frequently used, I have found no definition of "connectivity" in any planning documents applicable to Washoe County's North Valleys, nor can I find published documents describing the standards and strategic plans for connectivity.

I did find the following definition:

Connectivity is the relative location of an object to the destination centers. There are many different levels of hierarchy to connectivity. For example, subdivisions with many dead-end cul-de-sacs may have poor connectivity with surrounding land uses. It may take a long time for a family living at the end of a cul-de-sac to get out of the neighborhood and to the main road right behind their house. The destination might not be that far away by distance, but by travel time it is. Traditional downtowns on the other hand usually have higher connectivity with surrounding neighborhoods. Residential areas designed with streets in a grid format adjacent to the downtown are often well connected with the business district and decrease the travel time and congestion. <sup>[xix]</sup>

If this definition does not agree with the definition as used in area planning, please advise where I may find the correct definition.

Per the Evans Ranch PUD, the development consists of slightly more than 2,166 acres of contiguous land that extends between the Cold Springs and Lemmon Valley areas. The nearest Regional Center to Evans Ranch and the other 2 developments is Reno-Stead Airport to the east of those developments. The PUDs do not mention an eastbound arterial road.

Perhaps the intention is to turn Osage into the eastbound arterial. If that is the case, please consider

1. What is the width of the Osage right-of-way?
2. Has any consideration been given to accessing Reno Stead Regional Center via Drag Strip Road or Lemmon Drive rather than directing all traffic to U.S. 395 and/or turning Osage into an arterial?

Planning Issue 5: Improve freight and goods movement

With the increase in both warehousing and population, the Truckee Meadows area's transportation planning agencies are faced with managing both freight and private vehicle use of the roads. The Reno Stead Airport Regional Center and the new warehouses south of 395 require arterial roads to get freight to and from the freeway systems and to get workers to and from their workplaces. The mixture of freight and private vehicles on local roads presents hazards that require recognition and mitigation.

Example: Moya serves a lot of freight traffic. The addition of a right-turn lane on northbound Red Rock Road at Moya created an increased crash risk due to the failure to recognize that a big rig turning right created a visual obstruction to both the driver of a vehicle westbound on Moya and

the driver of a vehicle intending to continue northbound through that intersection. The crash level eventually resulted in the installation of a signal light at that intersection.

- Echo is proposed to be a LAC arterial, connecting to Military Road, extended from Lemmon Drive and widened to 4 lanes - related to the North Valley Connector.
- Echo connects to Moya. Moya has been identified as a widening project between Echo and Red Rock Rd.
- For consideration: an alternate traffic route roughly paralleling Hwy 395 but at least 5 miles north of it – Drag Strip Rd? New road?

Planning Issue 6: Maximize the use of capital investment dollars

The Strategic Highway Safety Plan (SHSP) is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on **all public roads**. An SHSP identifies a State's key safety needs and guides investment decisions towards strategies and countermeasure with the most potential to save lives and prevent injuries. [xx]

Obtaining a new right-of-way for a portion of Red Rock Road could accommodate all anticipated future transportation improvements, including conformance with Complete Streets and other programs and would acknowledge NDOT's statement "Capacity constraints typically arise due to the urban growth that takes place around transportation facilities limiting their ability to increase in size and add capacity. For example, facilities are typically "locked" and unable to grow in their current locations, which requires the creation of a new facility at another location or the entire relocation of a facility to a location where it can assemble the amount of land to add capacity. [xxi]

Both the Evans Ranch PUD Handbook and the Silver Star PUD Handbook contain a drawing based on RTC's 'Exhibit E typical 4-lane right-of-way sections.' Those drawings indicate a 4-lane right-of-way width should be 98' and it appears that width will be applied to the arterials within those developments.

**I have been told that the existing right-of-way for Red Rock Road is 65'. If this is true, the existing right-of-way will not meet the referenced standard for a 4-lane road.**

- Acquisition of right-of-ways across as yet undeveloped land would be cost effective in the long term. This will eventually enable the future expansion of roadways to connect regional centers and residential areas, reducing both travel time and distance.
- With sufficient right-of-way and good strategic and long term planning, all elements of road design could be achieved. Utilizing an interim improvement plan establishes the base which enables the future addition of other desired road elements as the actual need arises and more funding is available.

**The possibility that the Red Rock Road right-of-way does not meet design standards for an arterial road may constitute a reason to consider an alternate routing of Red Rock Road to by-pass the Silver Knolls community?**

Planning Issue 7: An opportunity to act in a cooperative and comprehensive manner by establishing a common database which identifies a single road classification for Red Rock Road and identifying the responsible agency or department.

At the current time and depending on document referenced, Red Rock Road has varied classification. It is identified as:

- a. Existing Arterial [xxii]
- b. Medium Access Control Arterial  
Includes description: "It is a 4-lane road between US 395 and Moya Boulevard and a 2-lane road elsewhere. The posted speed limit is 35 mph." [xxiii]

***Misleading / erroneous description***  
***Posted speed on Red Rock Rd: 35 mph from US 395 to Moya, then 40 mph for***

*next few miles, then 25 mph thru Silver Knolls, then it resumes 40 mph.*

c. Moderate Access Control Arterial <sup>[xxiv]</sup>

d. Rural Highway <sup>[xxv]</sup>

The map contains note: Year 2025 roadway network provided by the Regional Transportation Commission

e. Minor Arterial <sup>[xxvi]</sup>

Have any transportation planners or engineers traveled the total 49.88 miles of the road?

Arterials should avoid neighborhoods. They often serve as buffers between incompatible land uses and should avoid penetration of residential neighborhoods. <sup>[xxvii]</sup>

**The existing Red Rock Road routes through the Silver Knolls community. For this reason an alternate routing that would by-pass the Silver Knolls community is necessary and completely justified.**

Thank you for reading this. Please give serious consideration to the facts presented here. If my statements are not accurate, please advise me of the errors and where I can find the supporting documentation.

Sincerely,  
Lorna James

cc: Silver Lake Community Organization  
North Valleys Citizen Advisory Board

<sup>[i]</sup> WMPA17-0010, the proposed amendment to the Character and Vision Statement of the North Valley Area Plan

<sup>[ii]</sup> LDC08-00150 Evans Ranch – Reno doc 4360068 – the Evans Ranch PUD

<sup>[iii]</sup> Silver Star Ranch PUD Handbook: Washoe County doc 3905331, 07 27 2010. References RTC's 2040 Plan

<sup>[iv]</sup> WRZA17-0005, the proposed rezoning of acreage to permit the Silver Hills Specific Plan; 1,654 dwelling units

<sup>[v]</sup> Minutes of Sept 26, 2017 meeting of Board of County Commissioners of Washoe County

<sup>[vi]</sup> 2040 Regional Transportation Plan (RTP) , Executive Summary, pg 4

<sup>[vii]</sup> American Planning Association's [Ethical Principles in Planning](#), May, 1992

<sup>[viii]</sup> NDOT's Access Management System and Standards, Nov 2017

<sup>[ix]</sup> Federal Highway Administration's The Evolution of Geometric Design

<sup>[x]</sup> Silver Hills Specific Plan Development Standards, June 2018, pg 2-21

<sup>[xi]</sup> Silver Hills Specific Plan Development Standards, June 2018, Traffic Report by Solaegul Engineers, Ltd. pg 3

- [xii] Evans Ranch Planned Unit Development Handbook, Revision Approved January 2014, pg 102 of the printed doc (page is identified in the printed doc as pg 78)
- [xiii] Evans Ranch Planned Unit Development Handbook, Revision Approved January 2014, pages 11 & 13. This document states "APPENDIX II (BOOK 2) This document is on file with the City of Reno Community Development Department" it is not found on the City of Reno [website](#).
- [xiv] *Silver Star Ranch PUD Handbook: Washoe County doc 3905331, 07 27 2010*. Though document is dated 2010, it references RTC's 2040 Plan
- [xv] American Planning Association, [Eco-Industrial Park Development, A Guide for North America](#), 2009, and The same definition is contained in the RTC Pyramid Hwy / US 395 Connector Final Environmental Impact Statement – Glossary
- [xvi] [RTC Sustainability Plan](#), June 2017, pg 3
- [xvii] Truckee Meadow Regional Plan, 2012, Ver 10, App 2, pg 13
- [xviii] [eXtension.org, What are the Differences between Mobility, Accessibility, and Connectivity in Transportation Planning?](#), dated Nov 23, 2011
- [xix] eXtension, [What are the Differences between Mobility, Accessibility, and Connectivity in Transportation Planning?](#)
- [xx] Strategic Highway Safety Plan, <https://safety.fhwa.dot.gov/shsp/>, (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148)
- [xxi] Nevada State Freight Plan, Jan 2017, pg 1-7
- [xxii] RTC Washoe's 2040 Regional Plan, pg 28
- [xxiii] RTC's NORTH Multimodal Transportation Study, prepared Feb 20, 2017 by Traffic Works, pg 2-1 & 2-2
- [xxiv] RTC's 2040 Regional Plan, Appendix E, Table E-3 Regional Road System
- [xxv] *Washoe County North Valleys Area Plan, 2010, pg A-13, Map 'Street and Highways System Plan*
- [xxvi] [Evans Ranch Planned Unit Development Handbook](#), dated Jan 2014, Figure 2
- [xxvii] US Dept of Transportation, Federal Highway Administration, Highway Functional Classification: Concepts, Criteria and Procedures, pg 27

**From:** Susan Reaney  
**To:** [Pelham, Roger](#)  
**Subject:** Silver Knolls development project.  
**Date:** Monday, August 06, 2018 1:36:11 PM

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I will Begin by telling you I am a Reno Nevada native born at St Mary's Hospital in 1955. One of my sons was born at St Mary's in 1981 and I have a granddaughter who is born at washoe med. only a year-and-a-half ago.

My husband and I moved from the City of Reno to Silver Knolls in the early 1980s. The goal was to have a horse and raise our children in a country environment. We very much value a family life that allows one to grow one's own food, Raise small livestock and chickens and a life free from the congestion of the city, not to mention the crime.

Our family values are based on being responsible for your own actions, earning an honest living, helping your neighbors and Friends and respecting the land you live in.

We feel being a native to Nevada is something to be proud of and it's mentioned often with our friends. We also feel that being a native comes with responsibilities. Responsibilities we like to share with our friends and Neighbors. For instance never dump garbage out in the desert, never set off fireworks, always remain on designated Trails when traveling off road, and respecting and preserving the wildlife of the desert.

Both of our children grew up in this quiet country atmosphere and have gone on to become very successful and respectable adults. One of the boys have become a nuclear radiologist and the other is a temperature control specialist. And they both have a great regard for nature and the Nevada desert.

One of my sons owns a home in silver Knolls on Big Horn Drive, his little girl plays in the front yard under the shade of a giant cottonwood tree the same as her daddy did on Shenandoah Drive some 30 years ago.

We are also very sad to think it could be possible to see a congested development which is not conducive to the area being developed adjacent to this quiet community. it strikes at the very heart of the core values which we work so hard to instill in our children. I'm sure you can imagine what a negative impact this development would have on all the people of Silver Knolls and the entire Red Rock Road communities. Here's a list of the items that come to mind.

- #1. Increase traffic on already insufficient roads.
- #2. Increased fire threat to an already fragile desert.
- #3. An increase in crime.
- #4. Water availability. This is a desert after all.

#5. Where will the sewer be ship to and how.

#6. Poor air quality.

#7. Trash being dumped in the nearby lands.

#8. Injuries and fatalities to our children and pets from The increased traffic.

Growth is inevitable but it should stay within the guidelines and zoning laws. Changing the zoning is irresponsible and selfish. There is more to this life than the almighty dollar. If zoning can be so easily changed why are there so many different zoning laws to begin with and what good are they if they are so easily changed?

We all have to follow certain guidelines in life, without which there would be chaos. Please don't allow chaos to be Unleashed in our peaceful world. Please don't be bribed by others for the Mighty Dollar and please make a responsible decision for the families who love this community and the local lands that surround us.

Thank you for taking the time to read my thoughts on this subject.

Bob and Susan Reaney 10230 Shenandoah Drive Reno Nevada 89508.

**From:** Kim Jardine  
**To:** [Pelham, Roger](#)  
**Subject:** NO to Lifestyle homes again  
**Date:** Tuesday, August 14, 2018 6:34:21 AM

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Hell Roger,

I wanted to reach out to you about the current proposal that Lifestyle homes keeps trying to cram down our throats. I've been participating since 2008 when senior Litsner was pushing to change zoning. Thankfully the economy kept that from happening.

How many times to we have to say NO?

Why isn't anyone listening to the residents, we don't want this at all.

What will it take to stop it? It's not smart, it's not community building, it's breaking down our community! I'm a tax payer and a home owner, we've lived in Silver Knolls for almost 16 years. It's a funky neighborhood, on my street we all know each other. We watch over the children that play on our streets. It's a simple way of life. I realize growth is coming, we don't want track homes, HOA's are a terrible practice.

In Cold Springs, I know a few employees who have nothing but issues with their HOA. They don't do what they say they'll do. It's a waste of money.

Please think about us that live out there. We like it quiet, and safe. It's been said over and over, but the traffic is a huge problem.

The traffic planner is full of Shit, he's probably in the developers pocket!

Please listen to us.

What do we need to do? Protest, signs saying NO to Lifestyle homes, more letters to the editor, what will it take for it to stop?

Thank you for reading, if you do read this.

Kim Jardine Reiley  
Silver Knolls resident

**From:** Marcial Reiley  
**To:** [Pelham, Roger](#); [Washoe County Planning and Development](#)  
**Subject:** WMPA17-0010 and WRZA17-0005 Silver Hills comments  
**Date:** Tuesday, August 14, 2018 8:24:27 AM

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As a 15 year resident of Silver Knolls I again urge you to deny both the Master Plan Amendment and Regulatory Zone Amendment for the Silver Hills Proposed Development project. I recognize the developer's desire to profit however this project and these changes highlight all the negative reasons why the Master Plan and Zoning were developed in the first place. The Silver Hills requests are the definition of Spot Zoning.

Lifestyle Homes is a single owner landowner in the Silver Knolls community and appears intent on bending laws to their advantage through bureaucratic hocus-pocus. They have used questionable studies whose conclusions seem predetermined to the outcome they desire. Especially troublesome is their claim that traffic congestion will not be an issue as Red Rock Road will be widened. Of course that would only happen if the Silver Hills project was allowed to fully implement to the developer's ideals. So they are justifying their sprawl by citing a roadway expansion that would not occur unless they force the issue, or would certainly not occur in such a rapid time-frame. Their plan also assumes the larger traffic issues being created on the 395/I-80 corridor will be promptly fixed.

Lifestyle Homes projects these houses will be priced starting at around \$277,000 but then proclaims that the people working in warehouses that are being built here in the North Valleys need a first time home option. They are either grossly out of touch with wages and mortgage payments or attempting an obvious distraction ploy.

The issues with sewer, water and wildland fires are well documented and remain unsettled. In public meetings the developer takes the position that is someone else's problem to deal with. Crime increase seems inevitable if this project were approved despite Lifestyle Home's claims that tripling this area's population would have negligible effects. Currently it may take an hour and a half or more for a sheriff patrol to respond out here.

Lifestyle Homes claims they are going to improve the Silver Knolls community. If this project is approved it will in fact destroy it. Allowing these changes will allow further parcels to drop out of the Silver Knolls Regulatory Zoning Plan creating a domino effect of sprawl. Every landowner in our community with the exception of Lifestyle Homes bought here because of the low density zoning. Our area is legally described as rural and open. This project would permanently remove those characteristics. Lifestyle Homes may have a good development plan but it is the wrong plan for this area. Despite the developer's claims the proposed changes only stand to benefit themselves at the expense of other property owners, some who have lived here for nearly 50 years.

cell: 775-276-2866

Check out my website, videos for good causes and good people:

[www.marcialreiley.com](http://www.marcialreiley.com)

or my bio at:

[www.linkedin.com/in/marcialreiley/](http://www.linkedin.com/in/marcialreiley/)

Exhibit F  
WMPA17-0010 & WRZA17-0005  
Silver Hills

January 13, 2019  
Roger Pelham  
Washoe County

To Mr. Pelham:

My name is Ron Dean and I have been an employee of Lifestyle Homes for about 20 years. I began as a framer in 1998. Working for Lifestyle Homes has allowed our family to build roots here in Northern Nevada, as this job allowed my wife and I to purchase our first home here, where we then raised our two children. Our family was intensely impacted by the economic downturn of 2008 because my wife also works in the housing industry. However, Lifestyle Homes did everything possible to keep our family afloat during the devastating recession, which prevented us from losing our home. As soon as the housing economy improved, I was elated to continue framing homes for Lifestyle. I have put my heart and soul into this industry and this company with many years of hard physical labor. Lifestyle Homes allowed me to reap the rewards of my labor when I was promoted to superintendent, which has also been a huge relief to my family who worried about the toll that labor would take on my body. I truly love and believe in the work we do here at Lifestyle, and it is fulfilling to come to work every day knowing we are helping home owners achieve their own American Dream.

Thank you for taking the time to read this. I hope you are also able to witness the good Lifestyle Homes does for our community.

Sincerely,

Ron Dean

Exhibit F  
WMPA17-0010 & WRZA17-0005  
Silver Hills

**From:** [Lifestyle Homes Admin](#)  
**To:** [Pelham, Roger](#)  
**Subject:** Silver Hills Community  
**Date:** Friday, January 25, 2019 2:04:26 PM

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Dear Roger,

Thank you for taking the time to read my email. I work for Lifestyle Homes and just wanted to touch base with you on why I believe you should give your recommendation to change the zoning for Silver Hills.

I work for Lifestyle in the admin department as well as run the customer service department. I know first hand how well Peter treats homeowners as well as his employees. I bought a home from Lifestyle back in April because I know we will be well taken care of and I know the community Peter has built is clean and safe.

There are so many people that I know who are having a hard time finding an affordable home in the North Valley's area. Lifestyle Homes would provide this as well as bring value to the area of Silver Hills.

There are 200 of us employees at Lifestyle Homes who would love to work for this company for at least the next 20 years or so. Personally, I couldn't see working for a better company or boss. Peter really goes out of his way to make sure everyone is taken care of (homeowners and employees alike). Please consider the support of this zoning change. We would all really love your support.

Thank you again for taking time out of your day to read this e-mail and I hope you have a great weekend!

Thank you,

Megan Fallen  
Admin Lifestyle Homes  
[admin@lifestylenv.com](mailto:admin@lifestylenv.com)  
775-971-2000

Exhibit F  
WMPA17-0010 & WRZA17-0005  
Silver Hills

**From:** [Lisa Finch](#)  
**To:** [Pelham, Roger](#)  
**Subject:** Future Silver Hills Community  
**Date:** Thursday, January 17, 2019 4:42:31 PM

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Dear Roger,

Thank you for taking the time to read my email. I just wanted to send a quick note as to why I believe you should give your recommendation for Lifestyle Homes to change the zoning of Silver Hills.

I work for Lifestyle Homes and have since 2004. As far as builders go, I have never seen a group with more integrity or care for their community. If I did not believe that, I would not be living in their current community in Woodland Village.

I understand that people are wanting to keep things the way they are. Unfortunately, we both know that just is not economically feasible in this housing market. This little city of ours is growing more and more every day and we must find an affordable solution for these people while maintaining the quality of the Silver Knolls area. Our plans are to do just that.

In closing, I am asking for your support in this zoning change. Not just for me, but for the 200 employees and sub-contractors that we keep employed. This project will keep all of us working for another 20 years. Many of us are long-term employees of Lifestyle Homes and our families depend on our continued employment.

Thank you again for your time,

Lisa Finch

Exhibit F  
WMPA17-0010 & WRZA17-0005  
Silver Hills

**From:** [Lloyd, Trevor](#)  
**To:** [Pelham, Roger](#)  
**Subject:** FW: Visioning meetings/Silver Knolls  
**Date:** Tuesday, January 08, 2019 10:30:16 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

FYI



**Trevor Lloyd**  
Planning Manager | Planning and Building Division | Community Services Department  
[tlloyd@washoecounty.us](mailto:tlloyd@washoecounty.us) | Office: 775.328.3617 | Fax: 775.328.6133  
1001 East Ninth Street, Reno, NV 89512

**From:** Alice Kat Groomer [<mailto:Alice@katgroomer.net>]  
**Sent:** Thursday, January 03, 2019 6:26 PM  
**To:** Lloyd, Trevor; Herman, Jeanne; Russ Earle  
**Subject:** Visioning meetings/Silver Knolls

Dear Mr. Lloyd,

On December 19th 2018 I attended the third "visioning" meeting at Silver Knolls Elementary School that was chaired by Roger Pelham, Senior Planner representing the community Services Department for Washoe County. The purpose of this meeting was gathering information for a zoning change in favor of Lifestyle Homes for high density housing. There is currently a plan in place for LSH that is in keeping with current zoning. Not surprisingly and perhaps intentionally this meeting was poorly attended as it was the week before Christmas. This was the first meeting I was able to attend due to work constraints.

Mr Pelham appeared in this meeting as a biased party, contrary to his subsequent protest. The subtle contempt on his part for the audience, the eye contact with the Lissner group and his "Aww shucks, I'm a good guy" attitude along with his body language led me to conclude, based on years of observation of body language both human and animal that Mr. Pelham is not without prejudice and is clearly not an unbiased party. It was blatantly obvious to me (I make my living reading body language) that his opinion on the matter was predetermined prior to this meeting and he viewed this particular meeting as a mere formality. His haughty attitude when answering questions was rude, and he didn't conceal his blatantly obvious contempt for those asking the questions. Unapologetically, I would like to point out that it is his job to answer citizens' questions with a degree of grace and dignity, whether they are asked once or one hundred times. He shouldn't take an audience member to task for asking a question he believed he had already answered.

During the hour an a half Mr. Pelham smirked continuously, made subtle eye contact with the Lissner people, and showed his contempt for all of us in attendance. By behaving in this fashion, he gave off subtle clues to his attitude. A closed-up grin/continuous smirking means that he was not being open or honest. He gave off a vibe that dripped of condescension. The haughty attitude, eye rolls in response to our questions, the way he dismissed people and there

concerns, not just with the non-verbal cues but verbally, was wrong and ill mannered. The disdainful way he behaved throughout the meeting showed he was irritated and disagreed with us. This was further reinforced when he arrogantly at the end of the meeting , gave himself a verbal pat on the back for his personal, "interpretation" of what the community has continued and will continue to say from the beginning of this public process.

So whom do we get an unbiased opinion from and some assistance from the planning commission? I certainly don't think that person is Roger Pelham. Who on the planning commission is an unbiased neutral party? Who oversees this process? What recourse do we as citizens have? Because I certainly don't feel that Roger Pelham is unbiased or trustworthy.

While there is a need for more housing in Reno, it MUST be judiciously managed and administered. With a previous zoning plan in place it seems to be very straightforward. The Lissner group claims they have investors and can't make money with a smaller development. Who are those investors? That should be public information before any decision is made.

Greed on the part of developers, the City of Reno and Washoe County wanting more tax dollars to offset the tax give-aways to attract large businesses is not something we as a community should have to compensate for. In the future we will be the ones that have to live with the havoc wrought by whatever is decided.

In an area that is under- served by police and fire, issues with water. An over taxed water treatment plant, Poor roads, (395 and Red Rock being a two lane), high winds and year round fire danger it is imperative that zoning is properly managed. If and when we have a fire such as the ones in Paradise, or Santa Rosa, CA or Calgary Alberta Canada we will be the victims responsible for picking up the pieces.

We need oversight and an unbiased and neutral opinion. I have no confidence that Roger Pelham is the person to be doing that. With that said who is providing oversight on the planning commission?

Sincerely,  
Alice Hescoc  
10750 Whitehawk Dr.  
Reno, NV 89508  
775-225-6427

CC:jherman@Washoecounty.us  
Russ Earle

Exhibit F  
WMPA17-0010 & WRZA17-0005  
Silver Hills

Tuesday, January 08, 2019

Mr. Roger Pelham,

Hello my name is Ed Whitworth. Small business owner, father and resident of the North Valley's.

I am writing you tonight because of the resistance to the next project by Lifestyle Homes. Let me just state right away, I have been employed by and reside in a Lifestyle Home, and I own the Village Grill, all because of Lifestyle Homes.

Preparing to return to Nevada in 2001 we were faced with limited housing opportunities. After researching all that was familiar from prior construction knowledge and prices that had soared, we looked into the "New" Lifestyle project in the North Valleys (Woodland Village).

Purchasing from Ohio, where we were attending to family matters, all we had to go on was the reputation of the builder and the positive impact they had on Sun Valley.

So we bought, sight unseen from 2400 miles away! Let me assure you the day we rolled into town and pulled into the Woodland Village community in Cold Springs we were shocked beyond belief. Having been our first stick built, brand new home in a master planned community, we were giddy to say the least.

Fast forward eighteen years later, 2 grown children, one new son (11), 2 grandchildren (7 and 3 mos.).

The grown children live in their own Lifestyle Homes and they are making their memories, on the way to their future!

Panther Pride, Football, Baseball, Softball, Golf and the American Dream. This is what we have experienced in our Lifestyle Home and this is what we wish for new residents of the North Valley's and most importantly our children and grandchildren.

Progress will come regardless of the resistance of a couple hundred signatures and it is my opinion that there is no better partner than Lifestyle Homes.

Sincerely,

Ed Whitworth

Exhibit F  
WMPA17-0010 & WRZA17-0005  
Silver Hills

**From:** [Leo O'Brien](#)  
**To:** [Pelham, Roger](#)  
**Subject:** Proposed development Red Rock  
**Date:** Thursday, January 10, 2019 6:00:24 AM

Sir,

I am an employee of Lifestyle Homes and I would like to encourage the approval of Lifestyle Homes proposed project in the Red Rock area. I am a long time resident of Washoe County (1973), a home owner and an active participant in the local economy. I am unique in that I am retired from the Washoe County School District after a number of years as a Special Education Teacher. Employment with Lifestyle Homes allows me to be a more active participant in the local economy. Many of my colleagues at Lifestyle Homes live in the North Valleys and their continued employment is a positive influence on the continued prosperity of the area. I intend to write a more detailed letter to enumerate the many benefits that development by Lifestyle Homes, in particular, will provide to the Red Rock area. Please feel free to contact me at this email address or at 775-786-3756 if you feel that I could add in further information.

Thank you,  
Trey (Leo) O'Brien

Dear Roger Pelham,

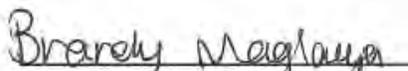
My name is Brandy Maglaya, I have owned a home in Cold Springs for 4 years and I work for Lifestyle Homes. I am married, and I have a 3-year-old son. I know that we have 50 employees that each own vehicles, and live in Washoe County, some of them have been employed by Lifestyle Homes for over 20 years. We are full-time employees with amazing benefits and our livelihood depends on the growth of Silver Hills.

Since my family moved to Nevada we have always lived in the North Valleys. I am sure that many of the people that are in the market for houses now are looking for the peace and quality of life that this area can provide. The Lissner Family donates money to several local schools and sponsor several sports teams and as a parent I think that it is important to have that kind of community support for schools that my child will one day attend.

Like most people I detest traffic, but traffic is an inevitable part of growth and more homes will give the North Valleys a bigger voice to get the roads and infrastructure remodeled to fit our area's needs.

I believe that Silver Hills needs to be more than 600 houses because Reno has grown considerably over the past few years and I want my siblings and friends to be able to own homes.

Thank you for your time,

  
Brandy Maglaya (zip code 89508)

January 13, 2019

To Rodger Pelham

Washoe County

My name is Frank Santos. I have been employed by Lifestyle Homes for 12 years. I am currently 70 years old and have worked in the construction field for the last 50 years. At my age it would be very difficult to move into a new field of work. This job is my livelihood and I am honored to be here. Lifestyle has treated me well and I am very thankful for their employment.

I would like you to know that I was hired on during the Sun Valley Project and continued into the Cold Springs project. In both projects it has always been a high priority for us to keep dust levels at a minimum, job sites clean and tidy and respect our surrounding community. I truly believe that this would continue into the Red Rock Silver Knolls project as well.

The Silver Knolls project is very important to me and I believe our City also. Lifestyle offers a good family quality home for an affordable price. The number of warehouses in this area and surrounding areas are growing every year. This is bringing new families into Reno and providing more tax dollars towards schools that we so much need in the North Valleys.

Thank you for taking your time to read this letter. I hope our project is approved. I very much have enjoyed working with the Lifestyles team.

Sincerely,

Frank Santos

Exhibit G  
WMPA17-0010 & WRZA17-0005  
Silver Hills

On Fri, Apr 5, 2019 at 10:33 AM Jeramy Gabbard <[jeramy.gabbard@yahoo.com](mailto:jeramy.gabbard@yahoo.com)> wrote:

Good morning Ms. Manzo,

I hope this letter finds you well. My name is Jeramy Gabbard, I live at 10835 Plata Mesa Dr. I am writing to you today to express my concern over the proposed zoning changes of the Silver Knolls area. Lifestyle Homes is attempting to rezone the quaint Red Rock community in order to substantially increase their profit margins.

I'm a realist. I understand that the only constant in life is change, and change is inevitable. I ask that the change coming to the Silver Knolls area, be congruent to the existing area. In 2010 Lifestyle Homes was successful in their attempt to get the area rezoned and increase the amount of homes they could build. The County approved an increase of up to 680 homes on the designated 780 acres. Lifestyle Homes is requesting another zoning change to nearly triple the amount of allowed homes. They have proposed a plan to build over 1800+ entry level homes, in the area. The plan is not cohesive with the existing homes, nor the neighborhood. Lifestyle Homes is not being denied the opportunity to build their Silver Hills project. In fact, they could have been busy with construction over the past nine years. The allotment of 680 homes is now, not to their satisfaction. This is an obvious money grab by Lifestyle Homes. But, at what cost?

As a resident, and owner of several parcels in the area, I am concerned that this development, will not only have a negative effect on the lifestyle of the people currently living in the area, but a significant financial burden at the County's expense. There are serious topics that need to be fully examined before a zoning change is considered.

The infrastructure costs will be the County's burden, not those of the developer. There is a proposed plan to build 1,872 homes. With an average of three people per home and two or more vehicles, that's an increase of nearly 5,600 people and up to 10,000 vehicle trips on Red Rock per day. I'd like to present some basic questions and I ask that you as one of our county officials, please fully investigate the answers.

Silver Knolls homes are on individual wells. Where will the additional water come from? Silver Knolls homes are on individual septic systems. Where will the extra sewage go? There will be approximately an increase of 10,000 vehicle trips per day on Red Rock Rd. to US 395. How much will it cost to widen and re-engineer the roads? Lifestyle Homes have designated up to 25 acres that they will donate for a school site. That is generous. Yet, it is Washoe County that will have to pay for the construction of a new school, in a now overcrowded neighborhood. There will be an average increase of 5,600 additional people. It would be expected to see an increase in crime, noise, and pollution. Where will the police substation be located? Please protect our LIFESTYLE and our HOMES.

Thank you and take good care,

Jeramy Gabbard

Exhibit G  
WMPA17-0010 & WRZA17-0005  
Silver Hills

**From:** [germain\\_1121@yahoo.com](mailto:germain_1121@yahoo.com)  
**To:** [Pelham, Roger](#)  
**Subject:** the silver hills project  
**Date:** Wednesday, April 17, 2019 7:38:55 PM

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

Hello there my name is Nelson Guevara and i am a master framer at lifestyle homes I've been with the company for four years and and i love it there because they treat me and every employee like family and it is the same way to costumers so i dont believe that this project will pose or create any problems for the current residents because we are just people trying to make a living thanks to this job I've been able to put my kids through school pay my mortgage and all my bills.but if this project doesn't go through we might not have a job anymore and that is a bad feeling. plus this is not the king off company that is only after making money it is a company looking to make good changes for the better of all of us and for the town we live in. the owners give every employee bonuses helps pay for our medical insurance etc. i love it there we all do. so it would mean a great deal to all of us if this project gets approved it would benefit a lot of people not just us.

any ways thank you for taking the time to read my letter i sure appreciate it

NELSON GUEVARA

**From:** [Brian Guevara-martinez](#)  
**To:** [Pelham, Roger](#)  
**Subject:** Silver Hills Project  
**Date:** Wednesday, April 17, 2019 8:27:37 PM

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

Dear Mr. Pelham,

I am writing in reference to the Silver Hills project in hopes of it getting approved. My name is Brian Guevara-martinez. I am twenty-three and currently employed at Lifestyle Homes Inc. I've had the opportunity of working there since 2015 alongside my father.

Not only is Lifestyle Homes a great company , they also employ some of the best people I've come to know. This company has helped me become the framer I am today . My skills as a builder has grown immensely and has allowed me to support, not only myself , but my family as well. I take pride in working for a company that allows me to be the best I can be and produce high-quality homes.

As a young man , I hope to continue improving my framing skills and also keep my financial stability through Lifestyle Homes for many years to come. Please take this into consideration when making a decision on the Silver Hills project. Thank you for reading.

Sincerely,  
Brian Guevara-Martinez

Exhibit G  
WMPA17-0010 & WRZA17-0005  
Silver Hills

**From:** [Richard D. Klein](#)  
**To:** [rlissner@gmail.com](mailto:rlissner@gmail.com)  
**Cc:** [Lily Gabriel](#); [Russell Earle](#); [Herman, Jeanne](#); [Hauenstein, Mojra](#); [Pelham, Roger](#); [mrailey@rubicondesigngroup.com](mailto:mrailey@rubicondesigngroup.com)  
**Subject:** Silver Hills & Preserving Silver Knolls Quality of Life  
**Date:** Monday, May 20, 2019 8:19:38 AM  
**Attachments:** [Silver Knolls Quality of Life Preservation.pdf](#)

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Mr. Lissner

We are assisting Silver Knolls area residents with concerns regarding the Silver Hills proposal.

The attached letter presents these concerns along with a request to work together to resolve each in a way that hopefully allows Lifestyle Homes to achieve their development goals while preserving the unique quality of life enjoyed by Silver Knolls residents..

I'll call later this week to answer any questions you may have.

In the meantime I can be reached at 410-654-3021 in Baltimore.

-----  
Richard D. Klein  
[Community & Environmental Defense Services](#)  
410-654-3021

Exhibit G  
WMPA17-0010 & WRZA17-0005  
Silver Hills

COMMUNITY & ENVIRONMENTAL DEFENSE SERVICES

Richard D. Klein, President  
24 Greenshire Lane  
Owings Mills, Maryland 21117

(410) 654-3021  
E-Mail [Rklein@ceds.org](mailto:Rklein@ceds.org)  
Web Page: [www.ceds.org](http://www.ceds.org)

May 20, 2019

Mr. Bob Lissner  
Lifestyle Homes TND, LLC  
4790 Caughlin Parkway, #519  
Reno, Nevada 89519

RE: Silver Hills & Preserving Silver Knolls Quality of Life

Dear Mr. Lissner:

We are assisting Silver Knolls area residents with concerns regarding the Silver Hills project. It appears there are a number of options for finding [equitable solutions](#) that resolve our clients concerns while allowing extensive development of the Silver Hills site.

**WE ARE OPEN TO MORE THAN 680 RESIDENTIAL UNITS**

Many of our clients participated in the ten-year negotiations that resulted in the March 16, 2009 development agreement for 680 residential units on the 782-acre site. The February 14, 2019 [Silver Hills Specific Plan and Suburban Character Management Area](#) document calls for 1,654 units on the same 782-acre site. This is an increase in density of 2.4-times.

Our clients are deeply concerned that this tremendous increase in density has been proposed without the same in-depth discussions which resulted in the 2009 agreement. Frankly, though, there are aspects of the 2019 proposal which our clients find superior to the development depicted in the 2009 agreement. For example, the buffers, height limit, and housing density proposed for Silver Hills East (*see map to right*) is more compatible with the homes that adjoin this portion of the site, though suggestions for increasing compatibility are offered in this letter.



From 2019 Silver Hills Specific Plan

*Finding Equitable Solutions to Gain Growth Benefits While Enhancing Quality of Life*

Exhibit G  
WMPA17-0010 & WRZA17-0005  
Silver Hills

2

We believe it is possible to slightly increase the number of units beyond the previously approved 680 units without causing excessive harm to our quality of life. We are open to again renewing discussions provided you temporarily withdraw your request that Washoe County consider creating a new Silver Hills Suburban Character Management Area for the Silver Hills Specific Plan area.

**QUALITY OF LIFE CONCERNS**

Following are the specific quality of life issues of concern to our clients. The 2019 [\*Silver Hills Specific Plan and Suburban Character Management Area\*](#) document did not fully address these concerns:

- Traffic congestion on main roads and timing of lane additions relative to growth phasing;
- Increased cut-thru traffic on neighborhood streets if main road congestion rises,
- Possibility that existing homes would be required to connect to public water-sewer and the associated costs,
- Effect of Silver Hills project on property valuation and property taxes,
- Stormwater and flood effects,
- School capacity and overcrowding,
- Over crowding of park and recreation facilities,
- Fire, ambulance, police and emergency services response times,
- Loss of views,
- Overwhelming retail services and long check-out lines,
- Increased use of mosquito control agents, then drift into nearby homes, and livestock effects,
- Increased trespass onto neighboring properties,
- Inadequacy of the road impact fees from the Silver Hills development to fund the widening of Red Rock Road (shortfall of \$3.5-4.5 million) and who will end up paying for any shortfall,
- Increased fire risk due to the high density of proposed new homes contributing to a *much* higher fire load and the decrease in the available emergency service resources the new development will take from Silver Knolls, and
- Where to store/dispose of 300+ million gallons of sewer effluent annually without a detrimental effect on domestic wells and neighborhood health.

Again, we believe all of the issues listed above can be resolved through in-depth discussions such as those that led to the 2009 agreement. Following is an example of how a specific concern of area residents can be resolved.

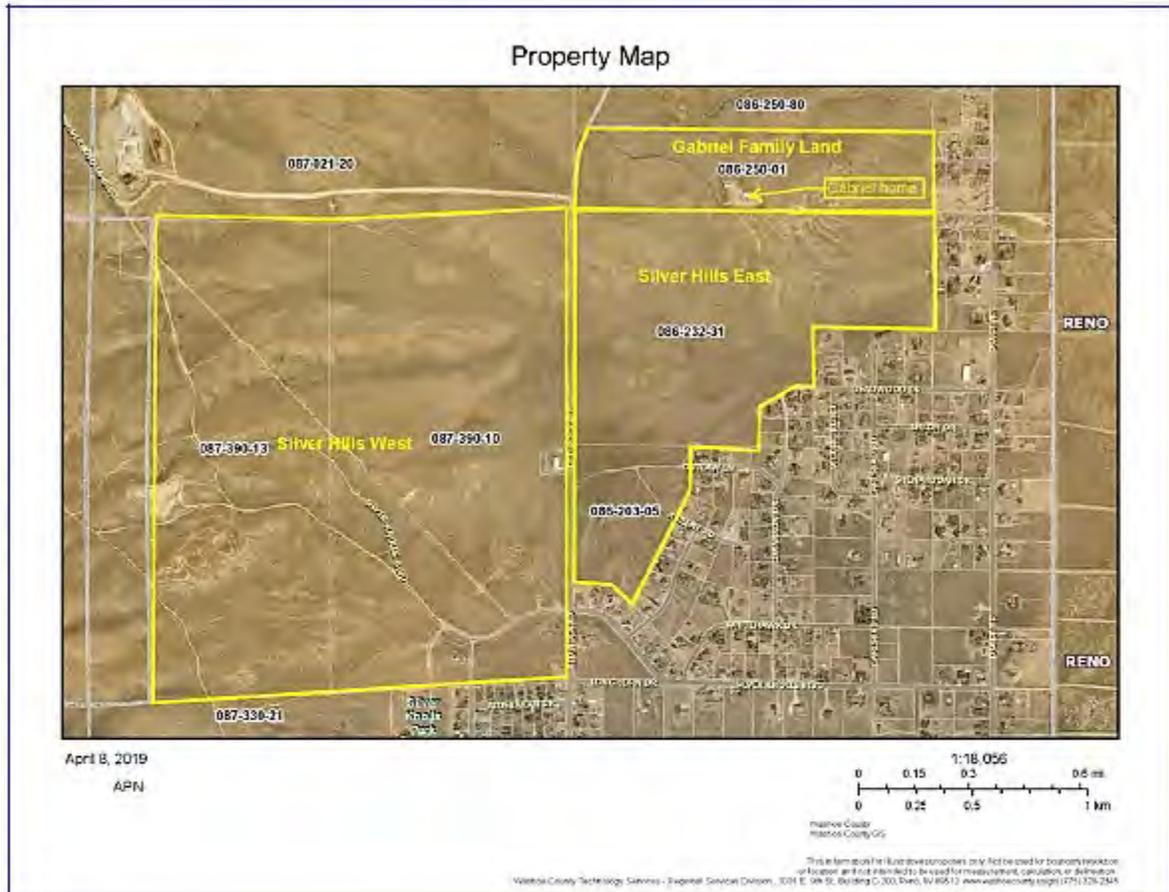
**GABRIEL FAMILY LAND ENHANCED COMPATIBILITY EXAMPLE**

The Gabriel family owns the 80-acre parcel (086-250-01) located north of proposed Silver Hills East (*see map on next page*). The family home is situated just north of a ridge overlooking Silver Hills East. The Gabriels are planning to add several homes for military veterans, some of whom

Exhibit G  
WMPA17-0010 & WRZA17-0005  
Silver Hills

3

may suffer from Post Traumatic Stress Disorder (PTSD). Additionally, the Gabriels plan to expand equestrian facilities and other amenities for their veteran guests.



The Gabriel family is concerned that Silver Hills East may detract from the peace and sense of solitude essential to helping veterans cope with the PTSD they suffer due to their service to our country. Specifically, Silver Hills may cause a loss of the scenic views presently enjoyed from the Gabriel home and other nearby portions of the 80-acre parcel. Additionally, the Gabriels are concerned that locating homes in close proximity may bring back the trespass issues they endured three years ago after purchasing their land.

Following are our initial thoughts on ways that these potential effects to Gabriel lands could be resolved without causing an undue loss of Silver Hills development potential.

1. A landscaped earth berm could be constructed within the 50-foot buffer along the Silver Hills side of the common boundary with the Gabriel family land.

Exhibit G  
WMPA17-0010 & WRZA17-0005  
Silver Hills

4

2. The berm could be designed to obscure Silver Hills homes and other structures from being seen from the Gabriel home and other locations on Gabriel land where veteran homes are envisioned. Given that a ridge line runs along a good portion of the common boundary and the land slopes somewhat steeply to the immediate south, it may not be necessary to have an overly long or high landscaped berm.
3. A fence, such as one of six-foot high chain link, would be placed atop the berm and hidden within the landscaping to minimize trespass.
4. Other steps that would further preserve the tranquility of the Gabriel family land and veterans refuge could include:
  - a. Locating a portion of the Open Space Regulatory Zone along the common border with the Gabriel family land, and/or
  - b. Locating the following features referenced in Section 1.3, of the Silver Hills Specific Plan, along the common border:

*"It is planned to incorporate numerous evergreen plantings along with unique landscape and open space treatments that may include fruit orchards, gardens, ponds, and natural open spaces that accentuate the views, natural terrain, and site features."*

Of course the Gabriel family is open to any other approach which achieves their goal of preserving their land as a sanctuary for veterans. It is our hope that you will work with us to find solutions, such as those listed above for the Gabriel land, to the other quality of life concerns presented on page two. It is also our hope that we can find a balance which preserves Silver Knolls quality of life while minimizing Silver Hills development constraints.

**CLOSING**

I will call in a few days to answer any questions you may have regarding this request. In the meantime I can be reached at 410-654-3021 or [Rklein@ceds.org](mailto:Rklein@ceds.org).

Sincerely,



Richard D. Klein

cc: Ms. Lily Gabriel, Gabriel Family Trust Lands  
Russell Earle, Silver Knolls Community Organization

Exhibit G  
WMPA17-0010 & WRZA17-0005  
Silver Hills

5

Honorable Jeanne Herman, Board of County Commissioners  
Mojra Hauenstein, Director, Washoe County Department of Planning and Zoning  
Roger Pelham, Washoe County Department of Planning and Zoning

**From:** [Lou Christensen](#)  
**To:** [Pelham, Roger](#)  
**Subject:** Do Not Recommend Approval for Proposed Silver Hills Development  
**Date:** Friday, June 07, 2019 1:37:22 PM

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

Mr. Pelham,

I am a Washoe County resident who has lived in Silver Knolls for 30 years.

This is to request that when the moment is appropriate that you recommend against any changes to existing development plans which would permit Lifestyle Homes to build 1,872 residences at what they are calling Silver Hills.

Although Lifestyle Homes is making many assertions regarding the need for this proposed development none of them are completely correct. Most are quite arguable.

A most egregious assertion in their May 15, 2019 document package submitted to the Planning Department for master plan amendment and specific plan is that their request represents an evolved proposal which has been modified to reflect input from the affected public (page 9, paragraph 3). This is in no way the case. The affected public has never wavered from the position that this amended plan is not acceptable. The only acceptable plan is a previously approved plan.

Thank you.

--

Lou Christensen

Exhibit G  
WMPA17-0010 & WRZA17-0005  
Silver Hills

**From:** [Vicky-Ponderosa Pine Design](#)  
**To:** [Pelham, Roger](#)  
**Subject:** Silver Hills Plan  
**Date:** Thursday, June 06, 2019 2:49:00 PM

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

Dear Roger,

I am a current resident in Silver Knolls and have been a lot of the meetings about the Silver Hills Development plan. My biggest concern is that they are trying to change our current zoning which is what this community is all about. If they went back to their original plan, then we would all be happy in this area. As for the C.11 Staff Report (For Possible Action): Approval of Agreement with HDR Engineering Inc., for engineering services to determine the feasibility of constructing an effluent storage reservoir or reservoirs near the Red Rock Road vicinity in an amount not to exceed \$1,007,504.92. (Sewer Fund)

I am opposed to any reservoir being put in above our properties. It seems to be too many risks of what might happen if the reservoir breaks. It could be devastating to all of our homes and community.

I truly hope you have considered the items above and are fighting to keep our zoning as is.

Thank you  
Vicky Shea  
10760 Santa Fe Road  
Reno, NV 89508

.....  
Vicky Shea  
[vickyponderosapine@me.com](mailto:vickyponderosapine@me.com)  
775.351.5634  
[www.ponderosapinedesign.com](http://www.ponderosapinedesign.com)

Exhibit G  
WMPA17-0010 & WRZA17-0005  
Silver Hills

**From:** [Joyce Gillespie](#)  
**To:** [Sarah Chvilicek](#); [Pelham, Roger](#); [Berkbigler, Marsha](#); [Lucev, Robert \(Bob\) L](#); [Jung, Kitty](#); [Hartung, Vaughn](#); [Herman, Jeanne](#); [Horan, Phil](#); [Lawson, Michael](#); [Donschick, Francine](#); [Chesney, Larry](#); [JTB2424@sbcglobal.net](mailto:JTB2424@sbcglobal.net); [Braw, Misty](#)  
**Subject:** OPPOSITION TO SILVER HILLS DEV PROPOSAL TO WITHDRAW FROM SKCMA  
**Date:** Monday, June 10, 2019 9:48:26 AM

---

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

We are writing to oppose the by Lifestyle Homes to withdraw the Silver Hills Development proposal from the Silver Knolls Character Management Area and create their own CMA, in order to increase the number of dwellings within their 780.32 acres of land from the original approved plan of 680 to 1,872 plus any number of “accessory dwellings”. Though they reference a gross average density of 2.5 dwellings per acre, when open space/unbuildable land, buffers, public and civic centers, parks, storage lots, etc. are factored in, they are able to build *as many as 14 D/A* in their clusters.

We are not opposed to developers, we understand that’s the way they make their living. What we so fiercely object to is their acquisition of property that has clearly defined and well understood zoning regulations, then expecting to be able to change that zoning at their whim because it doesn’t fit their agenda.

Throughout the Silver Hills proposal is the suggestion that it will not change the course, policies, requirements and integrity of the SKCMA. *Not true!* In spite of the repeated arguments to the contrary, this plan will not only have a severe negative impact on the Silver Knolls community, it does not even conform to the general North Valleys Character Management Plan requirement that future growth must maintain the rural character, blend with and have minimal negative impact on existing development. There are so many reasons why this proposal should not be approved, all of which you have heard over and over again. Our main concerns are:

**Traffic:** The proposal repeatedly refers to the widening of Red Rock Road as the solution to the hugely increased traffic this development would create. In fact, though this widening is apparently in the RTC long-range plan, it will not be a benefit to Silver Knolls residents. Front yards along Red Rock will be diminished, drastically reducing property values. It is the only access road in and out, and every Silver Knolls resident will have to fight heavy traffic to access it. The increased volume produced by 1,872+ residences will greatly exacerbate this problem. It is not only an issue of inconvenience, but a severe safety issue as well.

Although it is not shown on the plan proposal, the Solagei road and traffic study makes several references to Bighorn Drive as an exit point from the proposed development. Bighorn Drive is a narrow residential street with several school bus stops; and no shoulders, parking or pull-off easements. Residents along this street would be doubly jeopardized by heavy through traffic.

**Water:** There is no definite agreement with TMWA stated in the plan, but water for this development is proposed to be pulled from the well at the Stead airport area, and perhaps also from the well belonging to the Silver Knolls water company. Both of

Exhibit G  
WMPA17-0010 & WRZA17-0005  
Silver Hills

these wells draw from the aquifers supplying our private wells – a factor contributing to the continued drop in our well water levels. There is just not enough water to supply an endless number of new residents. When our wells dry up, Silver Knolls residents will ultimately be required to drill or to tap into TMWA, either option at a huge cost.

**Sewer:** No definite outline in the proposal, but the plan is to pipe sewage to the Stead treatment facility, which is already at or over capacity. The plan mentions mitigation of their cost by having Silver Knolls residents hook up. This would be another enormous cost being forced upon Silver Knolls residents. Both Swan and Silver Lakes are already at flood stage and cannot bear the additional treated effluent.

**Emergency Services:** It is rare to see a sheriff's deputy out here in the Silver Knolls area, and almost impossible to get a response from them. Dense population will only add to the crime rate and the demand for services. Our volunteer fire department is very small and incapable of handling a large number of emergencies. Paid stations do respond, but they are not nearby.

**Schools:** The donation of land that may or may not be used for a new school does not guarantee that it will be used for that purpose, and there is no time frame. Silver Lake Elementary school is already so overcrowded that 5<sup>th</sup> and 6<sup>th</sup> graders are being bussed to Cold Springs.

Uncontrolled growth is not the panacea believed by our government entities to be. It has proven to lead to higher taxes; decreased services; water and sewage shortages; crowded, unsafe roads; and a lowered quality of life.

*Joyce & Eral Gillespie*  
10300 Bighorn Drive  
Phone: 972-1950  
Email: [jgillespie40@charter.net](mailto:jgillespie40@charter.net)

Exhibit G  
WMPA17-0010 & WRZA17-0005  
Silver Hills

**From:** Lorna James  
**Sent:** Sunday, October 21, 2018 4:21 PM  
**To:** tmueller@dot.state.nv.us; acumming@rtcwashoe.com; TMRPA; mberkbigler@washoecounty.us; blucey@washoecounty.us; kjung@washoecounty.us; vhartung@washoecounty.us; Herman Jeanne; lchesney@washoecounty.us; Washoe County Planning Commission; rpelham@washoecounty.us; audit@lcb.state.nv.us; RenoDirect@Reno.Gov  
**Subject:** cab@washoecounty.us; OrangeElmo@gmail.com

To: Directors and Managers of Development Planning, Washoe County Commissioners, Nevada  
State Auditors

This is a request for those agencies and departments responsible for development in the North Valleys to address the current and long term transportation plans for the Stead, Silver Knolls, and Cold Springs area. Specifically, please address the proposed widening of Red Rock Road, and the proposed revision<sup>(1)</sup> to Washoe County's North Valleys Area Plan and consider by-passing the Silver Knolls community for the reasons noted herein

Depending on the RTC documents referenced, Red Rock Road will be widened from Moya to either Evans Ranch or to the State Line.

**My search of the RTC Washoe Engineering & Construction website did not locate** the project plans nor did I find the project plans at the eSTIP site. Please advise me where you have made this information available to the public.

Triggers for the widening project plan were 2 development proposals within the City of Reno (Evans Ranch<sup>(2)</sup> & Silver Star Ranch<sup>(3)</sup>) and a development proposal in the unincorporated area of Washoe County (Silver Hills<sup>(4)</sup>). At least 2 of the projects are considered projects of regional significance.

As currently written, these 3 developments combined will result in a total of 8,933 dwelling units north of the Silver Knolls neighborhood. Using existing data (Table 2 Average Trip Rates by Demographic Characteristic in RTC's 2015-2016 *Washoe County Regional Traffic Characteristics Study*), I have calculated that these 3 developments are likely to result in an additional 57,000 to 79,000 ADTs on Red Rock Road ... and land developers have plans for more developments in the area north of Silver Knolls and Stead. A potential increase in traffic volume may be attributed to the fact that Accessory Dwelling Units are permitted in the Silver Hills project and Caretaker quarters are permitted in the Silver Star Ranch project.

In the course of researching the planning processes for the Truckee Meadows area I became aware of one of the challenges faced by the area planners. Some County Commissioners have made comments which indicate their lack of understanding of an ethical, structured, recognized and properly managed planning process. Yet those same Commissioners have the authority to override the recommendations of subject matter experts. Some decisions to override Planning Commission recommendations have been haughtily justified based on "a mindset that development had to be in the north because it did not have good views."<sup>(5)</sup>

**ADVANTAGES TO BY-PASSING THE SILVER KNOLLS COMMUNITY**

A re-routing of Red Rock Road to by-pass the Silver Knolls community will

1. meet the RTC strategic goals<sup>(6)</sup> which include
  - Improve safety
  - Promote healthy communities and sustainability

# Exhibit G

## WMPA17-0010 & WRZA17-0005

### Silver Hills

Road will be built by the developers of Evans Ranch.  
The first phase of development is anticipated to consist of the construction of Evans Ranch Road from Village Parkway to the site and extension of water and sewer lines to the property. This will be followed by residential development at a rate of approximately 200 to 350 homes per year

- **New Road:** Silver Parkway - a 4-lane minor arterial with connection to Evans Ranch to the north.<sup>[4]</sup>

#### Traffic Studies Prepared by Developers

5. Per Evans Ranch PUD Handbook, Services and Facilities, Traffic and Roadways  
"The appendix of this PUD includes a traffic study that used the Regional Transportation Commission traffic model to assess the traffic impacts of Evans Ranch. The conclusion of this report is that with the widening of existing roadways to 4 lanes (Red Rock and Village Parkway) **assures an acceptable level of service will be maintained**. Portions of these road widenings are included in the Regional Transportation Plan."

**Transportation planning by developer is done without addressing the big picture. Traffic studies provided by the developer (Evans Ranch study provided by Solaegui Engineers) addresses only the impact of individual projects – ignoring the impact of future road extensions and all the traffic to be directed onto Red Rock Road. This traffic study does not mention the 25 mph section through the Silver Knolls community.**

6. The traffic study for Silver Star Ranch identifies Red Rock Road as "a two-lane roadway with one lane in each direction from Moya Boulevard to north of Lemmon Drive. The speed limit is posted for 40 miles per hour."

**The Silver Star Ranch traffic study by Solaegui Engineers fails to mention a 25 mph zone through the Silver Knolls community.**

**The total future volume of traffic and the future connections to other arterials may be sufficient reason to consider an alternate routing of Red Rock Road to by-pass the Silver Knolls community.**

#### Planning Issue 2: Emergency evacuation.

A re-routing of Red Rock Road will provide an opportunity to address emergency situations.

- During the wildfire in 2017 Red Rock Road was not available as an escape route for residents living north of Silver Lake. The locked gate accessing Reno Stead Airport at the east end of Silver Knolls was unlocked by emergency responders and the newly identified evacuation route had to be communicated to residents.
- The flooding in the spring of 2017 had a minor impact on Red Rock Road. The waters of Silver Lake encroached on Red Rock Road and HESCO barriers were placed to preserve passage at the lowest elevation point of that road.

A by-pass could start at a point south of the lowest elevation on the road - south of where the HESCO barrier system has been erected - then continue to the west side of the Silver Knolls community, eventually re-connecting with the existing Red Rock Road at a location advantageous to future development. Routing on the west side of Silver Knolls could even provide the opportunity to

- provide a car pooling site
- a higher elevation road could serve as a fire break and as a very accessible staging area for fire fighting crews or other emergency actions
- consideration might be given to creating a scenic route -some people enjoy the views in the North Valleys.

A re-route would require re-naming the by-passed road section. Old Red Rock Road is one rename option.

# Exhibit G

## WMPA17-0010 & WRZA17-0005

### Silver Hills

- Echo connects to Moya. Moya has been identified as a widening project between Echo and Red Rock Rd.
- For consideration: an alternate traffic route roughly paralleling Hwy 395 but at least 5 miles north of it – Drag Strip Rd? New road?

#### Planning Issue 6: Maximize the use of capital investment dollars

The Strategic Highway Safety Plan (SHSP) is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on **all public roads**. An SHSP identifies a State's key safety needs and guides investment decisions towards strategies and countermeasure with the most potential to save lives and prevent injuries.<sup>[xx]</sup>

Obtaining a new right-of-way for a portion of Red Rock Road could accommodate all anticipated future transportation improvements, including conformance with Complete Streets and other programs and would acknowledge NDOT's statement "Capacity constraints typically arise due to the urban growth that takes place around transportation facilities limiting their ability to increase in size and add capacity. For example, facilities are typically "locked" and unable to grow in their current locations, which requires the creation of a new facility at another location or the entire relocation of a facility to a location where it can assemble the amount of land to add capacity."<sup>[xxi]</sup>

Both the Evans Ranch PUD Handbook and the Silver Star PUD Handbook contain a drawing based on RTC's 'Exhibit E typical 4-lane right-of-way sections.' Those drawings indicate a 4-lane right-of-way width should be 98' and it appears that width will be applied to the arterials within those developments.

**I have been told that the existing right-of-way for Red Rock Road is 65'. If this is true, the existing right-of-way will not meet the referenced standard for a 4-lane road.**

- Acquisition of right-of-ways across as yet undeveloped land would be cost effective in the long term. This will eventually enable the future expansion of roadways to connect regional centers and residential areas, reducing both travel time and distance.
- With sufficient right-of-way and good strategic and long term planning, all elements of road design could be achieved. Utilizing an interim improvement plan establishes the base which enables the future addition of other desired road elements as the actual need arises and more funding is available.

**The possibility that the Red Rock Road right-of-way does not meet design standards for an arterial road may constitute a reason to consider an alternate routing of Red Rock Road to by-pass the Silver Knolls community?**

Planning Issue 7: An opportunity to act in a cooperative and comprehensive manner by establishing a common database which identifies a single road classification for Red Rock Road and identifying the responsible agency or department.

At the current time and depending on document referenced, Red Rock Road has varied classification. It is identified as:

a. Existing Arterial<sup>[xxii]</sup>

b. Medium Access Control Arterial

Includes description: "It is a 4-lane road between US 395 and Moya Boulevard and a 2-lane road elsewhere. The posted speed limit is 35 mph."<sup>[xxiii]</sup>

***Misleading / erroneous description***

***Posted speed on Red Rock Rd: 35 mph from US 395 to Moya, then 40 mph for next few miles, then 25 mph thru Silver Knolls, then it resumes 40 mph.***

c. Moderate Access Control Arterial<sup>[xxiv]</sup>

d. Rural Highway<sup>[xxv]</sup>

The map contains note: Year 2025 roadway network provided by the Regional Transportation Commission

Exhibit G  
WMPA17-0010 & WRZA17-0005  
Silver Hills

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[xvi] [RTC Sustainability Plan](#), June 2017, pg 3

[xvii] Truckee Meadow Regional Plan, 2012, Ver 10, App 2, pg 13

[xviii] eXtension.org. [What are the Differences between Mobility, Accessibility, and Connectivity in Transportation Planning?](#), dated Nov 23, 2011

[xix] eXtension, [What are the Differences between Mobility, Accessibility, and Connectivity in Transportation Planning?](#)

[xx] Strategic Highway Safety Plan, <https://safety.fhwa.dot.gov/shsp/>, (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148)

[xxi] Nevada State Freight Plan, Jan 2017, pg 1-7

[xxii] RTC Washoe's 2040 Regional Plan, pg 28

[xxiii] RTC's NORTH Multimodal Transportation Study, prepared Feb 20, 2017 by Traffic Works, pg 2-1 & 2-2

[xxiv] RTC's 2040 Regional Plan, Appendix E, Table E-3 Regional Road System

[xxv] *Washoe County North Valleys Area Plan, 2010*, pg A-13, Map 'Street and Highways System Plan

[xxvi] [Evans Ranch Planned Unit Development Handbook](#), dated Jan 2014, Figure 2

[xxvii] US Dept of Transportation, Federal Highway Administration, Highway Functional Classification: Concepts, Criteria and Procedures, pg 27

## Exhibit G

**From:** [Lou Christensen](#)  
**To:** [Pelham, Roger](#)  
**Subject:** Do Not Recommend Approval for Proposed Silver Hills Development  
**Date:** Friday, June 07, 2019 1:37:22 PM

---

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

Mr. Pelham,

I am a Washoe County resident who has lived in Silver Knolls for 30 years.

This is to request that when the moment is appropriate that you recommend against any changes to existing development plans which would permit Lifestyle Homes to build 1,872 residences at what they are calling Silver Hills.

Although Lifestyle Homes is making many assertions regarding the need for this proposed development none of them are completely correct. Most are quite arguable.

A most egregious assertion in their May 15, 2019 document package submitted to the Planning Department for master plan amendment and specific plan is that their request represents an evolved proposal which has been modified to reflect input from the affected public (page 9, paragraph 3). This is in no way the case. The affected public has never wavered from the position that this amended plan is not acceptable. The only acceptable plan is a previously approved plan.

Thank you.

--

Lou Christensen

# Exhibit G

**From:** [John Boone](#)  
**To:** [Pelham, Roger](#)  
**Subject:** Silver Hills Development  
**Date:** Monday, June 17, 2019 2:06:04 PM

---

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

Dear Mr. Pelham,

I am writing you in firm opposition to the proposed Silver Hills development, which is scheduled to be heard (with regard to the developer's requested zoning changes and changes to the community character statement) by the Washoe County Planning Commission on 2 July. As a twenty-five year resident of the Silver Knolls community that adjoins the proposed Silver Hills development, I have seen a great deal of new development during this period, and I can assure you that neither I nor most of my neighbors are simply "against" new development in the area. Indeed, representatives of our community worked directly for years (2005-2012) with Lifestyle Homes to arrive at a development plan that was compatible with the existing neighborhood. This collaboration between community and developer was undertaken at the request of our then county commissioner, and was characterized by a "good faith" effort on our part that assumed that the developer and the county took seriously our community character statement, and the larger goals of the Regional Development Plan.

When Lifestyle Homes recently proposed an entirely different development plan (one that tripled the number of homes previously agreed to), it became clear that this assumption of good faith on the part of the developer was misplaced. Denser development fills a need and has its place, and much of this development has and currently is occurring along the US 395 corridor in the North Valleys, as you know. However, according to the Silver Knolls community character statement, current zoning, and the vision of the Regional Development Plan, it is NOT appropriate to create a disconnected, high-density housing development on the back side of a long-established community that has a pronounced rural character. The citizens of this County have made their preferences abundantly clear in this regard through a survey recently conducted to inform the revision of the Regional Development Plan... They CLEARLY prefer infill and compatible development to patchwork development. In addition to this fundamental incompatibility of the proposed Silver Hills development in this regard, it also creates a potential safety and commuting disaster along Red Rock Road, where many dozens of driveways empty directly onto this artery, with no potential for accessing feeder roads.

To lay the groundwork for the proposed Silver Hills Development through changes in zoning and community character plan to satisfy the financial desires of one developer is entirely inappropriate. It negates all of the good faith effort expended by this community in developing the community character statement that the county requested. It ignores the clear will of county residents to support only compatible development and infill, rather than allowing patchwork development. It puts the safety and quality of life of existing residents at serious risk. Developers serve an important role in the life of a community, but their convenience does not outweigh the considered opinion of

the residents of that community. If our Regional Development Plan means anything at all other than window dressing, this proposed development cannot be approved. It is exactly the type of development, in fact, that it purports to protect the county against!! Our community remains ready and willing to work with Lifestyle Homes to arrive at plan for compatible development, and we hope with your recommendations will support that approach.

I appreciate your attention to this important matter, and would appreciate very much a response. I have sent a very similar version of this letter to the member of the Planning Commission.

With best regards,

John D. Boone  
10595 Trailmaster Drive  
Reno NV 89508  
[johndaytonboone@gmail.com](mailto:johndaytonboone@gmail.com)  
cell 775-233-4544

**Exhibit H**

**Silver Hills**

**Master Plan Amendment Case Number WMPA17-0010**

**Regulatory Zone Amendment Case Number WRZA17-0005**



**Washoe County**  
**COMMUNITY SERVICES DEPARTMENT**  
*Engineering and Capital Projects*  
**MEMORANDUM**

To: Roger Pelham, Senior Planner  
From: Clara Lawson, PE, PTOE, Licensed Engineer  
CC: Kristine Klein, PE, Senior Engineer  
Dwayne Smith, PE, Division Director  
Date: October 13, 2017  
Re: Silver Hills

The Silver Hills subdivision will cause level of service F at the existing and proposed intersections between Osage and the north project access as well as the residential homes that front only onto Red Rock Rd. All the side streets and driveways do not fit the criteria of a regional road and therefore will not be eligible for regional road impact fee funds.

I recommend denial of this project because all the side streets between Osage and the north project access will have level of service F and no funding sources to mitigate the impact of this development.

**From:** [Schull, Shyanne](#)  
**To:** [Pelham, Roger](#)  
**Subject:** Agency Review Memo WMPA17-0010 Silver Hills  
**Date:** Thursday, September 28, 2017 9:07:27 AM  
**Attachments:** September Agency Review Memo III.PDF  
image002.png

---

Good morning,

I have reviewed the attached memo and application and do not see any objections from Regional Animal Service's standpoint.

Thank you,

Shyanne Schull  
Director  
Washoe County Regional Animal Services  
2825A Longley Lane  
Reno, NV 89502  
775.328.2142 Office  
775.322.3647 Dispatch  
[Sschull@washocounty.us](mailto:Sschull@washocounty.us)  
[www.washoocounty.us](http://www.washoocounty.us)

*"Promoting responsible care of animals  
through education, proactive outreach,  
and regulation, making Washoe County  
a safe community".*



REGIONAL  
ANIMAL SERVICES

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

October 16, 2017

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

RE: Silver Hills; APN 087-390-10  
Master Plan Amendment & Regulatory Zone Amendment; WMPA17-0010 & WRZA17-0005

Dear Mr. Pelham:

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

1. WCHD has reviewed the proposed master plan amendment and regulatory zoning amendment and has no objections to the approval of these amendments as proposed.
  - a. All future proposed development will require connection to municipal water and sewer as proposed.

If you have any questions or would like clarification regarding the foregoing, please contact Wes Rubio, Senior Environmental Health Specialist at [wrubio@washoecounty.us](mailto:wrubio@washoecounty.us) regarding all Health District comments.

Sincerely,



James English, REHS, CP-FS  
EHS Supervisor  
Waste Management/Land Development Programs

JE:wr

Cc: David Kelly, Senior REHS

**From:** [Stark, Katherine](#)  
**To:** [Belham, Roger](#); [Olander, Julie](#); [Giesinger, Chad](#)  
**Cc:** [Stark, Katherine](#)  
**Subject:** FW: September Agency Review Memo III  
**Date:** Tuesday, October 17, 2017 12:48:26 PM  
**Attachments:** [image001.png](#)  
[September Agency Review Memo III.pdf](#)

---

Hello

This agency review response is in regard to WMPA17-0010 & WRZA17-0005 (Silver Hills), WMPA17-0011 (Autumn Wood – Phase 2), and WTM17-002 (Golden Mesa South). See email below from Reno Community Development.

Thanks,

Katy Stark

Office Support Specialist | Washoe County Community Services Department | Planning & Building Division

[krstark@washoecounty.us](mailto:krstark@washoecounty.us) | o 775.328.3618 | f 775.328.6133 | 1001 E. Ninth St., Bldg. A, Reno, NV 89512



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**From:** Nathan Gilbert [<mailto:gilbertn@reno.gov>]  
**Sent:** Wednesday, October 04, 2017 12:32 PM  
**To:** Stark, Katherine  
**Subject:** Fwd: September Agency Review Memo III

Hi Katie,

**We do not have any comments at this time. Thanks.**

**From:** Patrick Mohn  
**To:** [Pelham, Roger](#)  
**Cc:** [Stark, Katherine](#); [Emerson, Kathy](#)  
**Subject:** RE: September Agency Review Memo III  
**Date:** Tuesday, September 26, 2017 8:18:53 AM  
**Attachments:** [image003.png](#)

---

These are NDEP Comments on Items 2, 3, and 4:

Item 2 – Silver Hills – No Specific Comment, other than the requirement to undergo the subdivision review process. The NDEP understands that Silver Hills will be served by community water (TMWA) and sewer sewer (i.e. Reno-Stead WWTP). The City of Reno must ensure that the Reno-Stead WWTP has sufficient capacity to serve the proposed development.

Item 3 – Autumn Wood Phase 2, No specific comment. The NDEP understands that the development will be served by community water (TMWA) and sewer (Washoe County Utilities).

Item 4 – Golden Mesa South, No specific comment. The NDEP understands that the development will be served by community water (TMWA) and sewer (Washoe County Utilities).



**Patrick A. Mohn, M.Sc., P.E.**  
**UIC Compliance Coordinator**  
**Bureau of Water Pollution Control (BWPC)**  
**Nevada Division of Environmental Protection**  
**901 South Stewart Street, Suite 4001**  
**Carson City, NV 89701**  
**p: 775.687.9419 fax: 775.687.4684**  
**pmohn@ndep.nv.gov**

**From:** [O'Connor, Tim](#)  
**To:** [Pelham, Roger](#)  
**Subject:** Response to Silver Knolls project  
**Date:** Tuesday, September 26, 2017 7:45:16 AM  
**Attachments:** [September Agency Review Memo III.PDF](#)  
[image001.png](#)

---

Mr. Pelahm,

The Washoe County Community Services Department asked that we review item 2 on the attached memo.

Changes as noted in the Washoe County Master Plan, North Valleys Area and Silver Knolls Suburban Character Management Area and the Regulatory Zone Amendment (WRZA17-0005) will further stress the limited Washoe County Sheriff's Office personnel resources. Unless funding is provided to directly increase Patrol deputy staffing, as well as associated equipment, our existing personnel will be unable to provide timely responses to an area whose residential population will dramatically increase or conversely, once in the area, return to existing areas of routine patrol for timely responses to calls for service.

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

**From:** Gaston, Tamara  
**Sent:** Monday, September 25, 2017 4:47 PM  
**To:** Stark, Katherine  
**Cc:** Emerson, Kathy  
**Subject:** RE: September Agency Review Memo III

Katy –

Here is the response from Library Director Jeff Scott:

Currently, Washoe County Library has 12 branches with one in the immediate area of the proposed development (North Valleys Library)

Adding 1600 homes to the area would add a potential 4,800 patrons to the service area (assuming on average 3 people per household).

Washoe County Library currently holds 600,000 items in its collection which average 1.3 books per person.

In order to equitably distribute resources, we would have to purchase additional items to keep up

with demand.

In order to sustain current services, the library would have to add 4 books for every household. At current books prices (\$25 per book) that would be \$100 impact on our collection per house built.

Currently, Washoe County Library maintains .47 square feet per person in Washoe County. Each additional home would have a 1.41 square foot impact on library services. At the current rate of commercial real estate (\$215 per square foot), the impact per house built would be \$303 per house built.

Collection Impact = \$100 per house  
Square Footage Impact = \$303 per house

For 1600 homes:

Collection Impact = \$16,000  
Square Footage Impact = \$484,800  
Total Impact = \$500,800

The total financial impact on WCLS services would be \$500,800.

Let me know if you have any questions.

Jeff Scott  
Library Director | Washoe County Library System  
[jscott@washocounty.us](mailto:jscott@washocounty.us) | (775) 327-8340 | 301 S. Center Street, Reno, NV 89501

# WASHOE COUNTY HEALTH DISTRICT

ENHANCING QUALITY OF LIFE

October 2, 2017

Roger Pelham, MPA, Senior Planner  
Washoe County Community Services  
Planning and Development Division  
P.O. Box 11130  
Reno, NV 89520-0027

RE: Master Plan Amendment WMPA 17-0010/Regulatory Zone Amendment WRZA 17-0001;  
087-390-10; 087-390-13; 086-203-05; 086-232-32

Dear Mr. Pelham:

The Washoe County Health District, Emergency Medical Services (EMS) Oversight Program, has reviewed the above referenced project. Based on the submitted documentation there could be effects on EMS and/or healthcare. For example, the project expectation of generating 19,097 average daily trips could impact EMS responses. Additionally, the addition of 2,340 dwellings may increase the use of the healthcare system in the region. It is recommended that the applicant complete an Environmental Impact Assessment. For additional information the applicant should contact the Washoe County Health District's Division of Environment Health Services at (775) 328-2434.

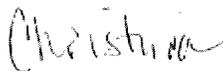
Advanced Life Support (ALS) fire services are provided by Truckee Meadows Fire Protection District and ALS ambulance services are provided by REMSA through a Franchise agreement with the Washoe County Health District. For the parcel locations, REMSA's Franchise response requirement for life-threatening calls is 15:59 for 90 percent of calls.

The closest hospital is Saint Mary's Regional Medical Center, which is approximately 16 miles away from the parcel, should individuals require such services. There are also several other acute care hospitals and healthcare resources, such as urgent cares, available throughout 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](mailto:cconti@washoecounty.us)  
(775) 326-6042

EPIDEMIOLOGY AND PUBLIC HEALTH PREPAREDNESS  
1001 East Ninth Street | P.O. Box 11130 | Reno, Nevada 89520  
EPHP Office: 775-326-6055 | Fax: 775-325-8130 | [washoecounty.us/health](http://washoecounty.us/health)  
Serving Reno, Sparks and all of Washoe County, Nevada. Washoe County is an Equal Opportunity Employer.



ERIAN 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>

February 22, 2016

**RE:** Comments on WMPA17-0010 (Silver Hills)

**To:** Roger Pelham  
Washoe County Community Services Department  
1001 East Ninth Street, Building A  
Reno, NV 89512

**Name:** Silver Hills

**County:** Washoe County – Red Rock Road and Longhorn Drive

**Location:** A portion of Section 23, Township 21 North, Range 18, East, MDB&M.

**Plat:** Tentative: 2,340 lots totaling approximately 780.32 acres and being Washoe County Assessor's Parcel Numbers 087-390-10, 087-390-13, 086-232-31, and 086-203-05.

**Water Service  
Commitment**

**Allocation:** No water is committed at this time.

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

**Engineer:** Rubicon Design Group  
1610 Montclair Avenue, Suite B  
Reno, NV 89509

**Water  
Supply:** Truckee Meadows Water Authority

Review Number WMPA17-0010

DATE

Page 2 of 2

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

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

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

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:** No action required at this time.

Best regards,

*Steve Shell*

Steve Shell  
Water Resource Specialist II



**REGIONAL TRANSPORTATION COMMISSION**

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

October 5, 2017

FR: Chrono/PL 183-17

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

RE: **WMPA17-0010 (Silver Hills)**  
**WRZA17-0005 (Silver Hills)**

Dear Mr. Pelham,

We have reviewed the subject applications and have the following comments and recommendations.

**Comments and Recommendations:**

- The Regional Transportation Plan (RTP) identifies Red Rock Road as an arterial with moderate-access control. To maintain arterial capacity, the following RTP access management standards should be maintained.

Access Management Standards-Arterials <sup>1</sup> and Collectors							
Access Management Class	Posted Speeds	Signals Per Mile and Spacing <sup>2</sup>	Median Type	Left From Major Street? (Spacing from signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways?	Driveway Spacing <sup>3</sup>
Moderate Access Control	40-45 mph	3 or less Minimum spacing 1590 feet	Raised or painted w/turn pockets	Yes 500 ft. minimum	No, on 6 or 8-lane roadways w/o signal	Yes <sup>4</sup>	200 ft./300 ft.

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

- The policy Level of Service (LOS) standard for Red Rock Road is LOS D. Policy LOS for intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridor. This project should be required to meet all the conditions necessary to complete road improvements to maintain policy LOS standards.
- The 2040 RTP identifies Red Rock Road from Moya to Evans Ranch to be widened to 4-lanes by 2026. Dedication of right of way or setbacks adequate to complete RTP improvements should be required as a condition of approval. See the attached typical 98' right of way section for a 4-lane facility. Additional right of way may be required for dedicated turn lanes at intersections.

The value of right of way shall be determined as of the date of application of the first development approval for this project and shall be based upon the zoning of the land that existing prior to that first approval.

- The purpose of the North Valleys Multimodal Transportation Study was to identify the needs and long term transportation improvements for the regional roads and intersection in the North Valleys area. The study looked at a 20-year horizon for the future conditions analysis which included all the potential and known development projects in the North Valleys Region. For the 2035 scenario, Silver Hills development was assumed to include 680 single family housing units. With the approval of the proposed development, an addition of 1,660 units would be added to the build out scenario equating to approximately 13,500 ADT additional trips on Red Rock Road. This will like require a future project to widen Red Rock Road from the currently planned 4 lanes to 6 lanes.

2035 Red Rock Rd AWDT			
	North of Moya	South of Moya	South of Silver Lake
North Valleys Study (680 SFR Silver Hills)	26,430	31,402	35,719
Adjusted North Valleys Study (2,340 SFR Silver Hills)	39,930	44,900	49,219

- The applicant may be eligible for RRIF waivers for right-of-way and/or construction of improvements to Red Rock Road through a RRIF Offset Agreement. To be eligible for RRIF waivers, the capital improvements to Red Rock Road must be included in the RRIF Capital Improvement Plan (CIP). The 6th Edition RRIF CIP is currently under development and will include the widening of Red Rock Road to 4 lanes. Once the RRIF CIP is adopted, the developer may request to enter into a RRIF Offset Agreement through a letter of intent. Questions regarding RRIF waivers should be directed to Julie Masterpool, RTC Engineering Manager – RRIF Traffic Engineer (348-0171) or [jmasterpool@rtcwashoe.com](mailto:jmasterpool@rtcwashoe.com).
- Please have the developer contact Tina Wu, RTC Senior Planner, at 775-335-1908 or [twu@rtcwashoe.com](mailto:twu@rtcwashoe.com) to discuss potential Park-n-Ride improvements for these projects.
- The land use data in RTC's travel demand model does not include enough household growth in the traffic analysis zone (TAZ) that this property is located in. If this project is approved, we will adjust our travel demand model increasing the land use growth in the TAZ.
- The RTP, the RTC Bicycle/Pedestrian Master Plan and the Nevada Department of Transportation Pedestrian Safety Action Plan, all indicate that new development and re-development will be encouraged to construct pedestrian and bicycle facilities, internal and/or adjacent to the development, within the regional road system. Also, these plans recommend that the applicant be required to design and construct any sidewalks along the frontage of the property in conformance with the stated ADA specifications.

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

Sincerely,



Rebecca Kapuler  
Planner

RK/jm

Attachment

Copies: Mojra Hauenstein, Washoe County Community Services  
Jae Pullen, Nevada Department of Transportation, District II  
Jeremy Smith, Truckee Meadows Regional Planning Agency  
Daniel Doenges, Regional Transportation Commission  
Xuan Wang, Regional Transportation Commission  
Tina Wu, Regional Transportation Commission  
Mark Maloney, Regional Transportation Commission  
Julie Masterpool, Regional Transportation Commission  
David Jickling, Regional Transportation Commission

/879 Silver Hills

Exhibit I

Silver Hills

Master Plan Amendment Case Number WMPA17-0010

Regulatory Zone Amendment Case Number WRZA17-0005

Exhibit I  
WMPA17-0010 and WRZA17-0005



**WASHOE COUNTY**  
**COMMUNITY SERVICES**  
**INTEGRITY COMMUNICATION SERVICE**

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

March 22, 2018

**TO:** Roger Pelham, MPA, Senior Planner, CSD, Planning & Development Division  
**FROM:** Vahid Behmaram, Water Management Planner Coordinator, CSD  
**SUBJECT:** Master Plan Amendment Case Number WMPA17-0010 & Regulatory Zone Amendment Case Number WRZA17-0005 (Silver Hills).

**Project description:**

The applicant is proposing the approval of amendments to the Washoe County Master Plan:

A: Volume 2: North Valleys Area Plan including:

- 1) Silver Knolls Suburban Character Management Area (SKSCMA), Character Statement to remove the description as a "low density suburban residential community" and to add a statement that access to equestrian and multi-use trails is an important aspect of the community character, and to add a statement that the community has changed from a "low" to "medium" density suburban residential community and to allow commercial land use designations within the SKSCMA; and
- 2) Amend Policy NV.1.2 to remove the cap of 2000 new dwelling units of residential density to be allowed within the Suburban Character Management Areas of the North Valleys Area Plan; and
- 3) Amend Policy NV.1.5 to allow Specific Plan as an allowed regulatory zone within the SKSCMA; and
- 4) Amend Policy NV.4.1 to delete the requirement that 50% of new parcels in a subdivision be at least one acre in size; and
- 5) Amend Policy NV.4.2 to delete the requirement that new parcels in a residential subdivision be at least one-half acre in size; and
- 6) Amend Policy NV.4.6 to delete the requirement that dwellings in new residential subdivisions include a garage sized for two vehicles.

B: Volume 3: Specific Plans to add a new specific plan "Silver Hills" that proposes to allow 2,340 dwelling units on  $\pm$  780.32 acres. AND

to approve a change in the regulatory zone on four parcels of land, totaling  $\pm$  780.32 acres from Low Density Suburban (LDS) to Specific Plan (SP), with the intent of allowing the development of 2,340 dwelling units.

The property is located on both the east and west sides of Red Rock Road, north of its intersection with Silver Knolls Boulevard. Assessor's Parcel Numbers: 087-390-10;087-390-13;



Exhibit I  
WMPA17-0010 and WRZA17-0005



**WASHOE COUNTY**  
**COMMUNITY SERVICES**  
**INTEGRITY COMMUNICATION SERVICE**

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

086-203-05 & 086-232-31, Parcel Sizes: ±243.02 acres; ±307.838 acres; ± 38.67 acres; and ±192.39 acres.

*The Community Services Department (CSD) offers the following Water Rights comments regards this project:*

The Master Plan Amendment application indicates "*Proposed* Annexation to TMWA water service territory" as the source of water supply to the proposed Specific Plan development consisting of 2,340 dwelling units.

TMWA water service, based on delivery of Fish Springs water resources, may represent the only viable and sustainable water supply to this Specific Plan development. To grant the requested land entitlements without a fully identified and / or secured sustainable source of water supply is contrary to County policy and development code PSF.1.13, "Ensure that a safe and dependable water supply is provided". Therefore, CSD can not support approval of the Master Plan Amendment and the Specific Plan development as proposed in this application.



Exhibit I  
WMPA17-0010 and WRZA17-0005



## Reno-Tahoe International Airport

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

March 28, 2018

Roger Pelham, Senior Planner  
Washoe County Planning and Building Division  
PO Box 11130  
Reno, NV 89520-0027  
rpelham@washoecounty.us

**Re: Silver Hills Master Plan Amendment and Regulatory Zone Amendment Revised  
(WMPA17-0010 and WRZA17-005, APN 087-390-10, 087-390-13, 086-203-05, 086-232-31)**

Dear Mr. Pelham:

As cited in the October 7, 2017 letter from the Reno-Tahoe Airport Authority (RTAA), the proposed master plan and regulatory zone amendment is a preliminary step towards future residential development underneath the flight paths of the Reno-Stead Airport (RTS) and specifically underneath the approach, transitional, conical, and horizontal surfaces as defined by Federal Aviation Regulations Part 77.

Although no new development or construction is proposed at this time, any future noise-sensitive development, such as residences, schools, and churches, will experience aircraft overflights and noise as a result of the property's location directly west of Runway 8/26. Runway 8/26 is the primary runway at RTS and is utilized by the majority of aircraft at RTS.

Although this project is not located within an established airport noise impact area (65 Ldn noise level), future residents will experience aircraft overflights and noise, especially during seasonal and/or special events, including but not limited to Bureau of Land Management aircraft activity during fire season and activity related to the National Championship Air Races and Air Show.

For this reason, the RTAA encourages the developer to consider the following measure which would allow future residents to be educated about their location in proximity to the Reno-Stead Airport:

*The applicant(s) and/or property owner(s) shall include a formal noise disclosure relevant to aircraft overflights and noise, acceptable to the Airport Authority, as a separate document from the Title Agreement. This noise disclosure may be obtained from the Airport Authority and should be attached to any parcel map, tentative map or final map for approval.*

If you have any questions, please call me at (775) 328-6476 or lbutterfield@renoairport.com

Sincerely,

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

Lissa K. Butterfield, Senior Airport Planner

Cc: Mike Scott, Manager of Reno-Stead Airport

Reno-Tahoe Airport Authority  
Reno-Tahoe International Airport • Reno Stead Airport

Exhibit I  
WMPA17-0010 and WRZA17-0005



STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

District II  
310 Galletti Way  
Sparks, Nevada 89431  
(775) 634-8300 FAX (775) 834-8319

April 3, 2018

BRIAN SANDOVAL  
Governor

RUDY MALFABON, P.E., Director

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

WMPA17-0010 / WTM18-004  
Silver Hills  
US 395/ Red Rock

Attention: Mr. Roger Pelham, MPA, Senior Planner

Dear Mr. Pelham:

The Nevada Department of Transportation, District II (NDOT) has reviewed the Master Plan Amendment (WMPA17-0010) and the Regulatory Zone Amendment (WRZA17-0005) for the Silver Hills development. Approval to these requests will allow 780.32 acres from Low Density Suburban (LDS) to Specific Plan (SP), with the intent of increasing the development up to 2,340 dwelling units.

NDOT comments specific to the referenced request:

1. Solaequi Engineers' submitted Traffic Impact Study, dated September 2017, determined the proposed development will generate up to 19,097 total daily trips with 1,648 AM peak hour and 1,794 PM peak hour.
  - Capacity analysis was performed considering the existing, existing plus project, 2027 base, and 2027 base plus project scenarios.
  - At the Red Rock Interchange, the study indicates many turning movements doubling in trips for the AM and PM peak hours (existing traffic plus project):
    - For example, vehicles heading southbound on Red Rock Rd turning left onto US 395 SB ramp increases during the AM and PM peak hour, 634 to 1,375 trips and 360 to 759 trips, respectively.
  - For the Red Rock Interchange ramps, the study recommends that traffic signal warrants be periodically reviewed; a traffic signal and capacity improvements should be constructed when warranted through RTC's Regional Road Impact Fee (RIFF) Program.
  - All traffic mitigation improvements on Red Rock Road and the interchange are deferred to RTC's Regional Road Impact Fee (RIFF) Program and 2040 Regional Transportation Plan (RTP).
2. The proposed project is a Major Traffic Generator as defined in the Nevada Administrative Code (NAC 408.429).
3. NDOT recommends an addendum to the Traffic Impact Study and should include the following:

# Exhibit I

## WMPA17-0010 and WRZA17-0005

- Study should include traffic crash data, during a minimum period of three (3) years for existing street corridors as well as provide estimates of increased or decreased accident potential.
- The study does not provide project phasing (only full build-out). The recommendations utilize the RTC's RIFF Program and projects on the RTP. NDOT recommends project phasing (based on housing units) be included in the study as well as possible interim improvements that would be needed within the 10-year development schedule.
- With limited funds and multiple locations recommended as RIFF Program improvements, it would be helpful if the study prioritized the recommended roadway capacity/safety projects. Should interchange improvements occur prior to the Red Rock Road capacity and intersection projects?
- RTC's RIFF program may be limited in funding interchange projects. NDOT recommends the Red Rock Interchange recommendations be verified with RTC.
- The interchange analysis concludes the existing US 395 SB "EB Left-Thru-Right" level of service/delay is a service "F" in the AM and "D" in the PM peak. The proposed development increases the AM and PM peak hour trips, resulting in a level of service "F" for both. Is the increase in driver delay a safety concern? Is there a history of crashes resulting in this turning movement? Will the level of service in "F" in the PM peak hour be more of a concern than the AM peak hour?
- With the increase of traffic volumes, does the traffic scenarios determine the need to signalize the interchange within the next 10 years?

Developer is encouraged to coordinate with NDOT on the study. For questions and comments, please contact Mr. O.J. Oujevolk at the Traffic Office, (775) 834-8304.

4. NDOT recommends an interagency meeting with the County, RTC, and the Developer to further discuss RTC's RIFF Program/ 2040 RTP, NDOT's capacity projects, and project improvements.

### Other comments specific to the future development/ permitting process:

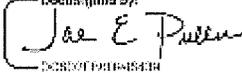
5. An occupancy permit is required for facilities within the NDOT right-of-way. Please see the *Terms and Conditions Relating to Right of Way Occupancy Permits* (2017 edition) booklet available online at [nevadadot.com](http://nevadadot.com). Contact the Permit Office at (775) 834-8330 for more information regarding an occupancy permit.
6. For any non-permanent activities or temporary traffic control such as placement of cones, static signs, and portable electronic signs within NDOT right-of-way will require a temporary permit. Please submit temporary permit applications at least 4 weeks prior to the scheduled activity or work. Contact the Permit Office for more information.
7. The applicant is encouraged to coordinate with the Permit Office early for any required occupancy permit (access management, hydraulic design and drainage facilities, maintenance memo of understanding (MOU), roadway abandonment, intersection control evaluation, leases, etc.). NDOT's permit processing time may vary based on project complexity; however, the processing time is approximately forty-five (45) working days. This does not include any revision time needed to make necessary changes in the design. Significant design applications may take more than one revision, please allow adequate planning and schedule ahead.
8. An effective strategy to minimize delay is taking advantage of the Permit Office's Pre-Permit process. Preliminary plans and associated engineering documents may be submitted in advance for NDOT review and comment. This service does not require a processing fee. Please contact the Permit Coordinator, Paula Diem, at (775) 834-8330 for any questions or comments regarding the pre-permit process.

Exhibit I  
WMPA17-0010 and WRZA17-0005

9. Prior to any grading adjacent to NDOT right-of-way, a drainage report, including a grading plan, and a Drainage Form must be submitted to the Permit Office. Please contact the Permit Office at (775) 834-8330 for more information.
10. The state defers to municipal government for land use development decisions. Public involvement for community development related improvements within the NDOT right-of-way should be considered during the municipal land use development public involvement process. Significant public improvements within the NDOT right-of-way developed after the municipal land use development public involvement process may require additional public involvement. It is the responsibility of the permit applicant to perform such additional public involvement. We would encourage such public involvement to be part of a municipal land use development process.

Thank you for the opportunity to review this community development proposal. NDOT reserves the right to incorporate further changes and/or comments as the design review advances. I look forward to working with you and completing a successful project. Please feel free to contact me at (775) 834-8330, if you have any further questions or comments.

Sincerely,

Digitally signed by  
  
Jae E. Pullen

Jae E. Pullen, P.E., PTOE  
Engineering Services Manager

04/03/2018

JEP:mno

cc: Thor Dyson, NDOT District Engineer  
Richard "O.J." Onjevolk, NDOT Traffic  
Hoang Hong, NDOT Traffic Ops  
Rebecca Kapuler, RIC Washoe  
Kary Stark, Washoe County  
Paul Solaesgui, Solaesgui Engineers, Ltd.  
File

# Exhibit I

## WMPA17-0010 and WRZA17-0005



**REGIONAL TRANSPORTATION COMMISSION**

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

April 3, 2018

FR: Chrono/PL 183-17

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

**RE: WMPA17-0010 (Silver Hills)**  
**WRZA17-0005 (Silver Hills)**

Dear Mr. Pelham,

We have reviewed the subject applications and have the following comments and recommendations.

**Comments and Recommendations:**

1. The 2040 Regional Transportation Plan (RTP) identifies Red Rock Road as an arterial with moderate-access control. To maintain arterial capacity, the following RTP access management standards should be maintained.

Access Management Standards-Arterials <sup>1</sup> and Collectors							
Access Management Class	Posted Speeds	Signals Per Mile and Spacing <sup>2</sup>	Median Type	Left From Major Street? (Spacing from signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways?	Driveway Spacing <sup>3</sup>
Moderate Access Control	40-45 mph	3 or less Minimum spacing 1590 feet	Raised or painted w/tum pockets	Yes 500 ft. minimum	No, on 6 or 8-lane roadways w/o signal	Yes <sup>4</sup>	200 ft./300 ft.

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

2. The policy Level of Service (LOS) standard for Red Rock Road is LOS D. Policy LOS for intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridor. This project should be required to meet all the conditions necessary to complete road improvements to maintain policy LOS standards.
3. The 2040 RTP identifies Red Rock Road from Moya Boulevard to Evans Ranch to be widened from a 2 to 4 lanes by 2026. Dedication of right-of-way or setbacks adequate to complete RTP improvements should be required as a condition of approval.

# Exhibit I

## WMPA17-0010 and WRZA17-0005

See the attached typical 98' right-of-way section for a 4-lane facility. Additional right-of-way may be required for dedicated turn lanes at intersections.

4. The traffic study prepared by Solagei Engineers and submitted with the project application reviewed the project's impacts to Red Rock Road and identified intersection improvements will be needed at the following intersections for the Model Year 2027 plus project volumes:
  - US 395/Red Rock Road ramps
  - Red Rock Road/Silver Lake Road
  - Red Rock Road/Moya Boulevard – Signalization currently underway
  - Red Rock Road/ Bighorn Drive (non-regional intersection)
  - Red Rock Road/Silver Knolls Boulevard/South Project Access (non-regional intersection)
  - Red Rock Road/North Project Access (non-regional intersection)
  
5. The North Valleys Multimodal Transportation Study identified the needs and long term transportation improvements for the regional roads and intersection in the North Valleys area. The study looked at a 20-year horizon for the future conditions analysis which included all the potential and known development projects in the North Valleys Region. For the 2035 scenario, Silver Hills development was assumed to include 680 single family housing units. With the approval of the proposed development, an addition of 1,660 units would be added to the build out scenario equating to approximately 13,500 ADT additional trips on Red Rock Road. This will like require a future project to widen Red Rock Road from the currently planned 4 lanes to 6 lanes.

2035 Red Rock Road AWDT			
	North of Moya	South of Moya	South of Silver Lake
North Valleys Study (680 SFR Silver Hills)	26,430	31,402	35,719
Adjusted North Valleys Study (2,340 SFR Silver Hills)	39,930	44,900	49,219

6. The applicant may be eligible for RRIF waivers for right-of-way and/or construction of improvements to Red Rock Road through a RRIF Offset Agreement. To be eligible for RRIF waivers, the capital improvements to Red Rock Road must be included in the RRIF Capital Improvement Plan (CIP). RRIF eligible intersection improvements are limited to the intersection of two regional roadways. Bighorn Drive, Silver Knolls Boulevard and the project access roadways are not regional roadways and therefore, not eligible for RRIF Waivers the RRIF Offset program. The 6th Edition RRIF CIP is currently under development and will include the widening of Red Rock Road to 4 lanes. Once the RRIF CIP is adopted, the developer may request to enter into a RRIF Offset Agreement through a letter of intent. Questions regarding RRIF waivers should be directed to Julie Masterpool, RTC Engineering Manager – RRIF Traffic Engineer (348-0171).

Exhibit I  
WMPA17-0010 and WRZA17-0005

Page 3

**WMPA17-0010 (Silver Hills) and WRZA17-0005 (Silver Hills)**

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

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

Sincerely,



RK/jm

Attachment

Copies: Mojra Hauenstein, Washoe County Community Services  
Trevor Lloyd, Washoe County Community Services  
Eva Krause, Washoe County Community Services  
Jae Pullen, 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

/807 Silver Hills

Exhibit I  
WMPA17-0010 and WRZA17-0005

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

April 6, 2018

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

RE: Master Plan Amendment WMPA 17-0010/Regulatory Zone Amendment WRZA 17-0001;  
087-390-10; 087-390-13; 086-203-05; 086-232-32

Dear Mr. Pelham:

The Washoe County Health District, Emergency Medical Services (EMS) Oversight Program, has reviewed the above referenced project. Based on the submitted documentation there could be effects on EMS and/or healthcare. For example, the traffic study states 19,097 daily trips will be generated from this project. This could impact EMS responses, particularly during peak hours. Additionally, the addition of 2,340 dwellings may increase the use of the healthcare system in the region. It is recommended that the applicant complete an Environmental Impact Assessment. For additional information the applicant should contact the Washoe County Health District's Division of Environment Health Services at (775) 328-2434.

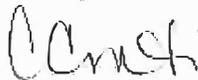
Advanced Life Support (ALS) fire services are provided by Truckee Meadows Fire Protection District and ALS ambulance services are provided by REMSA through a Franchise agreement with the Washoe County Health District. For the parcel locations, REMSA's Franchise response requirement for life-threatening calls is 15:59 for 90 percent of calls.

The closest hospital is Saint Mary's Regional Medical Center, which is approximately 16 miles away from the parcel, should individuals require such services. There are also several other acute care hospitals and healthcare resources, such as urgent cares, available throughout 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](mailto:cconti@washoecounty.us)  
(775) 326-6042

EPIDEMIOLOGY AND PUBLIC HEALTH PREPAREDNESS  
1001 East Ninth Street | P.O. Box 11130 | Reno, Nevada 89520  
EPHP Office: 775-326-6055 | Fax: 775-325-8130 | [washoecounty.us/health](http://washoecounty.us/health)  
Serving Reno, Sparks and all of Washoe County, Nevada. Washoe County is an Equal Opportunity Employer.



Exhibit I  
WMPA17-0010 and WRZA17-0005

**From:** [Lawson, Clara](#)  
**To:** [Pelham, Roger](#)  
**Cc:** [Smith, Dwayne E.](#); [Klein, Kris](#); [Lloyd, Trevor](#)  
**Subject:** MasterPlan WMPA17-0010 (Silver Hills) & Reg Zone WRZA17-0005 (Silver Hills)  
**Date:** Monday, April 02, 2018 10:26:35 AM  
**Attachments:** [image001.png](#)  
[image003.png](#)

---

I don't have any comments for these amendments.

Sincerely,

Clara Lawson, PE, PTOE, Licensed Engineer  
Washoe County | Community Services Dept | Engineering Division 1001 E. Ninth St., Reno NV

89520

[clawson@washoecounty.us](mailto:clawson@washoecounty.us) | o 775-328-3603 | fax 775-328-3699

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Exhibit I  
WMPA17-0010 and WRZA17-0005



**WASHOE COUNTY**  
**COMMUNITY SERVICES DEPARTMENT**

Engineering and Capital Projects Division

*"Dedicated to Excellence in Public Service"*

1001 East 9<sup>th</sup> Street PO Box 11130 Reno, Nevada 89520 Telephone: (775) 328-2040 Fax: (775) 328-3699

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**INTEROFFICE MEMORANDUM**

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**DATE:** April 4, 2018  
**TO:** Roger Pelham, Planning and Building Division  
**FROM:** Leo R. Vesely, P.E., Engineering and Capital Projects Division  
Clara Lawson, P.E., Engineering and Capital Projects Division  
Tim Simpson, P.E., Engineering and Capital Projects Division  
**SUBJECT:** WMPA17-0010 and WRZA17-0005  
APNs 086-203-05, 086-232-31, 087-390-10 & 13  
SILVER HILLS

---

Washoe County Engineering and Capital Projects Division staff has reviewed the referenced master plan and regulatory zone amendments, and have the following comments:

The Silver Hills Specific Plan Development Standards Handbook proposes several changes to sections of the Development Code that are administered by the Engineering and Capital Projects Division. In general, it is not clear how the proposed Handbook will affect street and drainage design, thus it is not advisable to allow the Handbook to supersede engineering sections of the Development Code. It would be more appropriate to address changes to engineering requirements as more detailed project applications (i.e. tentative maps) are submitted for review. At that time, options that would alter engineering standards could be considered, such as revocable encroachment permits for non-standard installations in County right-of-way, etc.

Engineering and Capital Projects Division has the following requirements related to the proposed development standards outlined in the Silver Hills Specific Plan Development Standards Handbook:

1. Standards contained within the Silver Hills Specific Plan Development Standards Handbook that conflict with engineering requirements in the Washoe County Development Code will require review and approval by the Washoe County Engineering and Capital Projects Division on a case by case basis.
2. In section 2.4 nonstandard street sections are proposed and include the use of rolled curb. Engineering requires the use of standard Type I curb & cutter (aka L-curb) for public streets.
3. In section 2.4, sidewalks are proposed only on one side of the street. With the exception of Red Rock Road, Engineering requires 4' wide concrete sidewalk be constructed on both sides of all streets. Minimum 5' wide concrete sidewalk is required on both sides of Red Rock Road. All sidewalks shall be maintained by the homeowners association.
4. Per section 2.4, several paths are proposed throughout the project, and surface treatment varies from AC pavement to concrete or DG. Engineering requires that all paths within the project be perpetually maintained by the homeowners association.

Exhibit I  
WMPA17-0010 and WRZA17-0005

5. Per Section 2.4.3, 20' wide privately maintained alleys may be used in single family areas. Engineering requires that private alleys meet the width requirements per sections 110.436.105 and 110.436.110 of the Development Code.

6. Sections 2.4.4 – 2.4.10 address landscaped islands and streetscapes. Engineering requires that all streetscapes meet Washoe County and AASHTO requirements for sight distances and safety guidelines. In addition, any landscaping placed 200' or closer to a traffic control sign shall be less than 6' tall. Damage to curb, gutter or sidewalk caused by landscaping shall be repaired by the homeowners association. Tree canopies that overhang the travel way shall be maintained a minimum 14' above the pavement.

7. Sections 2.4.7 & 2.4.8, Street Lighting. Any street lights that do not meet Washoe County standards shall be placed outside Washoe County right-of-way. These street lights shall be private, and the CC&R's shall indicate operation and maintenance of the street lights shall be the responsibility of the homeowners association. Note that County standards do not include decorative head light fixtures and result in street lights installed mainly at major intersections; it appears that several more street lights are proposed in the Handbook.

8. Section 2.4.9, Project entry structures and all non-County maintained items (signs, landscaping, paths, etc.) constructed with the Washoe County right-of-way will require a revocable encroachment permit and shall comply with AASHTO clear zone requirements.

9. Section 4.3.4 indicates the site ultimately drains to Silver Lake (a closed basin) and that retention basins will be used to limit runoff rates at or below pre-development rates. Engineering will also require that runoff volumes be limited to at or below predevelopment rates.

10. An inter-local agreement between Washoe County and the City of Reno for sanitary sewer service will be required.

11. Section 2.5 Signs. Signs located within the County right-of-way shall meet MUTCD standards, and Engineering approval is required prior to construction of all signs. After construction, the County will have jurisdiction over all signs located within the right-of-way. Monument and wayfinding signs shall be located outside of the County right-of-way and placed so that sight visibility of motorist is AASHTO compliant. Signs placed within the County sign easement will require County approved before they are installed.

LRV/lrv

# Exhibit I

## WMPA17-0010 and WRZA17-0005

**From:** Lauren Knox  
**To:** [Palham, Roger](#)  
**Cc:** [Mike Railey](#); [Lloyd, Trevor](#); [Robinson, K.](#); [Chris Tolley](#); [Nate Kusha \(TMRPA Intern\)](#)  
**Subject:** RE: REVISED Silver Hills Development Standards Handbook  
**Date:** Wednesday, March 07, 2018 12:54:58 PM  
**Attachments:** [imac001.png](#)

---

Roger,

I cannot say whether or not this project would be found in conformance with the Regional Plan at this time, however, I wanted to provide you with some preliminary brief points to hopefully help reduce any future inadvertent issues with conformance review. As this is a cursory review, please note that these comments are not exhaustive and subject to change should the project be received and reviewed for conformance with the Regional Plan at a later time.

- Policy 1.3.2:
  - Overall for detached housing, Policy 1.3.2 allows for densities of 5 units per acre or less
    - The handbook mentions that the overall density will be approximately 3 units per acre
  - There are various mentions of attached housing products allowed in certain portions of the site
    - Policy 1.3.2 of the Regional Plan discusses attached housing in which it states “In locations where attached housing types are appropriate to support affordability and transit goals, the Washoe County master plan shall designate such areas and determine densities on a case-by-case basis, subject to regional conformance review.”
      - The first part of this policy requires that attached housing support affordability and transit goals
        - Affordability in the Regional Plan is defined in Goal 1.4 of the Regional Plan, which aims to increase affordable housing opportunities for persons earning less than 80% of the Area Median Income and also to increase workforce opportunities for person earning between 80-120% Area Median Income
          - I did not see any reference in the handbook to affordability as it relates to the attached housing units
        - In terms of transit, the Regional Plan prioritizes transit in the core, generally defined at downtown centers, regional centers, and TOD corridors
          - I did not see any reference in the handbook discussing transit provision
  - Project of Regional Significance
    - The handbook mentions approximately that 2,340 units could be recognized
      - This will be considered a project of regional significance for at least the number of units, and potentially for more factors as identified in appendix 4

# Exhibit I

## WMPA17-0010 and WRZA17-0005

### of the Regional Plan

- Additionally, on page 1-13 of the handbook, the section regarding modifications mentions that any modifications that exceed 20% shall require additional review
  - Please note that in terms of a PRS, a proposed amendment of an overall project by 10% or more that originally qualified the project as a PRS is subject to another conformance review
- Other items
  - Provision of services and facilities concurrent with the impacts from new development
    - At this stage I understand the County has not reviewed the provision of services and facilities so I cannot weigh in on that aspect yet
  - Natural Resources
    - The area seems to be in an indicated high biodiversity area
      - Again, the review has not been complete on this so I cannot weigh in yet

I hope this information can help Washoe County and the applicant during the review process of this item. If you have any questions, please don't hesitate to reach out.



**Lauren Knox**  
Regional Planner  
Truckee Meadows Regional Planning Agency  
1105 Terminal Way Suite 316  
Reno, NV 89502  
775.321.8397  
[www.tmrpa.org](http://www.tmrpa.org)

Exhibit I  
WMPA17-0010 and WRZA17-0005

**From:** [Schull, Shyanne](#)  
**To:** [Pelham, Roger](#)  
**Subject:** WMPA17-0010 (Silver Hills),WTM18-004  
**Date:** Monday, March 26, 2018 12:28:23 PM  
**Attachments:** [image003.png](#)

---

Good afternoon Roger,  
I have reviewed Items 2 and 3 and I do not see any concerns from WCRAS' perspective.  
Thank you,

Shyanne Schull  
Director  
Washoe County Regional Animal Services  
2825A Longley Lane  
Reno, NV 89502  
775.328.2142 Office  
775.322.3647 Dispatch  
[Schull@washoecounty.us](mailto:Schull@washoecounty.us)  
[www.washoeanimals.com](http://www.washoeanimals.com)

*"Promoting responsible care of animals  
through education, proactive outreach,  
and regulation, making Washoe County  
a safe community".*



Exhibit I  
WMPA17-0010 and WRZA17-0005

**From:** Patrick Mohn  
**To:** [Pelham, Roger](#)  
**Subject:** WMPA17-0010 Silver Hills  
**Date:** Thursday, March 22, 2018 8:27:31 AM

---

The NDEP has no comments other than the NDEP will do a detailed review of Tentative and Final Maps when they are submitted (with fees). As noted in the application, the developer intends to connect to community sewer, which the NDEP supports. Intent-to-Serve letters for sewer will need to be provided for Tentative Maps and a formal Will Serve for sewer will need to be included with the Final Map submittals.

Pat Mohn



**Patrick A. Mohn, M.Sc., P.E.**  
**UIC Compliance Coordinator**  
**Bureau of Water Pollution Control (BWPC)**  
**Nevada Division of Environmental Protection**  
**901 South Stewart Street, Suite 4001**  
**Carson City, NV 89701**  
**p: 775.687.9419 fax: 775.687.4684**  
**pmohn@ndep.nv.gov**

Exhibit I  
WMPA17-0010 and WRZA17-0005



March 30, 2018

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

RE: WRZA17-0005 Silver Hills; [Click here to enter text.](#)  
[Click here to enter text.](#); [Click here to enter text.](#)

Dear Mr. Pelham:

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

1. The project must comply with the following codes for fire and life safety;
2. 2012 International Fire Code
3. Chapter 60 Washoe County Code
4. 2012 WUI Code
5. All Applicable NFPA codes

Please contact me for additional questions

Sincerely,

Denise Reynolds

**TRUCKEE MEADOWS FIRE PROTECTION DISTRICT**  
1001 E. Ninth St. Bldg. D 2nd Floor • Reno, Nevada 89512 • PO Box 11130 • Reno, Nevada 89520  
Office 775.326.6000 Fax 775.326.6003

**Exhibit J**

**Silver Hills**

**Master Plan Amendment Case Number WMPA17-0010**

**Regulatory Zone Amendment Case Number WRZA17-0005**



**WASHOE COUNTY**  
**COMMUNITY SERVICES**  
**INTEGRITY COMMUNICATION SERVICE**

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

July 19, 2018

TO: Roger Pelham, MPA, Senior Planner, CSD, Planning & Development Division

FROM: Vahid Behmaram, Water Management Planner Coordinator, CSD

SUBJECT: Master Plan Amendment Case Number WMPA17-0010 (Silver Hills);&  
Regulatory Zone Amendment Case Number WRZA17-0005 (Silver Hills).

**Project description:**

The applicant is proposing the approval of amendments to the Washoe County Master Plan, North Valleys Area Plan including:

- 1) Remove two parcels of land totaling ± 551.62 acres from the Silver Knolls Suburban Character Management Area; and
- 2) Amend the North Valleys Area Plan Character Management Area map to reflect the removal of two parcels of land totaling the ±551.62 acres from the Silver Knolls Suburban Character Management Area; and
- 3) Amend Policy NV.4.1 to delete the requirement that 50% of new parcels in a subdivision be at least one acre in size; and
- 4) Amend Policy NV.4.2 to delete the requirement that new parcels in a residential subdivision be at least one-half acre in size; and
- 5) Amend Policy NV.4.6 to delete the requirement that dwellings in new residential subdivisions include a garage sized for two vehicles.

The application also proposes to amend the regulatory zone on two parcels of land, totaling ± 551.62 acres from Low Density Suburban (LDS) to Specific Plan (SP), with the intent of approving a specific plan allowing the development of 1,654 dwelling units.

Location: On west side of Red Rock Road, north of its intersection with Silver Knolls Boulevard, Assessor's Parcel Numbers: 087-390-10 & 087-390-13, Parcel Sizes: ±308.60 acres; ± 243.02 acres.

*The Community Services Department (CSD) offers the following Water Rights comments and conditions regards this project:*





**WASHOE COUNTY**  
**COMMUNITY SERVICES**  
**INTEGRITY COMMUNICATION SERVICE**

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

The Master Plan Amendment application “*envisions*” “Annexation to TMWA water service territory” as the source of water supply to the proposed Regulatory Zone Amendment consisting of 1,654 dwelling units.

Currently, TMWA water service, based on delivery of Fish Springs water resources, represents the only viable and sustainable water supply in the geographical area of the proposed Master Plan Amendment. To grant the requested land entitlements without a fully identified sustainable source of water supply is contrary to County policy and development code PSF.1.13, “Ensure that a safe and dependable water supply is provided”. The Master Plan Amendment and the Regulatory Zone Amendment as proposed do not commit to annex to TMWA for future water service from Fish Springs water resources OR identify an equally sustainable and permitted source of water supply validated by Washoe County CSD. Therefore The Master Plan Amendment and the Regulatory Zone Amendment as proposed are deficient in meeting the code.

The application indicates a desire to use treated effluent at the project. Such uses are often seasonal, and insufficient for full disposal of all the treated effluent generated by the project at full build out. Facilities necessary for treated sewage disposal shall be addressed prior to granting the requested land entitlements. The Master Plan Amendment and the Regulatory Zone Amendment as proposed lacks technical input from City of Reno and Washoe County staff regards facility planning for both sewage treatment and treated sewage disposal capacity upgrades.





**Washoe County School District**

Every Child, By Name And Face, To Graduation

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

Board of Trustees: Katy Simon Holland, President † Malena Raymond, Vice President † John Mayer, Clerk †  
Debra Feenster † Veronica Frenkel † Angie Taylor † Scott Kelley † Traci Davis, Superintendent

07-Aug-18

Roger Pelham, MPA, Senior Planner  
Washoe County Community Services Department  
Planning and Building Division  
rpelham@washoecounty.us

RE: WRZA17-0005 (Silver Hills)

Dear Mr. Pelham,

Silver Hills, which proposes 1,654 new single-family residential units, will impact Washoe County School District facilities. This project is currently zoned for the following schools:

**Silver Lake Elementary School**

Silver Lake ES has 2 portable buildings (4 classrooms) in use that provide temporary space for an additional 100 students.

- Estimated Silver Hills impact = 445 new ES students (1,654 single-family units x 0.244 ES students per unit)
- Base Capacity = 584
- 2017-2018 Enrollment = 558
- % of Base Capacity = 96%
- 2017-2018 Enrollment including Silver Hills = 1,003
- % of Base Capacity including Silver Hills = 172%
- The Washoe County School District is following up with the developer of Silver Hills to configure an offer of 25 acres of land to be utilized for the purposes of an elementary school site or two which would accommodate students generated by Silver Hills' development.

### Cold Springs Middle School

- **Estimated Silver Hills impact = 78 new MS students (1,654 single-family units x 0.047 MS students per unit)**
- **Base Capacity = 1,409**
- **2017-2018 Enrollment = 980**
- **% of Base Capacity = 70%**
  
- **2017-2018 Enrollment including Silver Hills = 1,058**
- **% of Base Capacity including Silver Hills = 75%**

### North Valleys High School

North Valleys HS has 4 portable buildings (8 classrooms) in use that provide temporary space for an additional 200 students.

- **Estimated Silver Hills impact = 129 new HS students (1,654 single-family units x 0.078 HS students per unit)**
- **Base Capacity = 2,061**
- **2017-2018 Enrollment = 2,032**
- **% of Base Capacity = 99%**
  
- **2017-2018 Enrollment including Silver Hills = 2,161**
- **% of Base Capacity including Silver Hills = 105%**
  
- **Prior to the passage of WC-1, Washoe County School District identified the eventual need for a high school in the Cold Springs area. WCSD maintains that a high school in Cold Springs will be built and in so doing will lead to the overcrowding relief of North Valleys High School. In addition to this, with the construction of a high school at Wildcreek, current Hug High School will be renovated into a Career and Technical Academy.**

- Until Washoe County School District's official "count day" on October 1, WCSD will utilize enrollment counts from the 2017/2018 school year so as to inform most official enrolment projection statistics.

Thank you for the opportunity to comment. Please inform of any further questions and/or comments.

***Brett A. Rodela***

Brett A. Rodela, GIS Analyst  
 Washoe County School District Capital Projects  
 14101 Old Virginia Road  
 Reno NV USA 89521  
 775.325.8303  
[brett.rodela@washoeschools.net](mailto:brett.rodela@washoeschools.net)

**From:** [West, Walt](#)  
**To:** [Pelham, Roger](#)  
**Cc:** [Smith, Dwayne E.](#); [Emerson, Kathy](#); [Gump, Mike](#); [Handrock, Wayne](#); [Simpson, Tim](#); [Vesely, Leo](#); [Lawson, Clara](#); [Klein, Kris](#); [Stark, Katherine](#)  
**Subject:** RE: July Agency Review Memo II - Please confirm Engineering staff review assignments  
**Date:** Wednesday, August 01, 2018 7:09:16 AM  
**Attachments:** [WMPA17-0010 WRZA17-0005 Silver Hills comments.docx](#)  
[image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

Wanted to clarify that previous comments provided to you by Leo for WMPA17-0010 and WRZA17-0005 still apply but no new comments for the revision.



**Walter West, P.E.**  
 Licensed Engineer | Community Services Department  
[wwest@washoecounty.us](mailto:wwest@washoecounty.us) | Office: 775.328-2310 | Fax: 775.328.3699  
 PO Box 11130, Reno, NV 89520-0027



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# WASHOE COUNTY

## COMMUNITY SERVICES DEPARTMENT



Engineering and Capital Projects Division

*"Dedicated to Excellence in Public Service"*

1001 East 9<sup>th</sup> Street PO Box 11130 Reno, Nevada 89520 Telephone: (775) 328-2040 Fax: (775) 328-3699

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### INTEROFFICE MEMORANDUM

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**DATE:** April 4, 2018

**TO:** Roger Pelham, Planning and Building Division

**FROM:** Leo R. Vesely, P.E., Engineering and Capital Projects Division  
Clara Lawson, P.E., Engineering and Capital Projects Division  
Tim Simpson, P.E., Engineering and Capital Projects Division

**SUBJECT:** **WMPA17-0010 and WRZA17-0005**  
**APNs 086-203-05, 086-232-31, 087-390-10 & 13**  
**SILVER HILLS**

---

---

Washoe County Engineering and Capital Projects Division staff has reviewed the referenced master plan and regulatory zone amendments, and have the following comments:

The Silver Hills Specific Plan Development Standards Handbook proposes several changes to sections of the Development Code that are administered by the Engineering and Capital Projects Division. In general, it is not clear how the proposed Handbook will affect street and drainage design, thus it is not advisable to allow the Handbook to supersede engineering sections of the Development Code. It would be more appropriate to address changes to engineering requirements as more detailed project applications (i.e. tentative maps) are submitted for review. At that time, options that would alter engineering standards could be considered, such as revocable encroachment permits for non-standard installations in County right-of-way, etc.

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1. Standards contained within the Silver Hills Specific Plan Development Standards Handbook that conflict with engineering requirements in the Washoe County Development Code will require review and approval by the Washoe County Engineering and Capital Projects Division on a case by case basis.
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5. Per Section 2.4.3, 20' wide privately maintained alleys may be used in single family areas. Engineering requires that private alleys meet the width requirements per sections 110.436.105 and 110.436.110 of the Development Code.

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LRV/lrv

**From:** [O'Connor, Tim](#)  
**To:** [Pelham, Roger](#)  
**Subject:** FW: Master Plan Amendment Case Number WMPA17-0010 and WRZA17-0005 (Silver Hills)  
**Date:** Tuesday, July 24, 2018 2:52:13 PM

---

Roger,

The Sheriff's Office Patrol Division's response to both the WMPA17-0010 and WRZA17-0005 (Silver Hills) remains as noted below. The project will generate an increase in calls for service for Patrol and our staffing will not be augmented, thus resulting in a reduced level of overall service or response time to the citizens of the County.

Tim O'Connor

---

**From:** O'Connor, Tim  
**Sent:** Wednesday, March 21, 2018 8:59 AM  
**To:** Pelham, Roger <RPelham@washoecounty.us>  
**Subject:** Master Plan Amendment Case Number WMPA17-0010 (Silver Hills)

Roger,

With regard to the Master Plan Amendment Case Number WMPA17-0010 (Silver Hills):

From the perspective of the Washoe County Sheriffs' Office Patrol Division, it is important to be aware of the following and as reasonable as possible, recommend an increase in law enforcement to address the additional workload and responsibilities that will come with a new development or expansion of the populous to our community.

As 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, 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 and rarely increased based upon 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

**From:** Patrick Mohn  
**To:** [Pelham, Roger](#)  
**Subject:** Silver Hills WMPA17-0010-WRZA17-0005  
**Date:** Monday, July 23, 2018 7:39:20 AM

The NDEP has no comments on the second amended plan.



Patrick A. Mohn, **M.Sc., P.E.**  
UIC Compliance Coordinator  
Bureau of Water Pollution Control (BWPC)  
Nevada Division of Environmental Protection  
901 South Stewart Street, Suite 4001  
Carson City, NV 89701  
p: 775.687.9419 fax: 775.687.4684  
[pmohn@ndep.nv.gov](mailto:pmohn@ndep.nv.gov)

**From:** Butterfield, Lissa  
**To:** [Pelham, Roger](#)  
**Subject:** FW: July Agency Review Memo II  
**Date:** Friday, July 27, 2018 2:21:34 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[July Agency Review Memo II.pdf](#)

Good afternoon, Roger:

The Airport Authority submitted comments on this development in March 2018. Would you like me to submit new comments specific to the revised items? The comments would be identical in nature to the March comments.

Sincerely,

*Lissa K. Butterfield*

*Manager of Planning & Environmental Services*

**Reno-Tahoe Airport Authority**

Reno-Tahoe International Airport / Reno-Stead Airport

PO Box 12490, Reno, NV 89510-2490

P 775.328.6476



---

# Reno-Tahoe International Airport

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

March 28, 2018

Roger Pelham, Senior Planner  
Washoe County Planning and Building Division  
PO Box 11130  
Reno, NV 89520-0027  
rpelham@washoecounty.us

**Re: Silver Hills Master Plan Amendment and Regulatory Zone Amendment Revised  
(WMPA17-0010 and WRZA17-005, APN 087-390-10, 087-390-13, 086-203-05, 086-232-31)**

Dear Mr. Pelham:

As cited in the October 7, 2017 letter from the Reno-Tahoe Airport Authority (RTAA), the proposed master plan and regulatory zone amendment is a preliminary step towards future residential development underneath the flight paths of the Reno-Stead Airport (RTS) and specifically underneath the approach, transitional, conical, and horizontal surfaces as defined by Federal Aviation Regulations Part 77.

Although no new development or construction is proposed at this time, any future noise-sensitive development, such as residences, schools, and churches, will experience aircraft overflights and noise as a result of the property's location directly west of Runway 8/26. Runway 8/26 is the primary runway at RTS and is utilized by the majority of aircraft at RTS.

Although this project is not located within an established airport noise impact area (65 Ldn noise level), future residents will experience aircraft overflights and noise, especially during seasonal and/or special events, including but not limited to Bureau of Land Management aircraft activity during fire season and activity related to the National Championship Air Races and Air Show.

For this reason, the RTAA encourages the developer to consider the following measure which would allow future residents to be educated about their location in proximity to the Reno-Stead Airport:

*The applicant(s) and/or property owner(s) shall include a formal noise disclosure relevant to aircraft overflights and noise, acceptable to the Airport Authority, as a separate document from the Title Agreement. This noise disclosure may be obtained from the Airport Authority and should be attached to any parcel map, tentative map or final map for approval.*

If you have any questions, please call me at (775) 328-6476 or lbutterfield@renoairport.com

Sincerely,



Lissa K. Butterfield, Senior Airport Planner

Cc: Mike Scott, Manager of Reno-Stead Airport

Reno-Tahoe Airport Authority  
Reno-Tahoe International Airport • Reno Stead Airport

**From:** [Schull, Shyanne](#)  
**To:** [Pelham, Roger](#)  
**Cc:** [Wines-Jennings, Tammy L](#)  
**Subject:** Master Plan Amendment Case Number WMPA17-0010 (Silver Hills):  
**Date:** Thursday, July 26, 2018 10:34:24 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

Good morning Roger,  
WCRAS does not see any noted concerns about the above mentioned amended application.  
Thank you,



**Shyanne Schull**

**Director | Washoe County Regional Animal Services**

[sschull@washoecounty.us](mailto:sschull@washoecounty.us) | Office: 775.328.2142 | Dispatch:: 775.322.3647

2825 Longley Lane., Suite A, Reno, NV 89502



**From:** Steve Shell  
**To:** [Pelham, Roger](#)  
**Subject:** WRZA17-0005, Silver Hills  
**Date:** Friday, July 20, 2018 8:57:27 AM

---

There is no water dedicated to this project at this time.  
Currently the project is within the Silver Knolls Water Company service area.  
Silver Knolls Water Company does not have the capability to serve the project.  
Applicant wishes to be annexed into the TMWA service area to serve this project.



State of Nevada  
Department of Conservation & Natural Resources  
**Division of Water Resources**  
Jason King, P.E., State Engineer

*Steve Shell*  
*Water Resource Specialist II*

Nevada Dept of Conservation & Natural Resources  
Division of Water Resources  
901 S. Stewart St., Ste. 2002  
Carson City, NV 89701  
Phone: 684-2836  
Fax: 684-2811  
[sshell@water.nv.gov](mailto:sshell@water.nv.gov)  
[water.nv.gov](http://water.nv.gov)

# WASHOE COUNTY HEALTH DISTRICT

ENHANCING QUALITY OF LIFE

July 27, 2018

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

RE: Master Plan Amendment WMPA 17-0010/Regulatory Zone Amendment WRZA 17-0001;  
087-390-10; 087-390-13; 086-203-05; 086-232-32

Dear Mr. Pelham:

The Washoe County Health District, Emergency Medical Services (EMS) Oversight Program, has reviewed the above referenced project. Based on the submitted documentation there could be effects on EMS and/or healthcare. For example, the traffic study states 13,878 average daily trips will be generated from this project. This could impact EMS responses, particularly during peak hours. Additionally, the addition of 1,654 dwellings may increase the use of the healthcare system in the region. It is recommended that the applicant complete an Environmental Impact Assessment. For additional information the applicant should contact the Washoe County Health District's Division of Environment Health Services at (775) 328-2434.

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 locations, REMSA's Franchise response requirement for life-threatening calls is 15:59 for 90 percent of calls.

The closest hospital is Saint Mary's Regional Medical Center, which is approximately 16 miles away from the parcel, should individuals require such services. There are also several other acute care hospitals and healthcare resources, such as urgent cares, available throughout 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](mailto:cconti@washoecounty.us)  
(775) 326-6042

EPIDEMIOLOGY AND PUBLIC HEALTH PREPAREDNESS  
1001 East Ninth Street | P.O. Box 11130 | Reno, Nevada 89520  
EPHP Office: 775-326-6055 | Fax: 775-325-8130 | [washoecounty.us/health](http://washoecounty.us/health)  
Serving Reno, Sparks and all of Washoe County, Nevada. Washoe County is an Equal Opportunity Employer.



Exhibit K

Silver Hills

Master Plan Amendment Case Number WMPA17-0010

Regulatory Zone Amendment Case Number WRZA17-0005



**WASHOE COUNTY**  
**COMMUNITY SERVICES**  
**INTEGRITY COMMUNICATION SERVICE**

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

February 25, 2019

**TO:** Roger Pelham, MPA, Senior Planner, CSD, Planning & Development Division

**FROM:** Vahid Behmaram, Water Management Planner Coordinator, CSD

**SUBJECT:** Master Plan Amendment Case Number WMPA17-0010 (Silver Hills):&  
Regulatory Zone Amendment Case Number WRZA17-0005 (Silver Hills).  
AMENDED

**Project description:**

The applicant is proposing the approval of amendments to the Washoe County Master Plan, North Valleys Area Plan including:

- 1) Remove four parcels of land totaling  $\pm$  780.32 acres from the Silver Knolls Suburban Character Management Area; and
- 2) Amend the North Valleys Area Plan Character Management Area map to reflect the removal of four parcels of land totaling the  $\pm$  780.32 acres from the Silver Knolls Suburban Character Management Area; and
- 3) Create a "Silver Hills Suburban Character Management Area" consisting of four parcels of land totaling the  $\pm$  780.32 acres; and
- 4) Amend the North Valleys Area Plan Character Management Area map to reflect the creation of the "Silver Hills Suburban Character Management Area" consisting of four parcels of land totaling the  $\pm$  780.32; and
- 5) Amend Policy NV.4.1 to delete the requirement that 50% of new parcels in a subdivision be at least one acre in size; and
- 6) Amend Policy NV.4.2 to delete the requirement that new parcels in a residential subdivision be at least one-half acre in size; and
- 7) Amend Policy NV.4.6 to delete the requirement that dwellings in new residential subdivisions include a garage sized for two vehicles.
- 8) To incorporate the "Silver Hills Specific Plan Development Standards" as an Appendix to the North Valleys Area Plan with the intent of approving a specific plan allowing the development of 1,872 dwelling units.

The application also proposes to amend the regulatory zone on four parcels of land, totaling  $\pm$  780.32 acres, from Low Density Suburban (LDS) to Specific Plan (SP), with the intent of approving a specific plan allowing the development of 1,872 dwelling units. The overall residential density requested is approximately 2.4 dwellings to the acre.





**WASHOE COUNTY**  
**COMMUNITY SERVICES**  
**INTEGRITY COMMUNICATION SERVICE**

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

Location: On both the east and west sides of Red Rock Road, north of its intersection with Silver Knolls Boulevard. Assessor's Parcel Numbers: 087-390-10 & 087-390-13, 086-232-31 and 086-203-05, Parcel Sizes: ±308.6, ±243.02, ±190.03 and ±38.67 acres

*The Community Services Department (CSD) offers the following Water Rights comments and conditions regards this project:*

The Master Plan Amendment application "*envisions*" "Annexation to TMWA water service territory" as the source of water supply to the proposed Regulatory Zone Amendment consisting of 1,872 dwelling units.

Currently, TMWA water service, based on delivery of Fish Springs water resources, represents the only viable and sustainable water supply in the geographical area of the proposed Master Plan Amendment. To grant the requested land entitlements without a fully identified sustainable source of water supply is contrary to County policy and development code PSF.1.13, "Ensure that a safe and dependable water supply is provided". The Master Plan Amendment and the Regulatory Zone Amendment as proposed do not commit to annex to TMWA for future water service from Fish Springs water resources NOR identify an equally sustainable and permitted source of water supply validated by Washoe County CSD. If another source of water supply other than TMWA is to support this project, review and discussion of availability and sustainability of said water supply shall be done prior to granting of these applications and not after. Therefore The Master Plan Amendment and the Regulatory Zone Amendment as proposed are deficient in meeting the code.

STEVE SISOLAK  
Governor

STATE OF NEVADA

BRADLEY CROWELL  
Director



TIM WILSON, P.E.  
Acting 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>

February 22, 2019

**RE:** Comments on WMPA17-0010 and WRZA17-005

**To:** Roger Pelham  
Washoe County Community Services Department  
1001 East Ninth Street, Building A  
Reno, NV 89512

**Name:** Silver Hills

**County:** Washoe County – Rock Road and Silver Knolls Boulevard

**Location:** A portion of Section 23, Township 21 North, Range 18, East, MDB&M.

**Plat:** Tentative: Residential, public, open spaces, and parklands totaling approximately 780.32 acres and being Washoe County Assessor's Parcel Numbers 087-390-10, 086-232-31, and 086-203-05.

**Water Service Commitment**

**Allocation:** No water is committed at this time.

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

**Engineer:** Rubicon Design Group, LLC  
1610 Montclair Avenue, Suite B  
Reno, NV 89509

**Water Supply:** Truckee Meadows Water Authority

**General:** There are no active water rights appurtenant to the described lands in this proposed project. The lands of the proposed project lie within the Truckee Meadows Water Authority service area and also within the Silver Springs Mutual Water Company Service area. Any water used on the described lands should be provided by an established utility or under permit issued by the State Engineer's Office.

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

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

Municipal water service is subject to 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:** Tentative acceptance of Silver Hills based on acceptance of Water Will Serve by Truckee Meadows Water Authority.

Best regards,

Steve Shell

Steve Shell  
Water Resource Specialist II

**From:** [Wines-Jennings, Tammy L](#)  
**To:** [Pelham, Roger](#); [Stark, Katherine](#); [Emerson, Kathy](#)  
**Cc:** [Schull, Shyanne](#)  
**Subject:** WMPA 17-0010 (Silver Hills), WRZA 17-0005 (Silver Hills), WTM19-0001 (Pleasant Valley Estates)  
**Date:** Friday, March 01, 2019 2:14:23 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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Good Afternoon Roger,

WCRAS does not have any initial concerns with the above mentioned Planning Commission application.

Thank you,



**Tammy Wines-Jennings**

**Assistant Director | Washoe County Regional Animal Services**

[twines-jennings@washoecounty.us](mailto:twines-jennings@washoecounty.us) | Office: 775-353-8945 | Dispatch 775-322-3647

2825 Longley Lane, Suite A, Reno, Nv 89502



**From:** [Gil, Donald](#)  
**To:** [Pelham, Roger](#)  
**Subject:** FW: February Agency Review Memo III  
**Date:** Thursday, February 28, 2019 2:57:26 PM  
**Attachments:** [Februarv AGENCY Review Memo III.pdf](#)  
[image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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Mr. Pelham,

Related to Item #2:

From the perspective of the Washoe County Sheriff's Office Patrol Division, as with all new development and/or expansion within our community, law enforcement resources may need to be increased to address the additional workload and responsibilities that will naturally come with adding homes and population. This Silver Hills proposal would allow for 1,872 additional housing units.

As 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. 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 is rarely increased based upon a new development.

While it is not the intention or place of the Washoe County Sheriff's Office to determine what is approved or not approved, law enforcement staffing should be looked at and considered for this particular project and the area considering its scope and magnitude.

Related to Item #3:

The Washoe County Sheriff's Office Patrol Division has no issues or concerns with the project.

Thank you,

Don

**Don Gil**

**Captain – Patrol Division**

911 Parr Blvd. Reno, NV 89512

Desk: 775-328-3354

Email: [dgil@washoecounty.us](mailto:dgil@washoecounty.us)

Web: [www.WashoeSheriff.com](http://www.WashoeSheriff.com)



## MEMORANDUM

DEPARTMENT OF REGIONAL PARKS AND OPEN SPACE

PLANNING DIVISION



---

**TO:** Roger Pelham, Senior Planner

**FROM:** Joanne Lowden, Natural Resource Planner

**DATE:** March 4, 2019

**SUBJECT:** Master Plan Amendment Case Number WMPA17-0010 (Silver Hills) and Regulatory Zone Amendment Case Number WRZA17-0005 (Silver Hills)

---

The Washoe County Department of Regional Parks and Open Space has reviewed and prepared the following comments/conditions related to the Master Plan Amendment (WMPA17-0010, Regulatory Zone Amendment (WRZA17-0005), and the associated Development Standards Handbook proposed for the Silver Hills Development.

**General Comments:** The Silver Hills Master Plan Amendment and Specific Plan (March 2018) is inconsistent with the Silver Hills Specific Plan Development Standards Handbook (February 2019). Pages 6 – 7 including Figure 5 of the Silver Hills Master Plan Amendment and Specific Plan identifies 10 acres reserved for park facilities (not including interior neighborhood parks) adjacent to the existing Silver Knolls Park. The Silver Hills Specific Plan Development Standards Handbook identifies 2 acres reserved for park facilities adjacent to Silver Knolls Park and an additional 9 acres reserved for 3 neighborhood parks. In addition, other reported acreages in Table 1 (Land Use Summary) do not match what is reported in the Development Standards Handbook. Applicant should ensure that all documents are using the same proposed plan and that Tables and Figures are also consistent with the proposed plan throughout all documents.

**Comments on the Silver Hills Specific Plan Development Standards:**

1. "Washoe County Department of Parks and Recreation" should be changed to "Washoe County Department of Regional Parks and Open Space" wherever it occurs in the document.
2. Section 2.2.4 Density/Intensity Standards (Page 2-16): Identifies building intensity for parks with a minimum size of 10 acres. All parks proposed in this document are 3 acres in size or less. Need to clarify this.
3. Section 2.4.2 Roadway Design: Proposed paths should be consistent with Washoe County Green Book Standards. See comments for Section 2.4.4. and 2.4.5.
4. Section 2.4.4 Silver Hills Parkway Streetscape and Section 2.4.5 Red Rock Road Streetscape: Proposed paths should be consistent with Washoe County Green Book Standards which identify a minimum width of 6' for the type of path described. A "6-foot multi-purpose path (east side)" is mentioned once in the text, but is not included



## MEMORANDUM

DEPARTMENT OF REGIONAL PARKS AND OPEN SPACE



### PLANNING DIVISION

in Table 2-3 showing proposed pedestrian paths. Need to clarify what is being proposed on the East side, if anything.

5. Section 2.6 Trails:
  - a. "Pedestrian" trails are described as intended for pedestrian and bicycle use in this section. Need to clarify if the term "pedestrian" as used throughout the document refers to pedestrian only or bike and pedestrian use. Need to clarify if the roadway paths proposed in sections 2.4.4 and 2.4.5 are also intended for bicycle use.
  - b. Trail standards should be consistent with Washoe County Green Book Standards. The applicant should work with the park planner to determine if site conditions warrant a deviation from the Washoe County Green Book Standards for trail construction if needed.
  - c. Figure 2-20 is referenced in the text and is supposed to show a "backbone trail plan for Silver Hills". This figure is missing from the document. Figure 2-19 is included showing a "master trail system map". The trails plan and map needs to identify the location of the trails that make up the "primary trail network" and should identify important trail connections to facilities such as Silver Knolls Park. Phased construction can be used as described for neighborhood connections to the primary trail network, but construction of major connecting trails should be included with the early phases of development to ensure that important trail connections are provided for residents even if future phases are delayed or abandoned.
6. Sections 2.7.1 Community Park and 2.7.2 Neighborhood Parks: All language in this document stating that park land would be dedicated to and maintained by Washoe County should be removed. The applicant should work with the park planner to ensure consistency of future park projects with the County-wide Parks Master Plan. The following language should be included in these sections:
  - a. The applicant should work with the park planner to determine the desired location and design of future park facilities consistent with the County-wide Parks Master Plan.
  - b. The applicant should work with the park planner to determine if and how Residential Construction Tax can be used for future park construction in alignment with the County-wide Parks Master Plan.
  - c. The applicant should work with the park planner to determine if and where dedication of park land to Washoe County is appropriate and to determine whether Washoe County or the HOA would assume maintenance responsibilities through development of agreements.
7. Section 4.2 Open Space, Trails and Parks: Construction of major connecting trails should be included with the early phases of development to ensure that important trail connections are provided for residents even if future phases are delayed or abandoned.



## MEMORANDUM

DEPARTMENT OF REGIONAL PARKS AND OPEN SPACE



PLANNING DIVISION

8. Chapter 5 should have a section on noxious weeds and include the use of Best Management Practices to prevent the spread of noxious and invasive weeds during construction activities.

**Recommendation:** The applicant should work with the park planner to develop and refine the community/neighborhood park elements and the trails plan in the Silver Hills Specific Plan Development Standards Handbook prior to approval of the application. The proposed plan in the Development Standards Handbook should also be consistent with information provided in the application.

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

February 28, 2019

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

RE: Silver Hills; 087-390-10, 087-390-13, 086-232-31 and 086-203-05  
Master Plan Amendment WMPA17-0010; Regulatory Zone Amendment WRZA17-0005

Dear Mr. Pelham:

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 1,872 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 15 minutes, 59 seconds for 90 percent of calls. Washoe County population and franchise map response zones are evaluated annually.

The closest hospital is Saint Mary's Regional Medical Center, which is approximately 15 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.

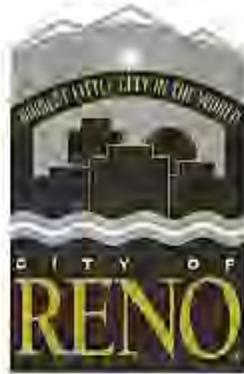
It is recommended that the address number is clearly marked on the curb and the structure(s) so the individuals can be quickly located by public safety agencies. Additionally, please ensure that all structures meet ADA requirements, as appropriate.

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

Sincerely,



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



March 5, 2019

Washoe County  
Community Services Department  
Attn: Roger Pelham  
1001 East 9<sup>th</sup> Street  
Reno, NV 89512

RE: Washoe County Case: WMPA17-0010 & WRZA17-0005 (Silver Hills)

Dear Mr. Pelham,

Please find below the City of Reno, Community Development Department comments related to the above cases. Please contact me with any questions.

1. The project sewers to the Reno Stead Water Reclamation Facility (RSWRF). Said facility is close to treatment capacity and may not be able to serve the project until the RSWRF is expanded from 2 mgd to 4 mgd.
2. The project should be designed to the Truckee Meadows Regional Drainage Manual. Under no storm event scenario should the project increase the water surface level of Swan Lake.
3. The project should be conditioned to have the traffic improvements identified in the Traffic Study complete when warranted.

Thank you,

Kyle Chisholm  
Assistant Planner  
Community Development Department  
(775)326-6665  
P.O. Box 1900  
Reno, NV 89505



**Washoe County School District**

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

Board of Trustees: Katy Simon Holland, President \* Malena Raymond, Vice President \* Angela Taylor, Clerk  
\* Jacqueline Calvert \* Andrew Caudill \* Scott Kelley \* Ellen Minetto \* Traci Davis, Superintendent

06-Mar-19

Roger Pelham, Senior Planner  
Washoe County  
1001 East 9<sup>th</sup> Street  
Reno, NV 89512

RE: WRZA17-0005 (Silver Hills)

Dear Mr. Pelham,

Silver Hills, which proposes 1,872 new single-family residential units, will impact Washoe County School District facilities. This project is currently zoned for the following schools:

Silver Lake & Gomes Elementary Schools

Silver Lake ES has 2 portable buildings (4 classrooms) in use that provide temporary space for an additional 100 students.

Gomes ES has 1 portable buildings (2 classrooms) in use that provide temporary space for an additional 50 students.

- Estimated Silver Hills impact = 417 new ES students (1,872 single-family units x 0.223 ES students per unit)
- Base Capacity (Silver Lake) = 584 | (Gomes) = 501
- 2018-2019 Enrollment = 565 | 593
- % of Base Capacity = 97% | 118%
  
- 2018-2019 Enrollment including Silver Hills = 857 | 718
- % of Base Capacity including Silver Hills = 147% | 143%
  
- Per NRS 278.346 the Washoe County School District will be requesting one 10-acre Elementary School site within the Silver Hills development as Silver Hills enters its first tentative map phase.



### Cold Springs Middle School

- **Estimated Silver Hills impact = 160 new MS students (1,872 single-family units x 0.086 MS students per unit)**
- **Base Capacity = 1,409**
- **2018-2019 Enrollment = 993**
- **% of Base Capacity = 70%**
  
- **2018-2019 Enrollment including Silver Hills = 1,153**
- **% of Base Capacity including Silver Hills = 81%**

### North Valleys High School

North Valleys HS has 4 portable buildings (8 classrooms) in use that provide temporary space for an additional 200 students.

- **Estimated Silver Hills impact = 162 new HS students (1,872 single-family units x 0.087 HS students per unit)**
- **Base Capacity = 2,061**
- **2018-2019 Enrollment = 2,070**
- **% of Base Capacity = 100%**
  
- **2018-2019 Enrollment including Silver Hills = 2,232**
- **% of Base Capacity including Silver Hills = 108%**
  
- **Prior to the passage of WC-1, the Washoe County School District identified the eventual need for a high school in the Cold Springs area. WCSD maintains that a high school in Cold Springs will eventually be built and in so doing will lead to the overcrowding relief of North Valleys High School. In addition to this, with the construction of a high school at Wildcreek, current Hug High School will be renovated into a Career and Technical Academy.**



Thank you for the opportunity to comment. Please inform of any further questions and/or comments.

***Brett A. Rodela***

Brett A. Rodela, GIS Analyst  
Washoe County School District Capital Projects  
14101 Old Virginia Road  
Reno NV USA 89521  
775.325.8303  
[brett.rodela@washoeschools.net](mailto:brett.rodela@washoeschools.net)



**WASHOE COUNTY**  
**COMMUNITY SERVICES DEPARTMENT**  
Engineering and Capital Projects

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

---

**INTEROFFICE MEMORANDUM**

---

**DATE:** March 5, 2019

**TO:** Roger Pelham, Planning and Building Division

**FROM:** Leo R. Vesely, P.E., Engineering and Capitol Projects Division

**SUBJECT:** **WMPA17-0010 and WRZA78-0005**  
**APN 086-203-05, 086-232-31, 087-390-10 & 13**  
**SILVER HILLS MPA & RZA**

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The Silver Hills Specific Plan Development Standards Handbook (Handbook) proposes several changes to sections of the Development Code (Code) that are administered by the Engineering and Capital Projects Division. It is not advisable to allow the Handbook to supersede engineering sections of the Code. It would be more appropriate to address changes to engineering standards as more detailed project applications (i.e. tentative maps) are submitted for review. At that time, options that would alter engineering standards could be considered if the Handbook allowed such changes at that later date.

The Engineering and Capital Projects Division is not in agreement with certain proposed development standards outlined in the Silver Hills Specific Plan Development Standards Handbook. As approval of the Handbook would be binding upon Washoe County for future tentative map review, Engineering must recommend denial of this application until revisions to the Handbook are provided and approved by Engineering. The following issues have been identified:

1. Several standards contained within the Silver Hills Specific Plan Development Standards Handbook conflict with engineering requirements in the Washoe County Development Code. Deviations from the Code need to be reviewed and approved by the Washoe County Engineering and Capital Projects Division on a case by case basis at the time of final design.



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Memo to: Roger Pelham  
Subject: Silver Hills MPA & RZA  
Date: March 05, 2019  
Page: 2

2. Handbook Section 2.4 proposes nonstandard public street sections and includes the use of rolled curb. Engineering requires the use of standard Type I curb & cutter (aka L-curb) for public streets.

3. Handbook Section 2.4, proposes sidewalks on only one side of the street. Engineering requires 4'wide concrete sidewalk be constructed on both sides of all local streets. Minimum 5' wide concrete sidewalk is required on both sides of all collector streets and Red Rock Road. All sidewalks shall be maintained by the homeowners association.

4. Per Handbook Section 2.4.3, 20' wide privately maintained alleys may be used in single family areas. Engineering requires that private alleys meet the width requirements per sections 110.436.105 and 110.436.110 of the Development Code.

5. Handbook Sections 2.4.7 & 2.4.8 proposes nonstandard street lighting. The Handbook shall clarify that any street lights that do not meet Washoe County standards shall be private, and the CC&R's shall indicate operation and maintenance of the street lights shall be the responsibility of the homeowners association. Note that County standards do not include decorative head light fixtures and result in street lights installed mainly at major intersections; it appears that several more street lights are proposed in the Handbook.

6. Handbook Section 2.4.9, shall clarify that project entry structures and all non-County maintained items (signs, landscaping, paths, etc.) constructed with the Washoe County right-of-way will require a revocable occupancy permit and shall comply with AASHTO clear zone requirements.

7. Handbook Section 4.3.4 indicates the site ultimately drains to Silver Lake (a closed basin) and that retention basins will be used to limit runoff rates to below pre-development rates. Engineering will also require that runoff volumes be limited to at or below predevelopment rates requiring utilizing retention basins, or other Low Impact Development (LID).

8. Engineering requires that the Silver Hills Traffic Analysis be updated to reflect the proposed increase of the construction of 1,872 single family homes from 1,654 noted in the existing Traffic Analysis. Red Rock Road will require capacity analysis as widening of Red Rock Road may be necessary.

Memo to: Roger Pelham  
Subject: Silver Hills MPA & RZA  
Date: March 05, 2019  
Page: 3

Due to significant concerns noted above which cannot be addressed through conditions of approval, Engineering recommends denial of the application.

LRV/lrv

Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills

**From:** [Wines-Jennings, Tammy L](#)  
**To:** [Stark, Katherine](#); [Pelham, Roger](#)  
**Cc:** [Emerson, Kathy](#); [Schull, Shyanne](#)  
**Subject:** RE: May Agency Review Memo I  
**Date:** Wednesday, May 22, 2019 11:28:33 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

From WCRAS perspective, we do not see any concerns.

Thanks,  
Tammy Jennings

**From:** [Rodela, Brett A](#)  
**To:** [Pelham, Roger](#)  
**Cc:** [Boster, Mike](#)  
**Subject:** Development Review WRZA17-0005 (Silver Hills)  
**Date:** Tuesday, May 28, 2019 12:31:56 PM  
**Attachments:** [WRZA17-0005 \(Silver Hills\).pdf](#)

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

Dear Mr. Pelham,

Washoe County School District maintains consistent student generation projections for the Silver Hills project as indicated by the attached Development Review which was submitted in March.

Please notify us of any further questions and/or comments.

***Brett A. Rodela***

GIS Analyst

Washoe County School District

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



Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills



**Washoe County School District**

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

Board of Trustees: Katy Simon Holland, President \* Malena Raymond, Vice President \* Angela Taylor, Clerk  
\* Jacqueline Calvert \* Andrew Caudill \* Scott Kelley \* Ellen Minetto \* Traci Davis, Superintendent

06-Mar-19

Roger Pelham, Senior Planner  
Washoe County  
1001 East 9<sup>th</sup> Street  
Reno, NV 89512

RE: WRZA17-0005 (Silver Hills)

Dear Mr. Pelham,

Silver Hills, which proposes 1,872 new single-family residential units, will impact Washoe County School District facilities. This project is currently zoned for the following schools:

**Silver Lake & Gomes Elementary Schools**

Silver Lake ES has 2 portable buildings (4 classrooms) in use that provide temporary space for an additional 100 students.

Gomes ES has 1 portable buildings (2 classrooms) in use that provide temporary space for an additional 50 students.

- Estimated Silver Hills impact = 417 new ES students (1,872 single-family units x 0.223 ES students per unit)
- Base Capacity (Silver Lake) = 584 | (Gomes) = 501
- 2018-2019 Enrollment = 565 | 593
- % of Base Capacity = 97% | 118%
  
- 2018-2019 Enrollment including Silver Hills = 857 | 718
- % of Base Capacity including Silver Hills = 147% | 143%
  
- Per NRS 278.346 the Washoe County School District will be requesting one 10-acre Elementary School site within the Silver Hills development as Silver Hills enters its first tentative map phase.



Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills

Cold Springs Middle School

- Estimated Silver Hills impact = 160 new MS students (1,872 single-family units x 0.086 MS students per unit)
- Base Capacity = 1,409
- 2018-2019 Enrollment = 993
- % of Base Capacity = 70%
  
- 2018-2019 Enrollment including Silver Hills = 1,153
- % of Base Capacity including Silver Hills = 81%

North Valleys High School

North Valleys HS has 4 portable buildings (8 classrooms) in use that provide temporary space for an additional 200 students.

- Estimated Silver Hills impact = 162 new HS students (1,872 single-family units x 0.087 HS students per unit)
- Base Capacity = 2,061
- 2018-2019 Enrollment = 2,070
- % of Base Capacity = 100%
  
- 2018-2019 Enrollment including Silver Hills = 2,232
- % of Base Capacity including Silver Hills = 108%
  
- Prior to the passage of WC-1, the Washoe County School District identified the eventual need for a high school in the Cold Springs area. WCSD maintains that a high school in Cold Springs will eventually be built and in so doing will lead to the overcrowding relief of North Valleys High School. In addition to this, with the construction of a high school at Wildcreek, current Hug High School will be renovated into a Career and Technical Academy.

Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills

Thank you for the opportunity to comment. Please inform of any further questions and/or comments.

***Brett A. Rodela***

Brett A. Rodela, GIS Analyst

Washoe County School District Capital Projects

14101 Old Virginia Road

Reno NV USA 89521

775.325.8303

[brett.rodela@washoeschools.net](mailto:brett.rodela@washoeschools.net)

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Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills

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

May 22, 2019

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

RE: Silver Hills; 087-390-10, 087-390-13, 086-232-31 and 086-203-05  
Master Plan Amendment WMPA17-0010; Regulatory Zone Amendment WRZA17-0005

Dear Mr. Pelham:

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 1,872 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 15 minutes, 59 seconds for 90 percent of calls. Washoe County population and franchise map response zones are evaluated annually.

The closest hospital is Saint Mary's Regional Medical Center, which is approximately 15 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](mailto:cconti@washoecounty.us)  
(775) 326-6042

EPIDEMIOLOGY AND PUBLIC HEALTH PREPAREDNESS  
1001 East Ninth Street | P.O. Box 11130 | Reno, Nevada 89520  
EPHP Office: 775-326-6055 | Fax: 775-325-8130 | [washoecounty.us/health](http://washoecounty.us/health)  
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Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills



**WASHOE COUNTY**  
COMMUNITY SERVICES DEPARTMENT  
Engineering and Capital Projects

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

---

**INTEROFFICE MEMORANDUM**

---

**DATE:** May 22, 2019  
**TO:** Roger Pelham, Planning and Building Division  
**FROM:** Leo R. Vesely, P.E., Engineering and Capitol Projects Division  
**SUBJECT:** WMPA17-0010 and WRZA17-0005  
APN 086-203-05, 086-232-31, 087-390-10 & 13  
SILVER HILLS MPA & RZA

---

The Silver Hills Specific Plan Development Standards Handbook (Handbook) proposes several changes to sections of the Development Code (Code) that are administered by the Engineering and Capital Projects Division. It is not advisable to allow the Handbook to supersede engineering sections of the Code. It would be more appropriate to address changes to engineering standards as more detailed project applications (i.e. tentative maps) are submitted for review. At that time, options that would alter engineering standards could be considered if the Handbook allowed such changes at that later date.

The Engineering and Capital Projects Division is not in agreement with certain proposed development standards outlined in the Silver Hills Specific Plan Development Standards Handbook. As approval of the Handbook would be binding upon Washoe County for future tentative map review, Engineering must recommend denial of this application until revisions to the Handbook are provided and approved by Engineering. The following issues have been identified:

1. Several standards contained within the Silver Hills Specific Plan Development Standards Handbook conflict with engineering requirements in the Washoe County Development Code. Deviations from the Code need to be reviewed and approved by the Washoe County Engineering and Capital Projects Division on a case by case basis at the time of final design.



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Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills

Memo to: Roger Pelham  
Subject: Silver Hills MPA & RZA  
Date: May 22, 2019  
Page: 2

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7. Handbook Section 4.3.4 indicates the site ultimately drains to Silver Lake (a closed basin) and that retention basins will be used to limit runoff rates to below pre-development rates. Engineering will also require that runoff volumes be limited to at or below predevelopment rates requiring utilizing retention basins, or other Low Impact Development (LID).

8. Engineering requires that the Silver Hills Traffic Analysis be updated to reflect the proposed development of Silver Hills East that was not addressed in the original Silver Hills Traffic Analysis. Engineering also requires submittal of the updated trip generation summary letter dated, March 8, 2019 from Solaegui Engineers for review.

Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills

Memo to: Roger Pelham  
Subject: Silver Hills MPA & RZA  
Date: May 22, 2019  
Page: 3

Due to significant concerns noted above which cannot be addressed through conditions of approval, Engineering recommends denial of the application.

LRV/lrv

Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills

**From:** [Gil, Donald](#)  
**To:** [Pelham, Roger](#)  
**Subject:** FW: May Agency Review Memo I  
**Date:** Tuesday, June 04, 2019 3:41:59 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
May Agency Review Memo.pdf  
**Importance:** High

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Roger,

I have reviewed item #2, which deals with 780 acres that will ultimately be developed into 1,872 residential units in the Silver Knowles area. From the perspective of the Washoe County Sheriff's Office Patrol Division, there is little doubt once completely it will create considerable burden on law enforcement resources to respond to calls for service at homes, for traffic accidents, investigations, and other related issues to include possibly impacting the Detention Facility. Unlike the Fire Department which has its own tax districts to collect funds to staff their needs as growth occurs, law enforcement staffing is not necessarily increased and rarely increased upon new development.

For reference, our farthest North patrol beats are 1 and 2.

Beat 1 is staffed with one deputy and has been for the past 20+ years and it covers Cold Springs, Rancho Haven, and Red Rock (Silver Knowles). Beat 2 is staffed with one deputy and has been for the past 20+ years and it covers Lemmon Valley, Golden Valley, and Old North Virginia areas to include Horizon Hills and Grand View Estates.

As you can see, an increase in homes to the Silver Knowles area of such a magnitude would most likely require an additional North unit to assist with their area of responsibility. I know tables and appendix's were provided, which show the increased revenues to the County. I did not see where that would automatically increase patrol staffing to provide services to that area in general over and above what is already there.

Thanks much,

**Don Gil**

**Captain – Patrol Division**

911 Parr Blvd. Reno, NV 89512

Desk: 775-328-3354

Email: [dgil@washoecounty.us](mailto:dgil@washoecounty.us)

Web: [www.WashoeSheriff.com](http://www.WashoeSheriff.com)

Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills



**WASHOE COUNTY**  
**COMMUNITY SERVICES**  
INTEGRITY COMMUNICATION SERVICE

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

May 31, 2019

TO: Roger Pelham, MPA, Senior Planner, CSD, Planning & Development Division  
FROM: Vahid Behmaram, Water Management Planner Coordinator, CSD  
SUBJECT: Master Plan Amendment Case Number WMPA17-0010 (Silver Hills):&  
Regulatory Zone Amendment Case Number WRZA17-0005 (Silver Hills).

**Project description:**

For possible action, hearing, and discussion to amend the Washoe County Master Plan, North Valleys Area Plan including:

- 1) Remove four parcels of land totaling  $\pm$  780.32 acres from the Silver Knolls Suburban Character Management Area (SKSCMA); and
- 2) Create a "Silver Hills Suburban Character Management Area" (SHSCMA) and add the four parcels of land totaling the  $\pm$  780.32 acres to the SHSCMA; and
- 3) Amend the North Valleys Area Plan Character Management Area map to reflect the removal of four parcels of land totaling the  $\pm$  780.32 acres from the SKSCMA and into the SHSCMA; and
- 4) Create a Character Statement for the SHSCMA with specified references to issues and concerns that were identified at the three community visioning workshops that have been held in accordance with North Valleys Area Plan policy NV.20.2
- 5) Create a new Land Use Policy: NV.1.8 to allow the following regulatory zones in the SHSCMA:
  - a. Public/Semi-public Facilities (PSP)
  - b. Low Density Suburban (LDS 1 – One unit per acre)
  - c. Low Density Suburban-Two (LDS 2 – Two units per acre)
  - d. Medium Density Suburban-Three (MDS 3 – Three units per acre)
  - e. Parks and Recreation (PR)
  - f. Open Space (OS)
  - g. Neighborhood Commercial (NC)
  - h. Specific Plan (SP)
- 6) Create a new "Goal Seven" within the North Valleys Area Plan for the proposed SHSCMA, to establish a land use pattern, site development guidelines, and architectural guidelines that will implement and preserve the Silver Hills community character as described in the North Valleys Vision and Character Statement, as they are proposed to be amended.



Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills



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

- 7) Renumber the remainder of the North Valleys Area Plan to allow the insertion of the new Goal Seven.
- 8) Create Policy NV.7.1 to require that at least 50% of the residential parcels located to the east of Red Rock Road and within the SHSCMA are at least one acre in size.
- 9) Create Policy NV.7.2 to require a minimum lot size of one-half acre for residential parcels located to the east of Red Rock Road and within the SHSCMA, and to allow a residential density of three dwellings to the acre for the area of the SHSCMA located to the west of Red Rock Road.
- 10) Create Policy NV.7.3 to require new subdivision established within the SHSCMA to include an open space buffer of at least 50 feet in width adjacent to any dwellings existing prior to the adoption of the SHSCMA and to require that all new parcels within 200 feet of existing parcels match the size of the existing parcels.
- 11) Create policies NV.7.4 through NV.7.11 to establish development standards within the SHSCMA (similar to policies NV.4.6 through NV.4.10 from the SKSCMA) including: varied building setbacks, varied architectural elevations, "open-fencing", minimum 2-car residential garages, "dark-sky" exterior lighting, new dwellings located adjacent to existing dwellings to be single-story in height, landscaping that emphasizes native vegetation and implementation of these standards through actions by Washoe County.
- 12) To incorporate the "Silver Hills Specific Plan Development Standards" as an Appendix to the North Valleys Area Plan with the intent of approving a specific plan allowing the development of 1,872 dwelling units (which equals an overall residential density of approximately 2.5 dwellings to the acre), on the subject site that would currently allow 780 dwellings.

And discussion to amend the regulatory zone on four parcels of land, totaling  $\pm$  780.32 acres, from Low Density Suburban (LDS) to Specific Plan (SP), with the intent of approving a specific plan allowing the development of 1,872 dwelling units. The overall residential density requested is approximately 2.4 dwellings to the acre.

Location: On both the east and west sides of Red Rock Road, north of its intersection with Silver Knolls Boulevard, Assessor's Parcel Numbers: 087-309-10, 087-390-13, 086-232-31 and 086-203-05, Parcel Sizes:  $\pm$ 308.6,  $\pm$ 243.02,  $\pm$ 190.03 and  $\pm$ 38.67 acres (total of  $\pm$ 780.32)

*The Community Services Department (CSD) offers the following Water Rights comments and conditions regards this project:*

The Master Plan Amendment application "envisions" "Annexation to TMWA water service territory" as the source of water supply to the proposed Regulatory Zone Amendment consisting of 1,872 dwelling units (see excerpt below).



Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills



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Fax: (775) 328-3699

Currently, TMWA water service, based on delivery of Fish Springs water resources, represents the only viable and sustainable water supply in the geographical area of the proposed Master Plan Amendment. To grant the requested land entitlements without a fully identified sustainable source of water supply is contrary to County policy and development code PSF.1.13, "Ensure that a safe and dependable water supply is provided". The Master Plan Amendment and the Regulatory Zone Amendment as proposed do not commit to annex to TMWA for future water service from Fish Springs water resources NOR identify an equally sustainable and permitted source of water supply validated by Washoe County CSD. If another source of water supply other than TMWA is to support this project, review and discussion of availability and sustainability of said water supply shall be done prior to granting of these applications and not after. Therefore The Master Plan Amendment and the Regulatory Zone Amendment as proposed are deficient in meeting the code.

**4.3.2 Water**

The nearest existing water facilities to the project site is the Silver Knolls Water Company. There are existing Silver Knolls Water Company facilities within and adjacent to the project limits. However, the Silver Knolls Water Company is a small water system that is not capable of providing service to the Silver Hills project. It is envisioned that the Silver Hills Development will be annexed into the service territory of the Truckee Meadows Water Authority (TMWA) which currently exists to the southeast of the site. A TMWA Discovery will need to be prepared to provide service planning and an initial estimate of the required backbone water facilities necessary to provide service to the project.

In 2015, a TMWA discovery was prepared for a smaller project located on the same property. Although prepared for a different project, it is assumed for this purpose that many of the same requirements with oversizing will be necessary for the current proposal. The nearest TMWA facility to the site is a 12" diameter main located adjacent to the Army Aviation well to the east of the site within the confines of the Reno Stead Airport property (refer to Figure 4-4). From this location, a 3,500-foot main will need to be constructed to the boundary of the property.

An on-site booster pump station will need to be constructed in the northeastern portion of the site along the eastern boundary. From the booster station site and depending on the ultimate layout of the project, a parallel feeder main will need to be constructed to the northwest corner of the site.

A tank (or tanks) will be required and to obtain the elevation necessary will need to be located off-site. A suitable location for the tank (APN 556-120-07) is owned by the Developer and is adjacent to dedicated right of way. Naturally, due to terrain and the elevation of the tank, various pressure reducing stations will need to be incorporated into the ultimate design.

Water rights dedication will be required for the project, the amount of which cannot be anticipated at this time but will be one of the results of a future TMWA discovery application. The dedication rates will be based upon Rule 7 or a modification thereof when final demands are determined.



Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills



MEMORANDUM

REGIONAL PARKS AND OPEN SPACE DEPARTMENT

PLANNING DIVISION



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**TO:** Roger Pelham, Senior Planner

**FROM:** Sophia Kirschenman, Park Planner

**DATE:** June 3, 2019

**SUBJECT:** Master Plan Amendment Case Number WMPA17-0010 (Silver Hills) and Regulatory Zone Amendment Case Number WRZA17-0005 (Silver Hills)

---

The Washoe County Department of Regional Parks and Open Space (Parks Department) has reviewed and prepared the following comments related to the proposed Master Plan Amendment WMPA17-0010, Regulatory Zone Amendment WRZA17-0005, and the associated Development Standards Handbook proposed for the Silver Hills Development.

**General Comments:**

The proposed Silver Hills Suburban Character Management Area (SHSCMA) is divided into two planning areas, Silver Hills East and Silver Hills West. To the west of Silver Hills West is land also owned by the applicant, but within the City of Reno, so it is not included as part of the SHSCMA. Farther west, beyond the strip of land within the City of Reno, is land owned by the Bureau of Land Management (BLM). Public lands owned and managed by the BLM are also located to the north and south of the Silver Hills West Area.

The Washoe County Regional Open Space and Natural Resource Management Plan (OSNRMP) provides a framework, as well as goals and policies, for managing natural, cultural, historical, and recreational resources in Washoe County. Pursuant to OSNRMP Recreational Resource Goal 6, resource pressures near open space areas shall be minimized. Since the Silver Hills West portion of the SHSCMA is primarily surrounded by public lands, it is important to ensure that natural resource impacts are taken into consideration. The applicant proposes decreasing the minimum size of residential parcels in a subdivision in the Silver Hills West area from 0.5 acres to 0.3 acres. Parks Department staff discourages this transition and recommends the downward transitioning of densities near open space areas in order to minimize resource pressures and fire danger, as consistent with OSNRMP Recreational Resource Policy 6.1. Additionally, the Parks Department does not support the inclusion of the Neighborhood Commercial (NC) regulatory zone within the proposed SHSCMA. Again, this will increase resource pressure on the surrounding public lands and is inconsistent with the goals and policies of the OSNRMP.

The Parks Department recommends that the proposed Specific Plan be updated to include fire breaks between developed areas and open space to minimize the threats associated with wildland fires and reduce other urban interface conflicts, as consistent with OSNRMP Recreational Resources Policy 6.3.

Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills



**MEMORANDUM**

REGIONAL PARKS AND OPEN SPACE DEPARTMENT

PLANNING DIVISION



**Specific Comments on the Master Plan Amendment:**

1. North Valleys Area Plan Policy NV 20.1 (a) states that the North Valleys Area Plan can only be amended if that amendment will further implement and preserve the Vision and Character Statement. The proposed Silver Hills Suburban Character Management Area (SHSCMA) is located within the existing Silver Knolls Suburban Character Management Area (SKSCMA). The Silver Knolls community character, as described in the Vision and Character Statement, is identified as an area that provides residents with a greater sense of isolation from other developed parts of the North Valleys. The existence of livestock is an important element of the SKSCMA and commercial land use designations are not desired. The proposed Master Plan Amendment would decrease the minimum size of residential parcels in a subdivision in the western portion of the SHSCMA from 0.5 acres to 0.3 acres, allowing for higher residential densities in certain portions of the area. Additionally, the applicant is proposing the inclusion of the Neighborhood Commercial (NC) regulatory zone within the SHSCMA. The Parks Department finds that both the decrease in minimum residential parcel sizes and the inclusion of the NC regulatory zone are inconsistent with the Silver Knolls Community Character, as described in the North Valleys Vision and Character Statement.
2. Washoe County Development Code (WCC) Section 110.820.15(d)(5), *Desired Pattern of Growth*, states that "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..." Once again, decreasing the minimum residential parcel size near the adjacent BLM lands does not promote the desired pattern for the orderly physical growth of the County.

**Specific Comments on the Silver Hills Development Standards Handbook:**

1. Figure 2-1 shows that parks and public recreation areas are subject to relocation. The Parks Department supports the addition of 10 acres of parklands to the north of the existing Silver Knolls Park. The addition of these lands is consistent with the goals and policies of the Washoe County Parks Master Plan and Residential Construction Tax (RCT) funds generated by development in this area can potentially be used for a future buildout of the existing park. If these 10 acres are relocated, Parks staff would need to evaluate consistency of the location with the goals of the Parks Master Plan and determine whether the use of RCT funds would be appropriate.
2. Section 2.2 (Parks) describes the development standards for parks and states that "the 11 acres established is a minimum and may be increased as the project develops over time." Figure 2-1 shows 12 acres of dedicated parklands. The applicant should update the proposal to ensure that all sections of the proposal are consistent.
3. Section 2.2 (Parks) also states that "Smaller park facilities such as neighborhood parks may be dedicated to Washoe County or constructed and maintained by the Silver Hills Master Homeowners Association." The development of smaller, neighborhood parks is inconsistent with the Washoe County Parks Master Plan and must be constructed,

1001 E. 9<sup>th</sup> Street    Reno, NV 89512    775.328.3623    [skirschenman@washoecounty.us](mailto:skirschenman@washoecounty.us)

Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills



MEMORANDUM

REGIONAL PARKS AND OPEN SPACE DEPARTMENT



PLANNING DIVISION

managed and maintained by the developer, a homeowner's association, or other qualified group. An adequate construction, operation and maintenance agreement between the County and the developer/park manager must be established prior to the construction of the park.

4. Section 2.4.2 Roadway Design: Proposed paths should be consistent with Washoe County Green Book Standards. See comments for Table 2-3.
5. Table 2-3: Proposed paths should be consistent with Washoe County Green Book Standards which identify a minimum width of 6' for a multi-use path. Table 2-3 identifies a 4' to 6' detached multi-purpose path.
6. Section 2.6 Trails:
  - a. "Pedestrian" trails are described as intended for pedestrian and bicycle use in this section. Need to clarify if the term "pedestrian" as used throughout the document refers to pedestrian only or bike and pedestrian use. Need to clarify if the roadway paths proposed in sections 2.4.4 and 2.4.5 are also intended for bicycle use.
  - b. Trail standards should be consistent with Washoe County Green Book Standards. The applicant should work with the park planner to determine if site conditions warrant a deviation from the Washoe County Green Book Standards for trail construction, if needed.
  - c. Figure 2-20 is referenced in the text and is supposed to show a "backbone trail plan for Silver Hills". This figure is missing from the document. Figure 2-19 is included showing a "master trail system map". This should be updated to ensure consistency throughout the document.
7. All references to Washoe County Department of Parks and Recreation should be changed to Washoe County Department of Regional Parks and Open Space.
8. Sections 2.7.1 Community Park and 2.7.2 Neighborhood Parks: All language in this document stating that parkland would be dedicated to and maintained by Washoe County should be removed.
  - a. The applicant should work with the park planner to determine if and how Residential Construction Tax can be used for future park construction in alignment with the County-wide Parks Master Plan.
  - b. The applicant should work with the park planner to determine if and where dedication of parkland to Washoe County is appropriate and to determine whether Washoe County or the HOA would assume maintenance responsibilities through development of agreements.
9. Section 2.7.3 Trailheads: Trailheads cannot be reimbursed with RCT funds. This language should be removed. Again, the applicant should work with the park planner to determine if and where dedication of parkland to Washoe County is appropriate and to determine whether Washoe County or the HOA would assume maintenance responsibilities.
10. Chapter 5 should have a section on noxious weeds and include the use of Best Management Practices to prevent the spread of noxious and invasive weeds during construction activities.

Exhibit L  
WMPA17-0010 & WRZA17-0005  
Silver Hills



**MEMORANDUM**

REGIONAL PARKS AND OPEN SPACE DEPARTMENT

PLANNING DIVISION



**Recommendation of Denial:** The proposed MPA, RZA and Development Standards Handbook are inconsistent with the policies of the Washoe County Development Code, the North Valleys Master Plan, Washoe County Green Book Standards, and the Regional Open Space and Natural Resource Management Plan. Therefore, Washoe County Department of Regional Parks and Open Space staff recommends denial of WMPA17-0010 and WRZA17-0005.

**Exhibit M**

**Silver Hills**

**Master Plan Amendment Case Number WMPA17-0010**

**Regulatory Zone Amendment Case Number WRZA17-0005**



## NORTH VALLEYS CITIZEN ADVISORY BOARD

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

Minutes of the regular meeting of the North Valleys Citizen Advisory Board held OCTOBER 9, 2017 at the Washoe County Administration Office.

**1. \*CALL TO ORDER/ DETERMINATION OF QUORUM** - The meeting was called to order at 6:00 p.m. by Ray Lake. A quorum was present.

**Present:** Teresa Aquila, Ray Lake, Roger Edwards, Jennifer Salisbury

**Absent:** Anna Williams, Jean Harris (excused).

**2. \*PLEDGE OF ALLEGIANCE** - Ray Lake led the pledge.

**3. \*PUBLIC COMMENT –**

Roger Pelham, Washoe County Planner, said both of the items (Golden Mesa and Silver Hills), will be postponed. The applicant wasn't prepared to discuss the item. Silver Hills is not going forward as currently proposed. It will change substantially. It's would be premature to take comment on that project due to substantial changes.

Mike Railey, representative with Rubicon Design Group (Silver Hills), said there will be changes to plan. He said they didn't want to create confusion with the changes. We will send out notices for a November neighborhood meeting, and will come back to this CAB in December. If you have questions or comments, he said we will be here. He had business cards. Mike's contact information is: 775-425-4800.

[MrRailey@rubicondesign.com](mailto:MrRailey@rubicondesign.com).

Jeff Knudtson said he lives in Sky Vista. He said he isn't directly affected. He said he isn't seeing the infrastructure supporting the project. He asked if there plans to straighten and widen the roads. He said it will be a parking lot. He wants to know about the plan.

Frank Schenk thanked Ray Lake. He said he attended the Planning Commission. There isn't money to expand the freeway. We need to work together; the City and County need to come together. We need to get our County Commissioner to fight for us. We need the infrastructure: roads, schools. They have a proposed school on a flood plain. He encouraged everyone to go to every meeting. Call for a recall if the commissioner doesn't fight for us.

John Gualano said he is concerned about a letter he received for the removal of culvers on Knobhill Drive. He said he is yet to receive a phone call to set up a meeting to discuss it. The culverts are being removed due to localized flooding. These culverts have been in for over 15 years purchased by homeowners. No homes in Golden Valley had flooding. Lemmon Valley lost their house with water running through their yards. He said he is concerned about impact to the neighborhood. He is concerned about trees and parking. We have been able to design parking on culverts; the school bus stop, the kids will be waiting in the dark ditch. None of us have received a call from engineering.

Sarah Chvilicek she said you that your commissions and CAB listens to you; use due diligence. Don't let the system wear you down. Track these projects. Read your area plan; it takes precedence over the other plans. The Washoe County Planning Commission is dedicated to you. We have a County code that we have to follow. We will ask your questions and get your answers. We do hear you; we live out here in the North Valleys. Stay connected. Don't let them wear you down.

Victoria Edmondson she said she is glad everyone is here. The Stonegate people are committed on the project. It depends on Washoe County sewage treatment. They need a letter from the County before moving forward. They are being hoodwinked. 187,000 gallons of sewage, it goes up to 4.2 million gallons. The total capacity of White Lake is 2,500 acre feet; 4.2 million gallons would fill the White Lake twice a year. She spoke about entering and exiting the valley during emergencies. Stonegate wants to take out Old North Virginia. She said she wants Old North Virginia widened. Let's get a carpool lane and bus lane in the evening for alternate transportation.

Tammy Holt-Still said she is part of the Swan Lake Recovery Committee. She said any infrastructure needs to be put into place before more development: Roads, sewer, schools, and fire. We should not be paying for it. Every developer who wants to put homes in this area needs to step up and put in infrastructure. We need to stick together and tell them what we want. It's important you speak to the Commissioners. Washoe County 311 – anytime you have an issue, call 311. They make issues hot topics to be addressed when you call about it and get something done.

Kathleen Eagan said she is a proud owner and a City of Reno resident. She volunteered on the ward. She said first meeting agenda – Stonegate. They did a nice presentation of current developments in City of Reno. She said she reviewed the map and her boundary with the County. She said she didn't get a notice, but her neighbor received a notice because they are in the County. We are all family here. All the CAB members are volunteers. She said she served as a CAB member years ago. She said there were thousands of hours of putting into the area plan with input from engineers and neighbors. They recommend expansion, widening roads; this was discussed 7 years ago. She asked why we amend a plan when nothing has changed.

Russell Earle said he is part of the Silver knolls Association. He knows there will be changes. He read from the application. 595 parcels, 2.75 houses per acre. That statement needs to change; it's a false statement. We are rural/agriculture. He said he spoke to a representative from RTC about future plans of Red Rock and 395. It's 10 years out. Even if we are 3 lanes, it will still be gridlock because of the Spaghetti Bowl. County, please take this into consideration. If we add another 10,000-12,000 homes in these proposed developments, keep in mind it's not the only development and expansion. We need to look at these things. He said he looks forward to seeing what they come back with.

Russel Umbraco said he has lived here for 11 years from the Bay Area. The land doesn't support the development. It requires infrastructure. The developer must pay for the infrastructure, not the tax payers. The schools must be paid at the developers' expense. Fire and emergency services must be paid by developer. It's Washoe County property, not Reno. Annexation is not the answer. Issues haven't been addressed by anyone.

Alan Ice said he is strongly against the community density. It's low density and needs to stay that way. He said he understands development will happen, but needs to be responsible. The developer needs to put in all infrastructures before the first house ground breaking. He said the developer disappears or goes bankrupt and doesn't hold to responsibilities. He spoke about land annexation when people are opposed to it. The city council doesn't care. He said they don't listen.

Linda Zimmerman said she has lives on Red Rock road for 28 years. She said the development is ½ miles from her home. She said the justification of minimum 50% at least 1 acre in size, doesn't allow in flexibility to meet diverse needs. There are that thousands diverse housing opportunities. The building in Golden, Lemmon Valley, Spanish Springs. If they want apartment or townhouse, these options are readily available. We ask they drop the consideration of changes in the Character Management Plan. Don't try to minimize or eliminate what we have. We have livestock. We don't live 50 feet from each other. Don't minimize us.

Raeven Johnson said she moved to Silver Knolls area from Hawthorn. It's rural. She said she read the 300 page amendment. It won't maintain the integrity of the original statement of the character and vision of our Silver Knolls neighborhood. We can't let them exploit our planning authority. 680 homes keeps with regulatory zone; to quadruple that doesn't keep with our character. It's greed. Please consider rejecting these amendments that underminde our character of low density and rural.

Liz Howe said she agrees with what has been said.

Ray Lake said he attended the NDOT meeting; not too much said about Spaghetti bowl. The environmental study will be done by 2018. He said other improvements from Parr Blvd. up to McCarren. He said go to: [www.NDOTspaghetti.com](http://www.NDOTspaghetti.com) to get an update. He said we were supposed to have NDOT here tonight. It was cancelled by County managers' office. He said he spoke with Deputy Director to make a presence at this meeting. Ray said he didn't attend the last NAB meeting where they received an updated from NDOT. The Reno meetings are posted on the board at the grocery store down the street. He said we are expecting the Truckee Meadow Regional Plan to give an update. He also said Deputy Bloom showed to give an update to the meeting that was cancelled. We need to put them on the agenda instead of public comment. Alice from the County manager's office said the sheriff won't be on the agenda. We have had other agendas items including an update from the airport, fire district, etc., but they won't be on the agenda. He said he was looking forward to the NDOT update, but they aren't here tonight. He said City of Reno NAB meets once a month with items of interests to the citizens. He said citizens from North Valleys deserve monthly meetings. Why does the County treat us with less regard than City of Reno treat their citizens.

Ray Lake introduced new CAB member Roger Edwards; he has been here before as a member of the CAB and Planning Commission. He said he has been here 24 years, 40 years in Truckee Meadows. He said he has been in the Golden Valley neighborhood. He said don't be deflated. Keep using the tools that are given to you. Go to meeting, meet with commissioner, and request changes. He said he requested a change to the area plan. He spoke about an impact fee; it would cover for infrastructure. He said he has opposed development with lack of infrastructure. He said go to County Commission meeting and raise hell. He said changing the density in an area is exactly how you fight something. We need reasonable development is a necessity.

Letter provided by David Decke: I am opposed to all of the changes outlined in item 6.B of the agenda. Silver Knolls and the extended community to the north along Red Rock road and feeder roads is of a rural, low-density character and it should be protected as the treasure it is in an increasingly urbanized Reno-Sparks cityscape. I believe if Lifestyle homes were to build a subdivision that embraces this character, they would have no problem selling homes on 0.5 acre and larger lots. People out here enjoy a bit more room, no street lights, larger yards with gardens and livestock, and I know others would too if Lifestyle homes and the County would stick to the existing zoning restrictions. Please recommend that the county not make the changes in 6.B on behalf of those who live in Silver Knolls and along Red Rock Rd. I am not opposed to development, I would welcome development that is consistent with the Silver Knolls community and the larger parcels along Red Rock Rd. Thank You, Dr. Dave Decke

**4. APPROVAL OF AGENDA FOR THE REGULAR MEETING OF OCTOBER 9, 2017** –Roger Edwards moved to approve the draft agenda for **OCTOBER 9, 2017** with the removal of items 6. Teresa Aquila seconded the motion to approve the agenda with modification. The motion passed unanimously.

**5. APPROVAL OF THE MINUTES FOR THE MEETING OF AUGUST 28, 2017** – Teresa Aquila moved to approve the minutes of **AUGUST 28, 2017**. Jennifer Salisbury seconded the motion to approve the minutes. Roger Edwards abstained. The motion passed 3 to 1, with one abstention.

**REMOVED 6. DEVELOPMENT PROJECTS** – The project description is provided below with links to the application or you may visit

the Planning and Development Division website and select the Application Submittals page:

[https://www.washoecounty.us/csd/planning\\_and\\_development/index.php](https://www.washoecounty.us/csd/planning_and_development/index.php)

**6.A. Tentative Map Case Number WTM17-002 (Golden Mesa South)**

**6.B. Master Plan Amendment Case Number WMPA-0010 (Silver Hills)**

**6.C. Regulatory Zone Amendment Case Number WRA17-0005 (Silver Hills)**

#### **7. \*PUBLIC OFFICIAL REPORTS**

**7.A.\*Washoe County Commission Update** — Washoe County Commissioner, Jeanne Herman, will be available to provide updated information on discussions and actions by the Board of County Commissioners (BCC).

Following her presentation Commissioner Herman will be available to address questions and concerns from the CAB and the audience. Commissioner Herman can be reached at (775) 501-0002 or via email at [jherman@washoecounty.us](mailto:jherman@washoecounty.us). (This item is for information only and no action will be taken by the CAB).

Herman thanked everyone. She said this is the reason for CABs and that's why we fought for CABs. She said she wishes everyone can come to every Commissioners' meeting. She said she ran for office to give the people a voice. She thanked them for being calm and patient. CABs should meet on a regular basis, every month, good representation, and voice our opinions. She said she fought for each CAB for even members. She said we now have all the CABs back. She said she is proud. The other commissioners don't want to have CABs. She said she doesn't blame anyone for wanting this development. She said the 680 development has been approved. We will have to work on it and get it done right.

At the Commissioners' meeting tomorrow, the garbage will be heard and approved and will go for 20 years. Please come and make comments. It's poor service. It's national control over our service. It's a monopoly. To get a franchise line adjusted so the rural could get their choice like they use to. They have made some changes to what we had before. We need to come down on them. Roger said development code of high density to be an infill item. How did we get away from that. Commissioner Herman said a Reno City council member and she are fighting it. She said we end up with people who will suffer with lack of planning. It's a mess the way its being done. She said she would like to see some heads roll in the county.

She said she visited with John Slaughter – she said she wants our CABs back; regular meetings, participation from the County, service from the County – they need to do the job they are there for.

County meeting is tomorrow – 10 am at the County Chambers. Meetings occurs on the 2nd, 3<sup>rd</sup> (fire), and 4<sup>th</sup> Tuesday.

Frank Schenk asked about how the commissioner feel about NAB and CAB joint meeting. Commissioner Herman said the NAB is ran well, and she tells the County that's what we need to do. The structure of the CAB is per the County NRS. The NABs are for City purposes.

Tammy said the NAB members are interested in CAB, and they are trying to come and join without OML violation.

Russell Earle asked about consolidating fire service with all this development. He spoke about the benefit of automatic aid. Commissioner Herman said when she got on the board, Reno wasn't doing their part. They closed fire stations. We were getting the wrong end of the stick. It went away. Now we can get something together to work better together. There is apprehension putting the two together. She said the issue is that they destroyed the volunteer fire system. Some volunteers aren't allowed to go out and fight a fire even if they are capable. That is a main issue she said she is looking at fixing. She said we work well together with Sparks Fire.

Victoria Edmondson asked about Washoe County taking over Stonegates sewage. Who do we need to speak to. Commissioner Herman said to talk to anyone who is involved with Stonegate. Commissioner Herman said water comes from TMWA. There is a balance. Water comes into the basin, becomes sewer, and end up as effluent that goes into Silver Lake, 4.5 million gallons. The lake is in sad shape because of it. Cold Springs will end up the same way with White Lake. Part is due to the rain. The lake hasn't receded. A public member said someone from the City of Reno needs to tour the lakes. She is sick of the city not listening.

**8. \*CHAIRMAN/BOARD MEMBER ITEMS** — This item is limited to announcements by CAB members.

Ray Lake reminded the public of the County Commissioners' meeting tomorrow 10/10, 10 a.m., in the Commissioners chambers. He said he made recommendations to keep the CAB. Please contact commissioners and county managers' office. They can't ignore you forever. Please don't yell at them. Be polite. Ward for NAB meeting at valley road at old YMCA

Teresa Aquila thanked the community to attending. She said she looks forward to the next meeting. It's important to speak your voice; come with fact and figures. Sarah from planning commission works hard. Work with developer on an agreeable development to be consistent with existing homes.

Jennifer Salsbury said she has been a CAB member since 2014. She said it's important to attend the meetings regularly which is one way to keep the CAB. It's been a pleasure working with everyone and hearing the comments. Come to every meeting even if there isn't a hot topic.

Roger Edwards said he has a voter registration form. Please register to vote. It's not lip service about attending the meetings. The Lemmon Valley has water recharge program; special assessment district, and we have water. You can fight a project, bad roads. You can make a difference. Show up, please.

Items for future agendas:

- Waste management
- NDOT
- Washoe County Sherriff
- Stonegate update
- RTC Improvements at red rock road and Lemmon Valley; improvements at overpass/underpass, truck traffic gets stuck there.

**9. \*PUBLIC COMMENT** —

Danny Cleous said all this development was planned in the 2000s and grandfathering it into now. The difference between then and now, we have a big problem who doesn't want to address – roads, police, sewer,

drainage, and fire. We have closed basins. The lake got pumped into another lake which made a mess for those residents. He said they are raising properties. The grandfathering in, the county codes need to change. He said he attends the NAB, CAB, county, and city. He said he sees the same 3 people at the meetings.

Joe Johnson spoke about the developer. He said the problem with development – doesn't pencil out. He can't cut it in half. If he can't build 2300 houses, it won't work, how can't he put money into any infrastructure. It doesn't work what his dad made an agreement on. He said he is glad there is work; it was hard when the economy was bad, but we need community planning. We need to preserve our lifestyle. He said he will go door to door and talk to neighbors. He wants his kids to ride their bikes in the desert. He moved out here not to live in track homes. He said he will speak to everyone at church.

Dallin Collier said he wanted to speak about the Gordon mesa project. The schools are over crowded and will become more overcrowded. They need new schools. There are classrooms overcrowded and move 6 graders to O'Brien. There needs a fire department closer to us.

Francine Donshick said it takes all of us together; go to county, get county emails, go to city and get city emails. We need to work as a team. She said she wants the county to provide a portable mic system for public comment and Commissioner Herman's update.

Tammy Holt-Still said use the 311 and email if you can't attend the meeting. White Lake gets effluent water from cold springs; there isn't a water master paying attention. Saturation into the aquifers isn't working. It works during a drought. You need to pay attention. If you can't make it, call the 311 or email. Email all of the commissioners. They will get tired of hearing from us. Be nice, but let them have it.

Victoria Edmondson she said everything that she wanted to say has been covered. Stonegate is not required to conduct the environmental statement. She said she doesn't want glycoside and Round-up to end up in the water. It will impact gardening and causes cancer. She said it's an agent in agent orange. Don't use it. It causes gut problems; it's affecting the bacteria in our gut. EMF and ELF exposures powerlines – they have no business putting schools over there. There needs to be a 2 foot setbacks, they have no business for putting development over there.

Sarah Chvilicek said she wanted to clarify that she isn't meeting with Silver Knolls association after her appointment to Planning Commission.

Frank Schenk said he met with NDOT about bridge for wildlife for deer to pass at Red Rock Road and Cold Springs. He said if you support wildlife put pressure on NDOT and NDOW.

**ADJOURNMENT - Meeting was adjourned at 7:41 p.m. (need new name tags for cab members)**

Number of CAB members present: 4; Number of Public Present: 100; Presence of Elected Officials: 1; Number of staff present: 1; Submitted By: Misty Moga

**Exhibit N**

**Silver Hills**

**Master Plan Amendment Case Number WMPA17-0010**

**Regulatory Zone Amendment Case Number WRZA17-0005**



## NORTH VALLEYS CITIZEN ADVISORY BOARD

**DRAFT:** Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where these minutes are approved by the CAB. Minutes of the regular meeting of the North Valleys Citizen Advisory Board held April 9, 2018 at the North Valleys Regional Park, 8085 Silver Lake Road, Reno, NV.

1. **\*CALL TO ORDER/ DETERMINATION OF QUORUM** - The meeting was called to order at 6:00 p.m. by Ray Lake. A quorum was present.

**Present:** Teresa Aquila, Ray Lake, Jean Harris, Jennifer Salisbury, Roger Edwards (arrived at 6:20 p.m.)

2. **\*PLEDGE OF ALLEGIANCE** - Ray Lake led the pledge.

3. **\*PUBLIC COMMENT** –

April Conway from the Reno Tahoe Airport Authority provided an update. She said it's the 75th Anniversary of the Reno/Stead Airport. Memorial Bricks are available to the public to purchase with an unveiling in the fall.

Chief Charlie Moore from Truckee Meadows Fire Protection District said they are revising their strategic plan. The Fire Station in Stead is surrounded by City of Reno. Chief Moore showed a map. He said wants to close Station 13 and make two new career stations, 221 and Lemmon Valley Volunteer Stations. It will take time to develop. There will be a need for extra fire protection due to development. He said they conducted a response time study and Silver Knolls and Lemmon Valley have a poor response time of 10-11 minutes. He said they will keep the volunteer and career station running in the same station. He said they will need public input during the strategic process this summer.

Michael Welling said he is a Silver Knolls resident adjacent from Silver Hills development. The developer wants to increase the project from 574 houses 2340 houses. The infrastructure doesn't support that plan. In 2010, the plan stated in the vision statement that through collaboration, they will manage growth in the North Valleys. Its location provides Silver Knolls residents with more isolation from the rest of the valley. The developers are asking you to give away 1 unit per acre. They are proposing 680 homes on 780 acres.

Tammy Holt-Still said the previous meeting minutes were approved that stated you approved the project, but rather it needs to go to the planning commission. She said Dwayne Smith said they were recharging aquifers after the USGS told them not to do it. We have flooding. The aquifers are too full to take in the water. The water has to evaporate. She said if you don't like what the Planning Commission and Commissioners are doing, vote them out. Hopefully we will get someone in that will do something including staff.

Carolyn Sasek said she is disappointed in the CAB for approving Lemmon Heights projects. There needs to be a moratorium on development in Lemmon Valley. She said her father was a developer and she wish he was here because he understood water systems. More people need to voice their opinion.

Danny Cleous said these speakers are speaking the truth, Building keeps getting approved. A moratorium would be the biggest thing to happen out here. There is flooding, and we have to say no to this. The problem isn't going away.

Bonnie Klud submitted a statement. Please continue reviewing the process for developing housing, transportation, recreation, emergency and fire issues. The master plan requires respect or it is hard for groups to work together. Surely we can work out good answers to development with consideration for unique issues of Silver Knolls and Red Rock communities which are affected. Please oppose proposed changes at this time.

Casey Neaden submitted a statement. Need a building moratorium until water/flood issues, traffic on 395, spaghetti bowl traffic, zoning issues are really dealt with in a meaningful way. Red Rock Road is nearly impossible during morning commute. There's so much traffic you can't turn on to Red Rock. Everything backs up. Need a moratorium on development until Stead Sewage plant is at least doubled in size. Tripled would be better.

Eric Kuhn submitted a statement. It is absurd to think 3700 sf lots and "equestrian character" can be seen in the same development description. 2,340 homes in Silver knolls will completely change its character. The smallest lots in Silver Knolls currently are ½ acre lots. The average is over 2 acres. 2700 sf townhome lots, + 5-12,000 sf lots are not within the proper density target for this area. Small lot development should go in infill areas within the McCarran loop – not way out in Silver Knolls. Stop bowing to developers greed. This area can be developed responsibly, with similar sized lots as is currently existing in this area. Quit allowing "specific plan" zoning which is not meant to be used as a blank check for developers to decided their own density standards. Housing need does not and should not trump proper planning standards. We are headed down the wrong path allowing unchecked density increases on the periphery of town. This stretches services and negatively impacts residents.

**4. APPROVAL OF AGENDA FOR THE MEETING OF APRIL 9, 2018** – Jean Harris moved to approve the agenda for **APRIL 9, 2018**. Teresa Aquila seconded the motion to approve the agenda. The motion passed unanimously.

**5. APPROVAL OF THE MINUTES FOR THE SPECIAL MEETING OF MARCH 12, 2018**– Jean Harris moved to approve the minutes of **MARCH 12, 2018**. Teresa Aquila seconded the motion to approve the minutes. The motion passed unanimously.

**6. DEVELOPMENT PROJECTS** – The project description is provided below with links to the application or you may visit the Planning Program website and select the Application tab and then the Applications Commission District Five. [https://www.washoecounty.us/csd/planning\\_and\\_development/index.php](https://www.washoecounty.us/csd/planning_and_development/index.php)

**6.A. Administrative Permit Case Number WADMIN18-0005 (Nay Shop/Garage)** – Request for community feedback, discussion and possible action to forward community and Citizen Advisory Board comments to Washoe County staff on a request to allow the construction of a detached accessory structure (shop/garage) that has a larger building footprint than the main dwelling on the same parcel of land, in accordance with WCC Section 110.306.10(d). (for Possible Action)

- Applicant/ Property Owner: Charles & Nicole Nay
  - Location: 10205 Silver Knolls Blvd.
  - Assessor's Parcel Number: 086-212-11
  - Staff: Julee Olander, Planner; 775-328-3627; [jolander@washoecounty.us](mailto:jolander@washoecounty.us)
  - Reviewing Body: Tentatively scheduled for Board of Adjustment, May 3, 2018
- 
- Roger Pelham, Washoe County Planner, introduced himself. This request is to allow a shop bigger than the house. He said they reviewed the architecture of the shop to ensure it blends with the neighborhood.

- Russell Earle said the proposed shop is 50x80, which is the size of a small commercial warehouse size. He said he understands Mr. Nay has an excavating business and stores equipment in front of the house. Mr. Earle said he is concerned the equipment will be stored in this warehouse. It's not a home based business. Mr. Nay has 1.5 acres, and the shop would look disproportionate.
- Charles Nay said he has a hot rod, camper, and a boat to store in the storage garage. He said there isn't any equipment stored in the yard. He said there was equipment because he was working on his house.
- Jean Harris said it's a sizable garage - 4,000 square feet. Mr. Nay said there are larger garages in the neighborhood than the proposed structure. Roger Pelham said the structure is a percentage of the lot size, up to 25%, and this structure is within that percentage. In low density suburban, maximum height is 35 feet. Mr. Nay said his structure would be 16 feet tall. Mr. Nay said he wants to build his hot rods inside his garage; at this time, he could build them outside.
- Susan Eden said she feels bad for Mr. Nay's neighbor. We come here for the view, no lights, no sidewalks, and the ability to ride horses. The neighbor has to look at the back of the garage. She said the applicant should buy a different lot.

Ray Lake said he will forward comments to the Planning Commission. No action was taken by the board.

**6.B. Tentative Subdivision Map Case Number WTM18-004 (Lemmon Drive 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 98-lot single-family residential, common open space subdivision. Lot sizes are proposed to range from a minimum size of 5,218 square feet ( $\pm$  .12 acres) to a maximum size of 10,811 square feet ( $\pm$  .25 acres) with an average size of 6,011 square feet ( $\pm$  .14 acres). Front yard setbacks are proposed to be reduced from a minimum of from 20 feet to a minimum of 10 feet adjacent to a public street or common driveway, and maintain 20 feet in front of each garage. Rear yard setbacks are proposed are proposed to be reduced from a minimum of 20 feet to a minimum of 10 feet. Side yard setbacks are proposed to be reduced from a minimum of 8 feet to a minimum of 5 feet. Required lot widths are proposed to be reduced from a minimum of 80 feet to a minimum of 75 feet. (for Possible Action)

- Applicant: Lakes at Lemmon Valley, LLC.
- Property Owner: Lakes at Lemmon Valley, LLC.
- Location: On the east side of Lemmon Drive, approximately 700 feet south of its intersection with Military Road.
- Assessor's Parcel Number: 552-201-18
- Staff: Roger Pelham, Senior Planner; 775-328-3622; [rpelham@washoecounty.us](mailto:rpelham@washoecounty.us)
- Reviewing Body: Tentatively scheduled for Planning Commission, May 1, 2018

- Roger Pelham, Washoe County Planning, introduced himself. He said he is available for process and procedure questions. He said the tentative subdivision map is the first step for a developer.
- Roger Edwards asked about utility; where will the sewer be pumped. A public member said Stead.

Dave S., Project representative, gave an overview:

- Lemmon Estates, a common open space subdivision
- The flood channel is not being disturbed
- Detention basin is larger than it needs to be
- Proposed common open space subdivision; leaving the scenic features of the natural landscape
- Current project allows for 101 units at medium density. They are proposing 98 units.
- Exploring trail connectivity within common open space
- Expansion of the road

- Subdivision with sidewalks
  - miles of paths around the subdivision.

Public comment:

Danny Cleous said all the runoff will go into Swan Lake. It's full. There doesn't need houses there. Lemmon Drive is always a mess. Stead Sewer Plant is already full. This development is not needed.

Denise Ross said the FEMA application was posted on FB. They have changed the application. We don't need any changes to our flood plan at this time. This project's geotechnical report states concerns. She said there will be more impervious surfaces as a result of more buildings and coverage; where does that water go. It runs into Swan Lake. 50% of water usage in the home leaves as sewage. They will import from Fish Springs. We are in the middle of a catastrophic event. Build infrastructure. There is a need for housing, but not here. Let's figure it out first.

Joe Reinhardt said he is the Silver State Kennel co-owner. The kennel has been in existence since 70s. He said the kennel is good neighbors. He said they are concerned when there will be houses built within 40 feet of the kennel. The new neighbors will complain about barking dogs. He said they are working with the project manager to install a wall, include a disclosure to the new homeowners, and other things. If this does go through, we will work with them to be good neighbors.

Tammy Holt-Still, a member of the Swan Lake Recovery Committee, said follow NRS 278.828, the Health Department says you need to have sewer, water, fire police, and schools. The elementary school is full. 395 is already at capacity. A boy had a seizer, and it took 20 minutes for him to get service.

Maureen O'Brien said she is concerned with fire and emergency medical responses. She asked if this project is in the sphere of influence. The representative said it would be serviced by TMFPD. Reno/Stead corridor plan will be revised.

Teresa Aquila asked about access. The representative said Traffic Worx and RTC have looked at access. It will be right-in, right-out movement. They will work with the geography for a U-turn. Teresa asked about the traffic study. The representative said approximately 900+/- trips. It's less than ¼ mile to the shopping node. It's an opportunity for people to walk to the shopping rather than drive. Teresa said that will create an increase in pedestrian activity.

Roger Edwards said he doesn't have problem with this kind of development. He said he doesn't like that the Setbacks are 10 feet down to 0 feet. He said the open space includes the retention basins. He said this is a way to get away from not dedicating open space. The development will be 1 foot above elevation. Roger said unless there will be excavation, it won't do anything. Roger Edwards said he won't vote for anymore development in this basin.

Chief Charlie Moore of TMFPD said we do not have a mutual aid with the City of Reno for EMT services. He said TMFPD won't be the first to respond if this is in the City of Reno. He said they have automatic aid for brush and structure fire. You won't get rapid service from City of Reno.

Ray Lake asked for clarification regarding the fills of 4-5 feet in-fill on the east end of the property in order to get out of the flood zone. The representative said the elevation will change. Ray Lake said there will be 463 trips per day according to the traffic study, with the majority of the traffic heading south. That means there

will be 417 u-turns at Military Road; there needs to be another way. The sewer and run-off needs to be addressed.

Jean Harris said she echoes what has been said. No more development needs to happen in this basin. There needs to be remediation. There needs to be change. She said the density is too high. Cluster homes don't belong in the North Valley. Not one more thing should be built out here until there is mitigation with flooding.

**MOTION: Roger Edwards moved to recommend denial; the board is not in favor. The Board will forward comments to the Planning and County Commission. Teresa Aquila seconded the motion to recommend denial. Motion carried unanimously.**

**6.C. REVISED APPLICATION Master Plan Amendment Case Number WMPA17-0010 (Silver Hills) –** Request for community feedback, discussion and possible action to forward community and Citizen Advisory Board comments to Washoe County staff on a request for the following amendments to the Washoe County Master Plan: North Valleys Area Plan including: 1) Silver Knolls Suburban Character Management Area (SKSCMA), Character Statement to remove the description as a “low density suburban residential community” and to add a statement that access to equestrian and multi-use trails is an important aspect of the community character, and to add a statement that the community has changed from a “low” to “medium” density suburban residential community and to allow commercial land use designations within the SKSCMA; 2) Amend Policy NV.1.2 to remove the cap of 2000 new dwelling units of residential density to be allowed within the Suburban Character Management Areas of the North Valleys Area Plan; and 3) Amend Policy NV.1.5 to allow Specific Plan as an allowed regulatory zone within the SKSCMA; and 4) Amend Policy NV.4.1 to delete the requirement that 50% of new parcels in a subdivision be at least one acre in size; 5) Amend Policy NV.4.2 to delete the requirement that new parcels in a residential subdivision be at least one-half acre in size; and 6) Amend Policy NV.4.6 to delete the requirement that dwellings in new residential subdivisions include a garage sized for two vehicles. (for Possible Action)

**AND**

**Regulatory Zone Amendment Case Number WRZA17-0005 (Silver Hills) –** Request for community feedback, discussion and possible action to forward community and Citizen Advisory Board comments to Washoe County staff on a request a change in the regulatory zone on four parcels of land, totaling ± 780.32 acres from Low Density Suburban (LDS) to Specific Plan (SP), with the intent of approving a specific plan allowing the development of 2,340 dwelling units. (for Possible Action) • Applicant/Property Owner: Lifestyle Homes • Location: On both the east and west sides of Red Rock Road, north of its intersection with Silver Knolls Boulevard. • Assessor's Parcel Numbers: 087-390-10; 087-390-13; 086-203-05 & 086-232-31 • Staff: Roger Pelham, MPA, Senior Planner; 775-328-3622; rpelham@washoecounty.us • Reviewing Body: Tentatively scheduled for Planning Commission, June 5, 2018.

Mike Railey, Rubicon Design, Project Silver Hills Representative said the project is currently on hold. He said they want to get input and feedback. He said they will come back next month to show how they have mitigated the issues.

Roger Pelham, Washoe County Planner, said the application has been submitted for master plan and regulatory zone amendment. He said as part of the North Valleys Area Plan, if the project affects the character statement, the applicant has to hold a series of community meetings to receive comments and address the issues before the applications can move forward. It's a visioning process.

Mike Railey showed the current issues stated on flip charts.

Liz Howe provided a copy of her written statement; the proposed master plan for the Silver Hills development does not conform to the Truckee Meadows Regional Plan, whose goals and objectives are to: Lessen sprawl and strongly promote infill and higher density of development within the designated centers, transit corridors, and areas suitable for infill development, optimize existing infrastructure. New communities that are complimentary to existing communities. At a Silver Knolls community meeting on November 15, 2017, Mike Railey of Rubicon Design Group, representing Lifestyle Homes, stated that because the area for the proposed Silver Hills development is within the Truckee Meadows Services area, it's not bound by the regional plan. She said she spoke to Washoe County Senior Planner, Roger Pelham, who assured her that she must have misheard, that definitely the Silver Hills plan must conform to the Regional Plan before it can be approved.

John Howe complimented the Chair for his patients. Read a written statement from John Boone – he is a concerned county resident of Silver Knolls, and strongly objects to Lifestyle Homes' proposed revision of its previously approved Silver Hills development plan. The neighborhood representatives spent hundreds of hours negotiating in order to arrive at the existing development plan which was approved in 2011. To have this effort and result unilaterally disregarded and scrapped by the developer in order to double development density is a breach of faith by the developer and the County.

Joyce Gillespie provided a written statement that was read for the record – Voice concerns and opposition to the zoning changes that are being proposed by Lifestyle Homes: no roads, no schools, no police and fire protection, no water, no sewer, does not adhere to the regional plan of infill, and would be a complete and devastating lifestyle change for the residents of Silver Knolls. Developers depend on their dense housing projects for their livelihood, and we have no problem with folks trying to make a living. We strongly object to a developer purchasing land on which he is fully aware of what the zoning restrictions are; then coming in and making every effort to change them for his sole benefit. It is a sad state of affairs that the bureaucracy is only interested in quantity at the expense of quality of life. We need to take our limited resources into consideration before we give huge tax incentives to entice new industries which will bring in many thousands of new residents.

Michael Welling said 680 homes on 780 acres doesn't pencil out. They said they can't make money on less. He invited everyone to attend a meeting on April 18, 7pm at the Silver Knolls Fire house.

Russell Earle, President of Silver Knolls Association, said the application said we are medium density. This is a high density request. He spoke about the Tubbs fire in Santa Rosa. The density caused the houses to auto ignite each other. 1 unit per acre will allow us to protect our resources. The traffic study doesn't mention 395. Stone Gate said he won't build until 395 is fixed. This project will allow the character plan to be changed and tailored to the developer. We bought into the current zoning. He said we all expected the plan would be held at 1 unit per acre.

Jay Allen said we complain about traffic, wells running dry, and it doesn't seem like anything happens. It comes down to money. We can complain about traffic and water, but they aren't listening. If it costs the County more, they won't want to improve it.

Lily Gabriel said her family owns the 80 acres in Silver Hills acres, adjacent to the proposed project. The Silver Hills project doesn't mention her property except to call it vacant land. We don't want a developer to determine our character. Silver Knolls is rural characteristic. The developer wants to quintuple the population, add sketchy water, sewer, child care, construction, dust. It will destroy the area. We aren't anti-development; however, we are anti-reckless changing our rural area.

Frank Schenk said if this doesn't get passed, it will be annexed to the city. He wants to know about letter of intent for water. He said he is concerned about high school. They were supposed to pass a high school on the flood plane. The high school at the golf course has been delayed. He asked where will these kids go to school. Stone Gate agreed to wait until infrastructure is ready, will Silver Hills do the same.

Roger Edwards said he spent 8 years on the Planning Commission. He said he thought the original plan was outlandish. If they widen Redrock, people will lose their front yard. He said in 2010, master plan amendment, the master plan was established. He said he understands there is change, some change is reasonable. The changes in Cold Springs were applauded with increase in sewer.

Teresa Aquila said she lives in Silver Knolls near this project. A person's handshake is their word. Mr. Lissner assured everyone after 100s of hours of meetings with residents that this is what he was going to do and true to his word. To have an amended plan is a slap in the face and handshake doesn't mean anything. These are spec homes out there. They bought the lot and built a home. You will bring in cluster homes and take away the country lifestyle. The application said those lots would be equestrian, but you can't put horses on those lots. She said it's outrageous and won't be voting on it.

Jean Harris asked Roger Pelham about Silver Knolls Character Management Statement location on the website. Roger said the Silver Knolls Suburban Character Management Statement is in the North Valleys Area Plan. It's located on the Washoe County website: under departments/planning/master plan/area plans/north valleys. Russell Earle offered to send the file. If you would like a copy for the North Valleys Area Plan, email him at [24fireLT@gmail.com](mailto:24fireLT@gmail.com).

Jean Harris asked about specific plan and zoning. Roger Pelham said we have LDS. A Specific Plan (SP) is a smaller portion within the master plan which is custom to this area and specific to geographic area. It's different than general zoning requirements. Jean Harris asked why it needs to change. Roger Pelham said that proposed zoning isn't allowed in the current plan. She asked why would the County to entertain this change. Roger Pelham said the County doesn't have a choice. The applicant paid to take the application through the process. He said he puts together all the public comments and agency feedback to provide a recommendation in writing before it goes to the Planning Commission. There will more opportunities for the public to be involved during the visioning workshops. A modified application will come back to the CAB and Planning Commission. He spoke about the appeal process.

Teresa Aquila asked Mike Railey if his notes mean anything. Mr. Railey said we will back next month to summarize comments and address concerns.

Roger Pelham's said if you email him your comments, they will go into staff report: [rpelham@washoecounty.us](mailto:rpelham@washoecounty.us).

Ray Lake said we are vehemently opposed. It's an extreme measure not to take lightly. The project plan does say the current planning is low density – 1 per acre. The average trip per day is 19,000.

**MOTION: Teresa Aquila moved to forward comments to Planning commission. Jennifer Salsibury seconded. Motion passed unanimously.**

#### 7. \*PUBLIC OFFICIAL REPORTS

**7.A.\*Washoe County Commission Update** — Washoe County Commissioner, Jeanne Herman, thanked the community for attending. She said she is happy to have the CAB back.

8. \*CHAIRMAN/BOARD MEMBER ITEMS — This item is limited to announcements by CAB members. Ray Lake said he attended the NDOT meeting. They are planning on widening 580 southbound lanes, south of the interchange to Villanova. It doesn't do much for us up here, but hopefully that will help relieve traffic up here if there are accidents. The project will take 2 years. It will be worse before it will be better. It's independent of main spaghetti bowl project.

9. \*PUBLIC COMMENT — no public comments were made.

**ADJOURNMENT - Meeting was adjourned at 7:53 p.m.**

Number of CAB members present: 5

Number of Public Present: 150

Presence of Elected Officials: 1

Number of staff present: 2

Submitted By: Misty Moga

Exhibit O

North Valleys Citizen Advisory Board Minutes of 8/13/2018

Master Plan Amendment Case Number WMPA17-0010

Regulatory Zone Amendment Case Number WRZA17-0005



## NORTH VALLEYS CITIZEN ADVISORY BOARD

**DRAFT:** Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where these minutes are approved by the CAB. Minutes of the regular meeting of the North Valleys Citizen Advisory Board held August 13, 2018, at the North Valleys regional Park – Community building, 8085 Silver Lake Road, Reno, NV.

**1. \*CALL TO ORDER/DETERMINATION OF QUORUM** - The meeting was called to order at 6:10 p.m. by Ray Lake. A quorum was present.

**Present:** Teresa Aquila, Ray Lake, Roger Edwards, Pat Shea, Wesley Johnson (alternate filling in for Jennifer Salisbury), Craig Durbin (Alternates)

**Absent:** Jennifer Salisbury (excused)

**2. \*PLEDGE OF ALLEGIANCE** - Ray Lake led the pledge.

**3. \*PUBLIC COMMENT –**

Danny Cleous said for the developers who want to tear up the area, they need to look at the master plan for the North Valleys. We don't want the high density. We are tired of it. There is no water, sewer for you to hook up to. The high density subdivision don't fit – there aren't sidewalks or lights in this area. Quit bringing this type to us. The same thing, no, we don't want it. There will be between 2,400 – 1,800 homes being proposed. He said he would hate to see high density homes built. Knock it off.

Denise Ross said she speaking on behalf of Tammy Holt-Still, Swan Lake Recovery Committee. Desert Research Institute is doing science work on Swan Lake. We need to stop development until we can figure this out. All this building and density will cause water to go into Silver Lake. There is no quick fix. Stop development until it gets figured out. Also, the schools full – where do the developers plan to have the kids go to school. There are no current stats on school enrollments. Put a hold on things; let's figure out and build infrastructure first.

John Ross, Silver Knolls resident for 40 years, said he watched all the changes to the area. Lifestyle homes have a good product in Cold Springs. For where we are in Silver Knolls, it's not the density we need. There is horrible traffic. He said he is retired, but when he goes to town for doctors' appointments, he has to go into town after 9am. It's bumper to bumper like LA. Stone Gate is already approved. Traffic will be backed to Red Rock Road. We cannot handle it.

John Boone said in 2004 our Commissioner at the time and Lifestyle Homes had discussions about what the property development should look like. He said there was a reasonable compromise that was agreed upon that met the need of developer. He said with the downturn of the economy, building didn't happen. And now they came back to request double the development. He said those conversations should mean something - hold them to that agreement. Our regional development plan should mean something. We balanced the need of development, infrastructure, and quality of life. That agreement was 100s of hours of good faith discussion, and that should mean something.

Michael Welling, Silver Knolls, said he lives adjacent to the 193 acres. They are proposing building on the side of the fire house. He thanked them for filling the CAB meetings consistently. He read a portion of the area plan regarding growth and development with standards – respect private property rights. We are rural and that's

what we want to stay. In RGJ, an article talked about how dark skies are going away. We are losing the quality of life. The Silver Knolls is similar to Golden Valley land use pattern; however, its location provides more isolation. He read a portion from the character management plan.

Elizabeth Amond said she lives on Red Rock Road in Silver Knolls. She said she echoes Mr. Boone's statement. Promises were made by Lifestyle Homes for Silver Hills. It's not acceptable to act like the conversation didn't happen. She said some homes would be condemned if they make Red Rock Road 4 lanes. It's not acceptable. The negotiations need to start from scratch again. It's a rural community. It's not for high density apartments. There are horses, dogs, and wildlife with BLM land around it. We want to preserve that. Those promises were broken.

Matt Shepard said he lives on Sage Road. He asked what Washoe County is planning on doing for safety on the main and side roads. The roads cannot handle the amount of traffic that is being proposed. He said when it floods; he said his basement filled, lake filled, and the roads washed out. He said they did a quick grade job on the roads, but people had to use detours roads during emergency situations. Those are 2 inch asphalt roads cannot handle the high traffic. He asked whose responsibility is it when these roads need to be fixed. They shouldn't be detoured down private roads.

Tami Vontour said she echoes everyone who has spoken so far. She said she has lived here for 10 years and she has seen the changes. There is increased crime and mail theft. Washoe County deputies don't do anything. Crime will increase when we add 25,000 more people. We have one veterinarian in the area. Northern California residents come down to do their shopping in our community. New homes on Sky Vista. St. Mary's pulled out of the area; we will need more doctors and emergency services.

**4. APPROVAL OF AGENDA FOR THE MEETING OF AUGUST 13, 2018**– Roger Edwards moved to approve the agenda for **AUGUST 13, 2018**. Pat Shea seconded the motion to approve the agenda. The motion passed unanimously.

**5. APPROVAL OF THE MINUTES FOR THE MEETING OF JULY 9, 2018**– Teresa Aquila moved to approve the minutes of **JULY 9, 2018**. Pat Shea seconded the motion to approve the minutes. Roger Edwards abstained. The motion passed 4 to 1.

**6. DEVELOPMENT PROJECTS** – The project description is provided below with links to the application or you may visit the Planning Program website and select the Application tab and then the Applications Commission District Five. [https://www.washoecounty.us/csd/planning\\_and\\_development/index.php](https://www.washoecounty.us/csd/planning_and_development/index.php)

**6.A. Master Plan Amendment Case Number WMPA17-0010 (Silver Hills):** Request for community feedback, discussion and possible action to forward community and Citizen Advisory Board comments to Washoe County staff on a request to amend the Washoe County Master Plan, North Valleys Area Plan including:

- 1) Remove two parcels of land totaling ± 551.62 acres from the Silver Knolls Suburban Character Management Area; And**
- 2) Amend the North Valleys Area Plan Character Management Area map to reflect the removal of two parcels of land totaling the ±551.62 acres from the Silver Knolls Suburban Character Management Area; and**
- 3) Amend Policy NV.4.1 to delete the requirement that 50% of new parcels in a subdivision be at least one acre in size; and**
- 4) Amend Policy NV.4.2 to delete the requirement that new parcels in a residential subdivision be at least one-half acre in size; and**

**5) Amend Policy NV.4.6 to delete the requirement that dwellings in new residential subdivisions include a garage sized for two vehicles. (for Possible Action) AND Regulatory Zone Amendment Case Number WRZA17-0005 (Silver Hills): Request for community feedback, discussion and possible action to forward community and Citizen Advisory Board comments to Washoe County staff on a request to amend the regulatory zone on two parcels of land, totaling ± 551.62 acres from Low Density Suburban (LDS) to Specific Plan (SP), with the intent of approving a specific plan allowing the development of 1,654 dwelling units. (for Possible Action)**

- **Applicant/ Property Owner: Lifestyle Homes**
- **Location: On the west side of Red Rock Road, north of the intersection with Silver Knolls Blvd.**
- **Assessor's Parcel Number: 087-390-10 & 087-390-13**
- **Staff: Roger Pelham, Senior Planner; 775-328-3622; rpelham@washoecounty.us**
- **Reviewing Body: Tentatively scheduled for the Planning Commission on September 4, 2018**

Roger Pelham, Washoe County Planner, said he is available to answer code, policy, processes questions. This application request is for master plan and regulatory zone amendments. He said the request for 3 units per acre for a specific plan. Zoning of 1 dwelling units per acre is permitted today. There will be a public hearing before the Washoe County Planning Commission. If it's denied, the applicant has the opportunity to appeal to the Board of County Commission, if the Planning Commission approves, it goes to the Board of County Commissioners as normal process. If Board of County Commissioner approve, the master plan would go to Truckee Meadows Regional planning board.

Roger Edwards said if master plan amendment is approved, it would apply to other projects. Roger Pelham said no, it's specifically for this development. It does not set precedent.

Pat Shea asked 3 units per acre is considered what zoning category. Roger Pelham said suburban resident is the zoning category now; the applicants want specific standards to Silver Knolls Character Management Plan. The request is equivalent to MDS. It doesn't mean the development is all 1/3 acre lots. They are proposing lot matching, open space, and smaller lots in the middle.

Teresa Aquila said there is commercial zoning proposed as well. Roger Pelham said that is a master plan change as well. A commercial project would be limited to 1 acre. They are including that opportunity within the plan. They aren't asking for specific zoning. Teresa asked if the smaller lots in the interior would be smaller than 1/3 acre lots; Roger said yes, there are specific neighborhoods, but the most intense lot would be 3,700 square feet.

Mike Raley, Rubicon Design Group. He introduced his team.

- He said he will discuss where they have been, where they are, and where they are going.
- The subject site is along Red Rock Road; the site is west, north, and south of the fire station.
- 1,654 units are proposed on 551.62 acres. 551 units are currently allowed now. 3 units per acre requested.
- Requesting to remove it from the character management plan; it doesn't modify the statement.
- Community outreach included – this project has been presented to this CAB 3 different times; two meetings were held with Silver Knolls residents; open house; met with dozen meetings with neighbors; 100 of hours of public outreach.
- Custom zoning include long term assurances. It becomes its own area plan within an area plan. It's a master planned community. Concurrency of construction improvements including water and sewer. If adopted, it becomes part of the North Valley Areas Plan.
- Families haven't been able to afford in Reno. This allows for flexibility for families to purchase.

- It doesn't provide entitlement to build; they have to get tentative map or SUP. This is first step in lengthy process.

Revisions since last time:

- Removed east side – it will stay in the Suburban Character Management Plan.
- Land use plan
- Increased buffering
- Enhance public trail access system with equestrian use
- Updated analysis of services
- Relocated and redistributed parks
- Proposing removal from Suburban Character Management Plan – this site would be stand alone.
- Not changing the suburban character
- Updating land use requirements
- Mike Raley addressed myths and rumors. He said there is no access on Big Horn Drive on the south – don't plan to make that a public access. It's for emergency access only.
- Commercial use would be limited to serve the neighborhood – dentist, dry cleaning, day care.
- No super market or 7-11.
- No multifamily units; there will be single family homes only.
- This will allow developer flexibility, but there are still restrictions
- Main access is from Red Rock Road; not extending up to Cold Springs.
- Lifestyle Home does have vested interest in the community - Land donations for fire station, volunteer hours, and donations to local schools. They are here to stay.

He showed the old use plan and new land use plan – yellow is single family homes with buffering; lot matching, 200 foot buffer to adjacent parcels. Light green is open space – trail connection, drainage. Dark green are developed park sites. Blue area is public facilities – 10 acre elementary school site per their need; provide acreage for expanding fire station, library, or community center.

He spoke about the trail system. This is the primary trails. He said equestrian access on open space; maintain on HOA, but open to the public at no expense.

He showed examples of similar products; single families. He showed architectural standards. Signage would be uniform, entry monuments on the main road. He showed example of the public facilities.

Mr. Raley spoke about drainage. Any tentative map would comply with drainage, sewer, water. He said their standards in the handbook have their own requirements. He said there will be less water running off the site than what is currently happening with detention/retention basins, agrihood concept.

Wendy, Rubicon Group, said this area is the last to get the services for young families. We want to keep the lifestyle for young families. 'Agrihood' plan. She said they recognize a community, rural even though it says it's suburban. Intergraded it into the design. Bringing in activities for kids; keeping the families here without having to go into reno.

Wendy spoke about proposed high tunnels – agriculture. Using the excess water. Our agriculture will be maintained and managed. We will public gardens and orchards.

Paul Selege, traffic engineer, prepared traffic study for the area. He contacted agency staff – review areas of concern. He said there are a list of tasks to study of areas of concern. He said the next step are the plan improvements plans – he said there are impact fees to improve roadways. He spoke about 2040 plan. That document is a few years old. Recognize rapid growth, they embarked on an update study to address the traffic out there. Many projects were accelerated. RTC is working to keep up with changing. He said they predict amount of traffic, study intersections, and results are quantified; there is available capacity to serve this development. The 4 lane widening was planned before this project – Red Rock widening was already plan. He said we start with agency, RTC plans, study, and this meets the capacity. Impact fees will be spent within proximity of the project.

Mike Raley put his contact up on the powerpoint; he encouraged comments be forward to Roger Pelham and Mike Raley. He said of the 5 public meeting, he said he has only received 4 emails to-date. Please forward your comments.

Board comments/questions:

Teresa Aquila said they are coming back on their word. They want to remove portions of the property. She said townhouses with no garages which bring a different type of people. We are still country and that is the lifestyle. She said she is familiar with the lifestyle home out in coldsprings. She said kids don't have any place to go so they entertain themselves with other people's home. City life with rural life is a conflict. These don't look like your neighbors. Properties are different. You will cram 3-7 home on an acre. You might as well call us city of Reno. Law enforcement is maxed capacity. We cannot expand. Fire is the same. School is capacity. There is a lot to say about this project. She said she personally wants silver knolls stay country.

Roger Edwards said he served on planning commission; he said the master plans were being modify. He said they meet with all of the neighbors. We drew these plans for a reason. We crafted by your feelings and request of what you wanted in your neighborhood. He said it's not set in stone. He said we know it needs to expand in northern Nevada, but he said he didn't hear anything in the presentation affordable housing, average working folks cannot afford \$400-\$500K piece of property. They want to manipulate the system and don't care about the neighbors. It's 1,500 homes – 4K + people in your neighborhood. You have to be more vocal. We aren't the planning commission or regional. You need to flood their inboxes with our opinion. We know how you feel because we come from you neighborhood. Get motivated.

Pat Shea said he is new on CAB; he said he is on the NAB for north valleys. he said he started in community 3 to 1 acre. He said now they are now denser. He said we don't have parks; there are narrow fences between neighbors. He said we are not getting the infrastructure as quick as we should; we need to act.

Wes Johnson, Red Rock Road, said he disagrees with traffic engineer; he did it during low flow time. There were no college, grade school, high school in school. They weren't using the roads at that time. They did it intentionally.

Ray Lake said he looked at character management plan, proposal from developer, and he is concerned with agreement was made. He said it bothers him that it was changed. He said the character management plan protects us from developments like this. City of Reno has no plan to increase sewer capacity until they expand, but no real way to expand.

Public Comment:

Russ Earle silver knolls community organization; he said he submitted a letter, petition against, 254 signatures. He said letter details of violations of character management plan that's why they want to make their own plan. Why have zoning if developer can push through their own plan. He said they are woefully in violation in section 20 – to take their property out of it. There is a requirement to host visioning workshop. They haven't followed it. he said he will request to planning – work be put forward be halt until this is met. We will proceed with legal route if necessary. Market analysis may not have happened. They say it will be. He said we will post the letter on silver knolls.org and facebook page. Problems with sewer, crime, no adequate fire. We are against. This letter will go to council members and commissioners.

John Stamps said he lives on Santa Fe Road; he teaches high school – planning and design. Taught college and professionals for 35 years. He said he is big advocate of smart planning. He said goals are set forth in the plans; the developers are addressing those goals and there are points are contrary to the plan. Woodland village is nice, but doesn't belong here. It's a great plan, wrong place. He spoke about dark skies. He said south side of house, he can see bright side, and north side he could see the milky way and until recently, he cannot see the milkyway anymore.

John Ross said Wes Johnson's comment about traffic – the engineer admitted that he didn't include Plata Mesa road in the plan. He said traffic is backed up to Lemmon, and when all the developments are complete it will be backed up to Red Rock.

Linda Zimmerman, red rock road for 30 years. She said she agreed with Michael Welling and John and Roger – she thanked Cody for posting the plan on facebook. Silver knolls community location to provide greater sense of isolation. Silver Knolls is special. It's in the plan that john mentioned that they worked on for several years; there are written guidelines – that includes silver knolls and the land Listner owns. That section of land should not be taken out of the plan. She read from Goal 20 in the master plan.

Bonnie Klud she said we don't want to development of have and have-not communities. She said she is concerned a new subdivision to create chaos and division. We don't have adequate school, police, and activities for kids. She said she has a real estate background; she said there is quality to Lifestyle homes. She said her father was a register engineer. She said she appreciates. She spoke about the needs and concerns of water and infrastructure. Let's get the horse in front of the cart. She said if you change the agreement, let's work together to change the agreement.

Michael welling, said his property backs up to lower portion of this development. He spoke about area plan – April 3<sup>rd</sup>, our air is terrible; it's affecting our children. Traffic engineer didn't mention that red rock road was to be widen up to the 35 mph. it was on books to widen by 2015; it wasn't important enough to get done because we grow and now they are fast pass it. He said Wendy lives in California, not here. He recommended everyone read goal 3 of the plan. We are separate and different. We have something special to keep it. no vote is what we need.

Taylor Trujillo, silver knolls for 7 year; before that, lived in cold springs Lifestyle homes. She said the dads had to talk to the high school kids at the parks for not pull knives on the little kids. She said we moved to be part of the rural community. Bringing in a development will remove the lifestyle. She said it takes an hour to get to the college. She said that is before this additional development. She spoke about Agrihood; how do expect a quality of life with 3,700 sq ft development. It's not fair to development. Vote no; she said she agrees with what it's been said tonight. Don't let it go through.

Greg Shorts said he is running for assembly district 25 on the border; he said what Roger said was correct. What problems you are seeing aren't restricted to your neighborhood. He said Verdi and other areas are going through it with new developments. We need new houses; however, we put a lot of work in the master plans. You can see it happening with other major developments. Who are they looking to represent them in the future. There are good candidates. Please go look at those candidates during the elections. Support at county, city, and state level. It's critical.

Lou Christensen, Silver Knolls, asked Roger Pelham the role of Planning Department.

Roger Pelham said role is take the comments, all comments from reviewing agencies, evaluate existing master plan goals and policies and make recommendation to planning agencies.

Roger Edwards moved to draft this as a response to planning commission that we are unanimously opposed to modifications proposed. Teresa Aquila seconded the motion. The motion passed unanimously.

Discussion: She said with all elements - they can build 680 homes on 740. They are try to build in continuously on 1/2 acres but it's not going to work. They are going to add to it, but it doesn't fit in the area; will take away from characteristics.

Pat Shea said along with the idea we have zoning with sub-area master plan doesn't work for me.

Roger Edwards said warning - this property can be annexed to city of Reno. Stay active and involved. You will have 1500 homes.

Ray Lake said he watched a joint meeting with council and commissioners - 4 commissioners gave control to the city. Herman did not. He said we have expectation the land around us be developed similar to our current home. This isn't right development for this area.

## **7. \*PUBLIC OFFICIAL REPORTS**

**7.A. \*Washoe County Commission Update** - Commissioner Herman can be reached at (775) 501-0002 or via email at [landfindercountry@gmail.com](mailto:landfindercountry@gmail.com). (This item is for information only and no action will be taken by the CAB).

## **8. \*CHAIRMAN/BOARD MEMBER ITEMS - This item is limited to announcements by CAB members.**

Ray Lake said he attended the NDOT board meeting. He said they are planning the spaghetti bowl express - fix south and east ramp. It's a start. It's projected to go out to 2022. He spoke about the onramp at Clearacre. Traffic signal at Lemmon and Moyea. RTC board meeting is on Friday. He will bring up the concerns.

## **9. \*PUBLIC COMMENT -**

There were no request

**ADJOURNMENT** - Meeting was adjourned at p.m.

Number of CAB members present: 6

Number of Public Present: 70

Presence of Elected Officials: 1

Number of staff present: 2

Submitted By: Misty Moga













# Citizen Advisory Board Comment Card and Request to Speak

Name: Jean Harris

Contact (phone, email - optional): 842-9017 jharris89506@gmail.com

Citizen Advisory Board: No. Valleys

Date: 8/13/2018

Agenda Item Number: WMPA17-0010, WRZA17-005 Silver Hills  
G.A.

**Please Circle One:**

~~I would like to speak~~

I would like to provide written comment only

**Comments (optional):**

The density proposed does NOT fit the "suburban character" of this area. There needs to be large lots (1 acre) on the perimeter to lessen the impact on existing/neighborhood property owners.

where is the sewer service coming from?

where is the water coming from?

The traffic problems are already enormous.

What about schools?

Fire + police/sheriff protection?

Storm water run-off + flooding?

Infrastructure needs to be in place prior to development.

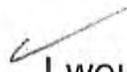


# Citizen Advisory Board Comment Card and Request to Speak

Name: Susan Reaney  
Contact (phone, email - optional): Svereaney@gmail.com  
Citizen Advisory Board:  
Date: 8-13-2018  
Agenda Item Number: NRS 241.020

**Please Circle One:**

I would like to speak



I would like to provide written comment only

**Comments (optional):**

I have to say that developing high density housing in specifically Silver Knolls would be immoral! The families including mine would be severely negatively impacted. We moved to Silver Knolls in the 1980's to live in the Country! My son is now raising his family in Silver Knolls because he too loves the land, the quiet, safety and peace. He owns a home on Dighorn Dr. which will become one of the access roads. He moved there to raise his family in a Country environment. What will happen when over 2000 start driving down this street? He will lose all peace of mind. Not to mention how the housing values will be decreased. I can't help but think about the driving congestion, light pollution, more crime, pollution in the air and in the desert, also the threat to the wildlife and increase to fires. Most fires in this area are human caused.



# Citizen Advisory Board

## Comment Card and Request to Speak

Name: Cody Young  
Contact (phone, email - optional): 1Codyyoung@gmail.com  
Citizen Advisory Board:  
Date: 8-13-18  
Agenda Item Number:

**Please Circle One:**  
I would like to speak

I would like to provide written comment only

### Comments (optional):

All of the Silver Hills residents have made sacrifices to live in the area, away from services, away from all the conveniences of town but its worth it to us. Its worth it because its quiet, its safe, its clean and its open and free. Its a rare place that we can all get away from the traffic. My daughter plays in the front yard. We live on Bighorn Dr, a quiet dead end street which is nice for the parents of a toddler. Now Im told that my street may become a major access to this development of hundreds of homes and thousands of vehicles. We made these sacrifices and moved here to protect ourselves and our daughter from just that. The plan which is now proposed is not what we as homeowners were promised when purchasing a home here. We purchased our home specifically because of the low traffic, low density, the privacy, its quiet and because we knew that it would continue to offer the lifestyle that were so fond of. We love its lonely trails, its dark and quiet roads, its wide and beautiful views of our state of Nevada and the people with which we share a love for its land. I would like for you to consider the intention behind the original zoning of the area and help us preserve it.

CAF



# Citizen Advisory Board Comment Card and Request to Speak

Name: *Russell Earle*  
Contact (phone, email - optional): *510-207-9644*  
Citizen Advisory Board:  
Date: *8/13/18*  
Agenda Item Number: *CoA*

**Please Circle One:**

I would like to speak

I would like to provide written comment only

**Comments (optional):**

*I have provided a letter from the  
Silver Knolls Community Organization along with  
a copy of our petition.*





# Citizen Advisory Board Comment Card and Request to Speak

Name: John Boone  
Contact (phone, email - optional): 775-233-4544 - boone@jbb.org  
Citizen Advisory Board: North Valleys  
Date: 8/13/18  
Agenda Item Number: Red Rock Development

## Please Circle One:

I would like to speak

I would like to provide written comment only

## Comments (optional):

At the request of the County & Lifestyle Homes a Committee of Citizens to negotiate a development plan in good faith. This occurred 2005-2011 over 100's of hours of meetings + resulted in an approved development plan. Now Lifestyle Homes is pretending that this 6 year "good faith" process never occurred + has proposed a new plan w/ a doubling of housing density. This is a slap in the face and suggests that the County was wasting our time for 6 yrs.

Agreements should mean something as should the Regional Development Plan.

Hold Lifestyle to its original agreement!





# Citizen Advisory Board Comment Card and Request to Speak

Name: *JOHN M. ROSS*  
Contact (phone, email - optional): *775-742-7600*  
Citizen Advisory Board:  
Date: *8-13-18*  
Agenda Item Number:

**Please Circle One:**

I would like to speak

I would like to provide written comment only

**Comments (optional):**

*opposed to change in density*

*County should adhere to previously approved density plan*



# Citizen Advisory Board Comment Card and Request to Speak

Name: *Linda Zimmerman*  
Contact (phone, email – optional):  
Citizen Advisory Board:  
Date: *8/13/18*  
Agenda Item Number: *6.A.*

**Please Circle One:**

I would like to speak

I would like to provide written comment only

**Comments (optional):**

*Master Plan*

*Goal 20: Amendments will be for the purpose of  
further implementing the Vision and Character  
Statement.*

*Amendments will conform to the North  
Valleys Vision and Character Statement.*



# Citizen Advisory Board Comment Card and Request to Speak

Name: Bonnie Klud  
Contact (phone, email - optional):  
Citizen Advisory Board:  
Date: 8-13-18 MON  
Agenda Item Number: 6. A

OPPOSED <sup>!</sup> premature development

**Please Circle One:**  
I would like to speak

I would like to provide written comment only

### Comments (optional):

Please deal with infrastructure issues  
Housing development is premature -  
Without infrastructure issues solved -  
We had invested in crime, chaos  
and civic unrest -  
CAUSED Artificially -  
STOP the madness  
First things first  
Thankyou!

These are hard decisions  
with intense emotional overtones -  
But bad choices will bring  
worse emotions & dire consequences

CAB Program - 775.328.2720

B. Klud



# Citizen Advisory Board Comment Card and Request to Speak

Name: CASEY MEADEN  
Contact (phone, email – optional): meaden.casey@gmail  
Citizen Advisory Board: NVCAB  
Date: 8-13-2018  
Agenda Item Number: 6.A.

**Please Circle One:**

I would like to speak

I would like to provide written comment only

**Comments (optional):**

I am totally opposed to changing the zoning for these  
high density developments. Water? Sewage? Schools are  
full now. Traffic on Red Rock Road & 395 is already bad.

The MASTER Plan should mean something! Please vote  
against ammending the North Valleys Master Plan.





# Citizen Advisory Board

## Comment Card and Request to Speak

Name: Taylor Trujillo  
Contact (phone, email - optional): Cubby123@gmail.com  
Citizen Advisory Board: North Valleys  
Date: August 13, 2018  
Agenda Item Number: 6A

### Please Circle One:

I would like to speak

I would like to provide written comment only

### Comments (optional):

I grew up in the North Valleys, in Cold Springs, moved to Silver Knolls before high school. I remember when I was in 3rd grade the dads on my block having to go down to the park to address a bunch of men pulling knives on kids telling them to get out of the park. We moved to Silver Knolls to get away from the crowding in Cold Springs. By developing in my backyard you are going to take away everything we relocated for. You are going to allow crime like what I experienced as a child to come to my home, to be near my property. ~~I'm also very concerned with traffic~~, it takes me an hour to get to my 8 am class @ the university, and that is without weather. What happens when it snows? I'm going to have to give leave hours prior to my class time to get there on time, if I get there at all because morning rush hour always results in an accident. By developing in my area, you're taking away the rural quality of life that my family and my neighbors moved to Silver Knolls for. I also want to know what you expect to happen to all the displaced wildlife once you develop all that land.

Agri hood? On a 3,000 sq. ft. ~~lot~~ lot, how is that any good for the animals you're subjecting to live in that tiny space?



Silver Knolls Community Organization  
11525 Red Rock Rd.  
Reno, NV 89508  
August 12, 2018

Dear North Valleys Citizens Advisory Board,

This letter is being written on behalf of the residents of Silver Knolls and the surrounding Red Rock Community to adamantly oppose the current Silver Hills development plan proposed by Lifestyle Homes. The Silver Knolls Community Organization (SKCO) was previously the Silver Lake Property Owners Association (SLPOA) and had spent hundreds of hours over years negotiating the previously approved Silver Hills Plan with Lifestyle Holmes and Bob Lissner, which has since been abandoned in bad faith by Lifestyle Homes. We oppose the current plan proposal for the following reasons:

1. The proposed request to allow medium density development (average of 3 homes per acre) is incompatible with our current surrounding zoning and current lot acreages, which now is almost 3 acres per home for the 595 parcels in Silver Knolls. The request is also in violation of section NV.1.5 of the North Valleys Area Master Plan that does not allow this density of development in the Silver Knolls Suburban Character Management Area. The previously approved plan adhered to our current zoning of one home per acre, the currently proposed plan does not comply.
2. The current development proposal for Silver Hills is not in compliance with the Washoe County Master Plan and for the Silver Knolls Suburban Character Management Area in the following sections:
  - a. NV.4.1 requiring a minimum of 50% of the residential parcels be at least one acre in size
  - b. NV.4.2 requiring the minimum size of residential parcels be at least 0.5 acres.
  - c. NV.4.6 requiring that residential garages will be sized at a minimum for two vehicles.
  - d. Goal eleven (pertaining to air quality) will be violated with over 11,000 vehicle trips per day, significantly contributing to ozone and particulate pollution degrading the air in the North Valleys.
  - e. We have not seen any adherence to goal Thirteen, pertaining to wildlife and the requirement that the Nevada Department of Wildlife be contacted and given the opportunity to provide conservation, preservation, or other wildlife and habitat management input to the project. The project area is known to be a habitat for deer, antelope, bobcats, coyotes, and many smaller animals.

- f. The proposed Silver Hills Plan may violate Goal Seventeen and Nineteen pertaining to preservation of water quality in the hydrologic basin. Plans have been proposed to discharge sewage effluent via deep well injection, potentially contaminating not only our local domestic wells but numerous Truckee meadows Water Authority extraction wells. More on this later.
  - g. The current proposed plan is in direct violation of Goal Twenty, amendments to the plan are only allowed when they conform to the vision and character statement. Although it does say that amendments can be made for changing circumstances, adding money to a developers bottom line is, in our opinion, not a changing circumstance and would still need to adhere to the vision and character statement.
  - h. The proposed plan is in violation of Policy NV.20.2 as they are asking for their development to be removed from the Silver Knolls Character Management Area. The policy requires that a "series" of visioning workshops be conducted with the North Valleys Citizens Advisory Board (CAB) for that to occur. Since the new plan, and this removal request, was only submitted last month, no "visioning" workshops have been held, so we demand that the Silver Hills development plan be removed from the September 4<sup>th</sup>, 2018 Washoe County Planning meeting agenda until such time as the required procedure are followed.
  - i. Goal Twenty NV.20.3.a also requires that in order for the Washoe County Planning Commission to recommend approval of any amendment involving a change of land use (ie. SP) that a feasibility study has been conducted, commissioned, and paid for by the applicant relative to municipal water, sewer, and storm water. Our main concern is with sewer treatment effluent and where to discharge it. Our questions to the developer on this issue have NOT been addressed at this time, only being told that it will be the County's issue to solve.
  - j. Goal Twenty NV.20.3.c and NV.20.4 have not been complied with pertaining to the proposed commercial and retail land use in their plan. A market analysis has not been conducted, to our knowledge, as required nor has "convincing evidence" been provided that shows the proposed commercial land use is community serving in nature.
3. The proposed Silver Hills development would add over 1650 homes and Produce approximately 825,000 gallon of sewer effluent per day (based on 500 gallons per home per day). Cold Springs Valley, Silver Knolls, and Lemmon Valley are all located in closed hydrologic basins. This means that any water that comes into these valleys has no way to exit other than by evaporation or very slow to non-existent infiltration. The Stead and Lemmon Valley sewer treatment plants are at permitted discharge maximums at the current time and the Silver Hills development would be tied to these treatment plants. Until such time as a definitive plan can be

come up with and implemented to safely discharge the added effluent, we feel that development must be curtailed by both the City of Reno and Washoe County to protect the health and safety of the residents on the North Valleys.

4. a. Washoe County currently is unable to provide adequate emergency services to the Silver Knolls areas, adding 1650+ homes would only make the problem worse. It is routine to call for Washoe County Sheriff assistance and be told there are no deputies available. I personally have called in an immediate live safety situation and been told the closest unit was on North Pyramid highway, 30 minutes away. The current situation is unacceptable and needs to be fixed before additional homes are built.

b. Fire protection is another area of concern. The proposed Silver Hills development would be in a wildland interface area. Increasing the density of the housing to an average of 3 homes per acre (and as many as 7-10 in areas of the development) would drastically increase the risk to not only the proposed development but to ALL of the existing Silver Knolls community. Being a retired professional firefighter and Officer for the City of Oakland in the Bay, area I am very familiar with wildland interface risks. The Tubbs fire last year in Santa Rosa caused more than 5500 homes to be destroyed in Coffee Park. The housing density in Coffee Park was similar to the proposed Silver Hills development and would present similar hazards here. I have spoken to the Fire Marshall of Santa Rosa and asked about the role of density in that fire and was told that although density was not causal, it was a direct contributor to the extreme loss of structures due to the fire igniting adjoining structures due to radiant heat and their close proximity to each other. We highly recommend that the existing zoning be adhered to in order to reduce this extreme risk to our community.

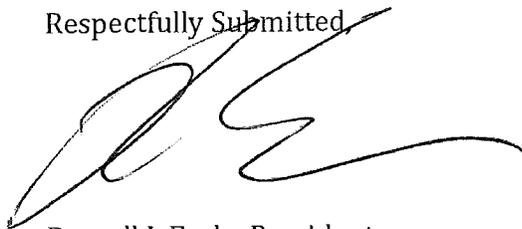
c. Traffic congestion is currently a serious problem in the North Valleys. The addition of over 11,000 vehicle trips per day from the proposed Silver Hills development would only make the current condition worse. We understand that the Silver Hills traffic study assumes that Red Rock Road will be widened to 2 lanes in either direction some time in the future, RTC does not have a definitive date for that to occur and only has a ball park of 2026. Additionally, even if Red Rock Road is widened, the improvements to 395, and the choke point Spaghetti Bowl, are not set in stone for a definitive construction date. As in the past, NDOT has projected that improvements are necessary but has no funding for construction or hard implementation dates as of this time. Therefore, we highly recommend that development be curtailed until infrastructure improvements have funding and can be scheduled for implementation.

The residents of Silver Knolls strongly oppose the current Silver Hills development plan for the above outlined reasons along with additional objections to increased noise, environmental impact, light pollution, potential crime, and reduced property values in our area, which would in turn reduce Washoe County Tax revenue on our

properties. The proposed Silver Hills homes, we were told by Peter Lissner, would be in the \$280k price range, a full \$100k below the average Washoe County home and well below the current home sales value in Silver Knolls. We would also like to note that if Lifestyle Homes were to revert to the original plan to build 680 homes on their 780 acres, we would not be objecting to that plan. We are not against responsible development, just ill-advised development that does not fit in with our current zoning and lifestyle as outlined in the Silver Knolls Character Management Plan. The Regional Plan also states that infill development should occur before peripheral development and that density of the magnitude that Silver Hills is looking for should be reserved for the closer core area of the Reno area. We would also like to point out that throughout the planning process the primary concern has been density above the current zoning and the addition of commercial and retail space to their plan. These two concerns have been voiced to their development team time and time again, but it has fallen on deaf ears as they, time and time again, have not revised their plans to address our concerns.

We hope that the NVCAB sends a message to the Washoe Planning Department, Planning Commission, and County Commissioners and advises a no vote on this proposal. We have attached a copy of our petition in opposition to the Silver Hills development plan signed by 254 residents at this time.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'R. Earle', with a long horizontal flourish extending to the right.

Russell J. Earle, President  
Silver Knolls Community Organization

We the undersigned Washoe County Residents are in opposition to the current proposed Silver Hills development plan for 2340 new homes in the Silver Knolls area, submitted by Lifestyle Homes. We ask that that Washoe County Planning Department, Washoe County Commissioners, and the Regional Planning Commission adhere to the current Master Plan North Valleys Area Plan as stipulated for the Silver Knolls Community area. We specifically oppose the Silver Hills development for the following reasons in violation of the Master Plan:

1. The submitted plan does not adhere to Policy NV.4.1 requiring a minimum of 50% of the residential parcel be at least one acre in size
2. The submitted plan does not adhere to Policy NV.4.2 requiring a minimum size of any parcel be no less than 0.5 acres
3. The submitted plan does not adhere to Policy NV.4.6 requiring residential garages be sized at a minimum for two vehicles
4. The proposed plan is in direct violation of the current Policy NV.1.2 which limits the building of no more than 2000 units in the Suburban Character Management Area
5. The proposed plan does not conform to Policy NV.1.5, as no SP category of zoning is allowed in the Silver Knolls Suburban Character Management Area
6. The proposed plan may violate Goal Eleven by adding more than 19,000 car trips per day and adding and excessive amount of car emissions and pollution to the North Valley air, thus degrading our air quality and increasing health hazards to our residents

The submitted Silver Hills plan claims that the Silver Knolls area has transitioned to a medium density community, when in fact the current density is one unit per 2.57 acres. The current density is based on 595 parcels and the one unit per 2.57 acres is far less dense than even the definition of low density. Additionally, Lifestyle Homes attempts to justify their higher density plan by claiming that an additional development planned to the north (Evans Ranch) in an area annexed by Reno and planned for higher density makes it ok for their plan. In reality, the owners of that property (Lifestyle Homes being one of the owners) have no intention of moving forward with that development and are actively trying to sell the land at this time. Another claim at justification for higher density is that Red Rock Road will be widened to 4 lanes. There is no concrete guarantee that RTC will accomplish this. If the widening of Red Rock Road did occur, the hardship

placed on owners of property along Red Rock Road would be immense. Widening of Red Rock could result in hazardous situations for more than 60 driveways that directly flow into the road. Attempting to back out of a driveway onto an increasingly busy roadway (19,000 additional car trips per day per the traffic study) could result in more crashes and injuries to our residents.

Allowing any change to the current Master Plan would also be opposed for the following reasons:

1. High density development would cause an undue hardship and a decrease in the quality of life on the current residents in terms of increased noise, light pollution, and potential crime.
2. The large increase in traffic (19,000+ car trips per day) would make getting into and out of Silver Knolls almost impossible during peak hours (one car ever 2 seconds on Red Rock Road per their traffic study) and at almost any time.
3. The potential for increased flooding on a community already dealing with poor drainage could cause additional property damage. High density development does not allow for water to infiltrate the soil, instead quickly running off of impervious surfaces. This concern is a possible violation of Goal Fifteen of the Master Plan.
4. The additional strain on the waste water treatment plant in Stead with 2340 new homes would cause a problem of where to discharge almost 2 million gallon of treatment effluent per day in a closed basin. Silver Lake and Swan Lake are already at capacity with NO additional development. This concern is in possible violation of Goal Twenty of the Master Plan.
5. The idea of a high density development in a Wildland/Suburban interface area (the plan area had an intense wildland fire this last July 14, 2017) is a very hazardous undertaking (Look at the Tubbs Fire and Coffey Park in Santa Rosa where 5500 homes were destroyed and 43 lives lost partially due to high density development). When there is almost no distance between structures this allows radiant heat form one structure on fire to ignite the next close structure. If homes are one 0.5 and 1 acre parcels this hazard is minimized. The County could be liable in a class action lawsuit if the high density development is allowed and such a fire were to occur and the County had been warned of the risk and still allowed it, leaving taxpayers footing the liability.

6. Having such a high density housing development could cause even more school overcrowding in the short to medium term until the WCSD could build more schools, once they secure funding. It would be a better idea to spread development throughout the county, there by spreading the growth over the entire school system, not just one pocket.
7. Justification for the density increase of the proposed Silver Hills plan is based on "hoped for" job growth in the area. No immediate industry has even begun to be built in the hoped for Airport high tech industrial development that has been in planning for years.
8. Current road infrastructure, such as 395, is already over taxed causing extended delays during the commute hours into Reno. Allowing high density in a peripheral area, such as Silver Knolls, would just make the traffic issues worse. High density should be kept to developments much closer to the core of Reno where mass transit is available.
9. The County is already understaffed in the North Valleys for services such as Sheriff patrols and response. It is common to have a 15-30 minute response for emergency issues such as break-ins in progress and road rage in progress with imminent threat to a life.
10. The Silver Knolls community is based on a rural lifestyle with many animals such as horses, cows, goats, chickens, pigs, etc. throughout the neighborhood. A high density development would cause issues between the "new" resident in the high density areas and the existing low density community. This can be seen in Cold Springs where conflict has occurred when so called "city dwellers" move to the country and do not like the sounds and smells of their neighbors. A safety concern also exists, as the "city dwellers" have no idea how to drive around horses and riders, potentially causing harm to both the animal and rider.

In conclusion,  
We the undersigned would ask that Lifestyle Homes be required to adhere to the current Master Plan North Valleys Area Plan- Silver Knolls Suburban Character Management Area and zoning regulations and/or revert to their previously approved plan for 680 homes for the Silver Hills development, as was negotiated with the Silver Lake Property Owners Association over hundreds of hours and years of meetings with Mr. Robert Lissner, of Lifestyle Homes, who gave his word on the previously approved plan.

Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name	Address	Signature
1 Karen Marwin	10200 Boulder	[Signature]
2 Jami Boulder	10305 Boulder	[Signature]
3 Dennis W Kerk	10250 Boulder	Dennis W Kerk
4 Debra Kerk	10250 Boulder Ln	[Signature]
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Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name

Address

Signature

- |    |                   |   |                   |
|----|-------------------|---|-------------------|
| 1  | William T. Connor | 10265 Pathfinder Dr.                    | William T. Connor |
| 2  | LOREL CONNER      | 10265 PATHFINDER DR                     | Lorel Conner      |
| 3  | DARRE DORESEY     | 12015 RED ROCK RD                       | Darrel Dorsey     |
| 4  | Kyle Dorsey       | 12015 Red Rock Rd                       | Kyle Dorsey       |
| 5  | JOHN STARDINE     | 10300 PATHFINDER DR.                    | John Starline     |
| 6  | Christine Jardine | 10300 Pathfinder Dr.                    | Christine Jardine |
| 7  | Lelia Gilday      | 10700 Red Rock Rd                       | Lelia Gilday      |
| 8  | BILLY MOONCYHAM   | 10255 PATHFINDER                        | Billy Mooncyham   |
| 9  | PAUL BARNOR       | 10255 PATHFINDER DR, Mail 10, Mooncyham | Paul Barnor       |
| 10 | Brenda Hallman    | 10275 Hilltop Dr                        | Brenda Hallman    |
| 11 | Ruth Ambrose      | 55 Buckboard Cir.                       | Ruth Ambrose      |
| 12 | Jake Trujillo     | 10705 Silver Spur Dr                    | Jake Trujillo     |
| 13 | Ronnie Gonzales   | 9605 Marble Creek Ct                    | Ronnie Gonzales   |
| 14 | Fran Brown        | 3480 Braut St.                          | Fran Brown        |
| 15 | Tammy Lepley      | 1530 Rob Parr                           | Tammy Lepley      |
| 16 | STEVE CURT        | 10855 AARON                             | Steve Curt        |
| 17 | WBA Thoni         | 4151 Wilder Valley Dr.                  | WBA Thoni         |
| 18 |                   |   |                   |
| 19 |                   |   |                   |
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| 21 |                   |   |                   |
| 22 |                   |   |                   |
| 23 |                   |   |                   |

Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name	Address	Signature
1 D.J. Warden	11300 Carlsbad Road, Reno 89508	D.J. Warden
2 Scott Kressmann	11300 Carlsbad Road	Scott Kressmann
3 Mail Mattingly	10185 SHENANDOAH Dr. Reno, 89508	Mail Mattingly
4 <del>Christa Lauer</del> Ann 11455 Carlsbad Rd 89508	Christa Lauer	Ann Lauer
5 Dave Barden	11395 Vicksburg rd 89508	Dave Barden
6 Sara Barden	11395 Vicksburg Rd Reno 89508	Sara Barden
7 DIANE WAUZER	10145 COYOTE AVENUE RENO 89508	Diane Wauzer
8 DAVID WAUZER	10145 COYOTE RUNCT RENO 89508	David Wauzer
9 MR. DAVE BECKER	10240 SHENANDOAH DR RENO 89508	Dave Becker
10 STEVE HILL	10285 SHENANDOAH DR RENO 89508	Steve Hill
11 Aileen Hill	10285 SHENANDOAH DR RENO 89508	Aileen Hill
12 Suzanne Harmon	11256 Carlsbad Rd Reno 89508	Suzanne Harmon
13 BRENT HARMON	11256 Carlsbad Rd Reno 89508	Brent Harmon
14 M. Weiling	11655 Commerce Ln Nevada 89508	M. Weiling
15 Louise Thorsen Gordon	10150 Red Rock Ln Reno 89508	Louise Thorsen Gordon
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Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

1	Printed Name	Address	Signature
2	PETER RUCINSKI	10405 SILVER SPUR DR	
3	TAYLOR TRULLIO	10708 SILVER SPUR DR.	
4	ERROL GILLESPIE	10300 BIGHORN DR.	
5	Eileen C. Milligan	10400 Bighorn Dr.	
6	Edward Quackenberg	8404 SOPWITH BLV	
7	Carrie Trullio	10705 Silver Spur dr	
8	Thomas Guzman	10300 FORT CHESTER BS	
9	LEO MARSHALL	10650 SILVER SPUR DR	
10	BYRON DUSSELDORP	10505 #4 Churchhill Rd.	
11	GINGER HUDSON	10505 #4 Churchhill Rd.	
12	ANTONINE BUDREWZ	POB 60536 REND	
13	SERV PIKE	10550 BIGHORN DR	
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Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name	Address	Signature
1	5325 Babcock Hill Rd	[Signature]
2	5205 Babcock Hill Rd	[Signature]
3	200 Park Rd	[Signature]
4	200 Park Rd	[Signature]
5	1400 Orange Rd. Reno 89508	[Signature] 4/21/18
6	1130 Brackett Rd	[Signature] 4/21/18
7	10935 Silver Knolls Blvd. Reno 89508	[Signature] 4/21/18
8	10925 Silver Knolls Blvd. Reno 89508	[Signature] 4/21/18
9	115 Columbia Hill Ct. Reno 89508	[Signature]
10	12370 N. Vista Mesa Dr. Reno 89508	[Signature]
11	12370 N. Vista Mesa Dr. Reno 89508	[Signature]
12	17755 Fortune Ct. Reno NV 89508	[Signature] 5/15/18
13	765 THORNTON AVE, Reno NV 89508	[Signature]
14	765 Thoroughbred Circle Reno 89508	[Signature] 5-16-18
15	4924 BRUNO AVE RENO 89506	[Signature] 5/16/18
16	10770 Plats Mesa Dr. Reno NV 89508	[Signature]
17	11510 Osage Rd. Reno NV 89508	[Signature]
18	9535 Bendet. Dr Sparks, NV 89411	[Signature]
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Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name	Address	Signature
1 Kathleen Pearce	11685 Osage Rd	<i>Kathleen M Pearce</i>
2 WILLIAM A. BEALL	11685 Osage Rd	<i>William A Beall</i>
3 Linda Zimmerman	12200 Red Rock Rd	<i>Linda Zimmerman</i>
4 <del>John M. Ross</del>	11055 Big Horn Dr. Reno	<i>John M Ross</i>
5 Mike Ross	10250 Aldebaran Drive	<i>Mike Ross</i>
6 Alison Ross	10250 Aldebaran Drive	<i>Alison Ross</i>
7 <del>Dee Knodes</del>	" "	
8 <del>Dee Knodes</del>	11000 Red Rock Rd. Reno NV	<i>Dee Knodes</i>
9 <del>Dee Knodes</del>	11000 Red Rock Rd	<i>Dee Knodes</i>
10 Russell A. Umbraco	10195 Silver Knolls Blvd., Reno NV	<i>Russell A. Umbraco</i>
11 Kitty Umbraco	10195 Silver Knolls Blvd., Reno NV	<i>Kitty Umbraco</i>
12 W. Lindumbrak	11804 D Sage Rd. Washburn	<i>W. Lindumbrak</i>
13 Alan Zane	11205 Camaron Drive Reno NV 89508	<i>Alan Zane</i>
14 Lisa Slack	11205 Camaron Drive Reno NV 89508	<i>Lisa Slack</i>
15 Chris Rasmussen	10280 Fort Churchill Rd Reno NV 89508	<i>Chris Rasmussen</i>
16 Leigh A. Rasmussen	10280 Fort Churchill Rd Reno, NV 89508	<i>Leigh A. Rasmussen</i>
17 Rennie F. Platt	10300 Silver Knolls Blvd Reno, NV 89508	<i>Rennie F. Platt</i>
18 Steven P. Keller	11208 Washburn Hwy Reno NV 89508	<i>Steven P. Keller</i>
19 Minda B. Barnett	10135 Mountain Road Reno NV 89508	<i>Minda B. Barnett</i>
20 Evelyn Hirsch	9535 Red Rock Rd Reno NV 89508	<i>Evelyn Hirsch</i>
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Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name

Address

Signature

1. Rebekka L Rhodes 1200 Cinnamon Dr 89508 [Signature]  
2. Christina Torres 10855 Bighorn Dr 89508 [Signature]

3. Jose Lopez 10855 Bighorn Dr 89508 [Signature]  
4. Alfred Leonard 10570 Bighorn Dr 89508 [Signature]

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Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name

Address

Signature

CAROL BAKER 11575 Dage Road

10110 BUCKHARD

MARK SUTTON

Chuk's Lounge

TERESA ANNUNZI

10535 Buckhard D

70215 BUCKHARD DR

Shirley Parsons  
LSPD

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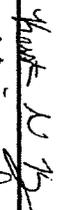
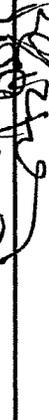
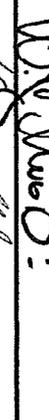


Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name \_\_\_\_\_

Address \_\_\_\_\_

Signature \_\_\_\_\_

- 1 Kristin Ketter 11000 Bighorn Dr. 
- 2 Windy Barrett 10135 Manassas Dr. 
- 3 Paula Povlatis 420 Idaho Street 
- 4 ~~James McElroy~~ 10300 Alabama Dr. 
- 5 ~~James McElroy~~ 10200 Alabama Dr. 
- 6 Tony Martindale 10500 Alabama Dr. 
- 7 Richard Sigwalt 11155 Bighorn Dr.  R.S. Sigwalt @ S. mail.com
- 8 Joe Legere 10855 Bismarck Ave 
- 9 Ann Sturmes 10855 Bighorn Dr.  Rene NV 891508
- 10 Eddie Curiel 10800 Bighorn Dr. 
- 11 Edna Long 10800 Bighorn Dr. 
- 12 Ross Rindero 10755 Bismarck Ave 
- 13 WALT GILBERT 10555 ALABAMA DR  W.D. Nevada
- 14 Deborah News 10255 Alabama Rd 
- 15 Henry Beauchamp 10800 Bismarck Ave 
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Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name	Address	Signature
1 BEAT GAMBILE	11125 OSAGE	<i>[Signature]</i>
2 MARK JOHNSON	10455 BISHOP DR	<i>[Signature]</i>
3 BOB PIERRE	11095 MARREN DR	<i>[Signature]</i>
4 SUANN BOXX	9535 BENEDICT DR	<i>[Signature]</i>
5 LEON JAMES	10750 SILVER KNOLLS BLVD	<i>[Signature]</i>
6 GARY JAMES	10250 SILVER KNOLLS BLVD	<i>[Signature]</i>
7 DAVE KELL	10735 WHITEHAWK DR	<i>[Signature]</i>
8 DEAN LEMUS	14311 LAURENCE DR	<i>[Signature]</i>
9 LINDA PIERRE	11095 PIMARRON DR	<i>[Signature]</i>
10 KATHA LEMUS	14335 RUSTICIA DR	<i>[Signature]</i>
11 DENNY SPEAK	895 E LITTLE CREEK RD	<i>[Signature]</i>
12 MISSIE ROSE	10895 ADELONE PD	<i>[Signature]</i>
13 DANIEL S HOSS JR.	12895 ABILENE AVE	<i>[Signature]</i>
14 Kees Bishop	10725 Plata Mesa Dr	<i>[Signature]</i>
15 DIANE BISHOP	17125 Plata Mesa	<i>[Signature]</i>
16 DON COOK	14030 Red Birch Dr	<i>[Signature]</i>
17 JAGGERN MALLINS	18500 ALDWINN DR	<i>[Signature]</i>
18 RICH HARDY	8927 Red Baren	<i>[Signature]</i>
19 Marcelina Dikhalie	11000 Osage Rd	<i>[Signature]</i>
20 SPENCER WICKHAM	10775 Osage Ct	<i>[Signature]</i>
21 MICHAEL KLICKMAN	10175 Osage Ct	<i>[Signature]</i>
22 RANDY GAULT	1245 Antelope Valley Rd	<i>[Signature]</i>
23 RICHARD HESCOX	10750 WHITEHAWK DR	<i>[Signature]</i>

Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name	Address	Signature
1 DARLENE MEREDITH	10805 BIGHORN DR. 89508	<i>Darlene Meredith</i>
2 LORIE GOSTIN	1870A Columbia Hill Rd. 89508	<i>Lorie Gostin</i>
3 CARISSA RINDER	10755 Bighorn Dr. 89508	<i>Carissa Rinder</i>
4 RONALD L. RINDERS	10755 Bighorn Dr. 89508	<i>Ronald L. Rinders</i>
5 Rhonda Sany	10705 Bighorn DR 89508	<i>Rhonda Sany</i>
6 MARIAN LAMOTHE	10705 BIGHORN DR 89508	<i>Marian Lamoth</i>
7 JUD NEAL	10655 Bighorn Dr 89508	<i>Jud Neal</i>
8 ROSE WRIGHT	10655 Bighorn Dr 89508	<i>Rose Wright</i>
9 CODY YOUNG	10650 Bighorn Dr 89508	<i>Cody Young</i>
10 KRISTA KOLEBIC	10800 BIGHORN DR. 89508	<i>Krista Kolebic</i>
11 KYLE KOEENK	10800 BIGHORN DR 89508	<i>Kyle Koeken</i>
12 ARNOLD AYOUB	10955 BIGHORN DR 89508	<i>Arnold Ayoub</i>
13 SHIRLEY PAXTON YOUNG	10955 BIGHORN DR 89508	<i>Shirley Paxton Young</i>
14 JON WARDEN	11055 BIGHORN DR. 89508	<i>Jon Warden</i>
15 LET GRASSSCHU	11105 Bighorn Dr 89508	<i>Let Grassschu</i>
16 TIMM POPE-GRASSSCHU	11105 Bighorn Dr. 89508	<i>Timm Pope-Grassschu</i>
17 RICHARD SPOWILL	11155 Bighorn DR 89568	<i>Richard Spowill</i>
18 RUBY SWADLOW	11155 BIGHORN DR 89569	<i>Ruby Swadlow</i>
19 MICHELL L. PAUFF	10500 Boulder Ln 89508	<i>Michelle Pauff</i>
20 CAROLLE KING	10400 Boulder Ln 89508	<i>Carolle King</i>
21 ROBERT TRUETT	10500 Boulder Ln 89508	<i>Robert Truett</i>

Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name	Address	Signature
1 Brad King	10400 Boulder Lane	Brad King
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3 Angela Hurt	10410 S Boulder Ln	Angela Hurt
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Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name	Address	Signature
1 Lisa Carter		
2 Dona Mancini	10905 Sutherland Blvd Reno	Dona Mancini
3 Sue Miller	10105 Crockett Dr. Reno	Sue Miller
4 Mike Miller	10105 Crockett Dr. Reno	Mike Miller
5 Tom Newell	10125 Crockett Dr. Reno	Tom Newell
6 <del>Wanda Newell</del>	12125 <del>Crockett Dr</del> Reno NV	Wanda Newell
7 Judy Robinson	10160 Crockett Dr. Reno NV	Judy Robinson
8 Jerry Gargman	10160 Crockett Dr. Reno NV	Jerry Gargman
9 <del>Allen E. Steinko</del>	4675 Red Rock Road, Reno NV	Allen E. Steinko
10 Frank W. Wrede	1230 STAMPADE RD Reno, NV	Frank W. Wrede
11 Karen Selbach	10450 Adelaar Dr Reno, NV	Karen Selbach
12 GEORGE W. McHENRY	11144 LA ROSA RANCH Rd. Reno NV	George W. McHenry
13 Joe Werlinger Jr	15025 N Red Rock Rd Reno NV	Joe Werlinger Jr
14 Laurie Werlinger	15025 N Red Rock Rd Reno NV	Laurie Werlinger
15 Jared Werlinger	15025 N Red Rock Rd Reno NV	Jared Werlinger
16 <del>Jessie G. Gubel</del>	10335 P.L. Meier Dr Reno NV	Jessie G. Gubel
17 Peter J. D'Arcy	11555 D-Ave Road Reno, NV	Peter J. D'Arcy
18 Jim St. Denis	11155 D-Ave Road Reno, NV	Jim St. Denis
19 <del>Bill Schmitt</del>	10805 Alice Ave Rd Reno NV	Bill Schmitt
20 Candice Rambo	10900 RITHMILLER DR Reno NV	Candice Rambo
21 Rebecca McCarroll	10605 OSAGE RD Reno NV	Rebecca McCarroll
22 Janice E. Bishop	10870 Plaza Mesa Reno, NV	Janice E. Bishop
23 Robert Schmidt	10805 Abilene Reno NV	Robert Schmidt

Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name	Address	Signature
1	1135 Tupelo St Leavenworth Valley	[Signature]
2	Bill Klud 1160 Larson Ranch Rd	Bill Klud
3	Bonnie Klud 1160 Larson Ranch Rd	Bonnie J. Klud
4	<del>Bill Klud</del> 10705 Lewis FARGO RD	[Signature]
5	Jack Eastville " " "	[Signature]
6	Christian Rasmussen 10280 Fort Churchill Rd	[Signature]
7	Larsh A Rasmussen 10280 Fort Churchill Rd	[Signature]
8	Nancy Horvath 10220 Pathfinder Rd	[Signature]
9	Denise Ryan 10135 Massenas Dr	[Signature]
10	Bruce Netting 10220 Pathfinder Rd	[Signature]
11	Tom Rushing 1200 Baylor Rd	[Signature]
12	Eric Rove 85 Arabian Way	[Signature]
13	18750 Silver Spur Dr	[Signature]
14	Elisford Quay 18725 Silver Spur Dr	[Signature]
15	Alice M Hescox 10750 Whitelaw Ave	[Signature]
16	Sean Shea 10360 South Fe Rd	[Signature]
17	Jeff Russell 10270 Rocket Dr.	[Signature]
18	[Signature]	[Signature]
19	Eric Bender 10305 Boulder Ln	[Signature]
20	Rick Sabel 9380 MacArthur Way	[Signature]
21	Harold J. Sasse 9280 MacArthur Way	[Signature]
22	Don Decker 10994 Oage Rd	[Signature]
23	Frank Sawady 13220 Main St	[Signature]

Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name	Address	Signature
1 NICKY SXGA	10760 SPANNAFE ROAD	<i>Nicky SXGA</i>
2 Russell Umbrao	10195 Silver Knolls Blvd. Reno NV	<i>Russell Umbrao</i>
3 J. Allen	PO Box 9782	<i>J. Allen</i>
4 Alan Fee	10780 Plata Mesa Dr	<i>Alan Fee</i>
5 Tanya Dilsbury Fee	10780 Plata Mesa Dr	<i>Tanya Dilsbury Fee</i>
6 Sandy Whitmore	110 Meadows Ln	<i>Sandy Whitmore</i>
7 Verda Lee Harris	10510 Plata Mesa 89508	<i>Verda Lee Harris</i>
8 Fay Allen	PO Box 9782	<i>Fay Allen</i>
9 KANDA HOLLENTON	PO BOX 60775 RENO 89506	<i>Kanda Hollenton</i>
10 Jim KRANTZ	PO BOX 60775 RENO 89506	<i>Jim Krantz</i>
11 Janet Dardano	11055 Bighorn Dr. Reno	<i>Janet Dardano</i>
12 Ed Pritchard	11850 Churchill Rd	<i>Ed Pritchard</i>
13 Karen Manning-Pritchard	11850 Churchill Rd	<i>Karen Manning-Pritchard</i>
14 James Bever	10260 Parkfinder Dr.	<i>James Bever</i>
15 Carol Dushbery	10885 Osage Rd	<i>Carol Dushbery</i>
16 Susy Martin	11595 Dieckberg Rd.	<i>Susy Martin</i>
17 MIKE MARELLUM	1205 CHICKEN RD	<i>Mike Marellum</i>
18 Shannon Johnson	8100 Orange Rd	<i>Shannon Johnson</i>
19 David Zimmerman	12200 Red Rock Rd	<i>David Zimmerman</i>
20 Dawn Swinda	10725 Santa Fe Rd	<i>Dawn Swinda</i>
21 Anna Zane	11205 Cinnabar Drive	<i>Anna Zane</i>
22 Joyce Gillespie	10350 Brighton Ln	<i>Joyce Gillespie</i>
23 Eric Bethel-Havens	11570 Osage Rd	<i>Eric Bethel-Havens</i>

**Exhibit P**

**Silver Hills**

**Master Plan Amendment Case Number WMPA17-0010**

**Regulatory Zone Amendment Case Number WRZA17-0005**



## NORTH VALLEYS CITIZEN ADVISORY BOARD

**DRAFT:** Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where these minutes are approved by the CAB. Minutes of the regular meeting of the North Valleys Citizen Advisory Board held March 11, 2019, at the North Valleys regional Park – Community building, 8085 Silver Lake Road, Reno, NV.

1. **\*CALL TO ORDER/DETERMINATION OF QUORUM** - The meeting was called to order at 6:00 p.m. by Ray Lake. A quorum was present.

**Present:** Teresa Aquila, Ray Lake, Pat Shea, Wesley Johnson (alternate filling in for Jennifer Salisbury), Roger Edwards

**Absent:** Jennifer Salisbury (excused), Craig Durbin (not excused)

2. **\*PLEDGE OF ALLEGIANCE** - Chair person Ray Lake led the pledge.

3. **\*PUBLIC COMMENT** –

Roger Pelham, Washoe County Planner, the master plan and zone change for Silver Hills has been requested to be delayed. Because the agenda was set, the item will still be heard tonight. You can still make commit; there is another opportunity. The application will be revised and come back before the CAB once it's been revised. This is not the final version that will go forward. Because it's delayed, it will not go to Planning Commission next month. A revised submittal means it will come back.

Pedro Rodriguez, senior manager at NDOT, spoke about road updates between McCarren to Lemmon Drive. It's a two phase project. First phase is Lemmon to Stead. First phase will be one lane with auxiliary lane, and improve bridges and interchanges. Parr will get a new bridge. Golden Valley will have future signals at the exit ramps. There will be additional signage. 60% design is complete. Once it's designed and funded, construction will begin in 2022. Mr. Rodriguez said they are working on the website. [Prodriguez@dot.nv.gov](mailto:Prodriguez@dot.nv.gov).

Dwayne Huber wants to know if Lemmon Drive is going to open.

Tim Jeter said he is opposed to new development. It doesn't make sense. There are two flooded lake. He said he is a contractor. Development has to happen, but it's a deterrent in our community. Developers who push their agenda in our area are unethical. He sent a letter to the Commissioners with ideas that include using BLM land to build a retention pond. He was told you cannot use BLM land. He meet with a BLM employee who said that it is a possibly but the County has to initiate it.

Danny Cleous showed pictures of flooding and a pump. Stead sewer plant has 2.5 million gallons of effluent dumped everyday. Clean up this mess before coming with your plans.

Kathy Jeter said she won't repeat what has been said except the situation has been repeating for 3 years. She spoke about dirty water; our kids will be infected and sick.

Russ Earl said Silver Hills are asking for special plans. He asked what is the point of zoning; why do we have a master plan and character management plan if we allow developers ask for specific changes. Mr. Earl said Peter Listener spoke at a meeting; he said it would improve property values. He said he spoke with owner of

Dixon realty who said a vast minority on the west side might see an increase in property values. Multi-acre property will see a decrease in values due to high density lots. He said he will begin a class action with the County for loss of property values. Silver Knolls community doesn't have a problem if they went back to their original plan but that doesn't appeal to them.

Steve Wolgast said he urged the board to take a pause on rezoning for higher density. This goes for those in flood risks areas. Approve best development plans that benefit old and new development. He spoke about property values. Prices of existing homes are flat or down from 2018. Rents are down. New home sales prices are down from mid-2018. This is from median sales. There is ongoing construction. There is room for growth without changing zoning. There are homes that have been approved that haven't been built yet. There is room for 100,000 new units with no change to current zoning. Employment growth is 4% since 2014. There are 9,000 new jobs in 2019.

Mark Johnson said he doesn't like adding house on less than 3 acres. Road improvements will come in 2022. The highway is overburdened.

Tim Fadda said he has been in Lemmon Valley since 1975, but worked in Lemmon Valley since 1964. We need a moratorium on projects until sewer plant stops dumping into our neighborhood. He asked where does the storm run-off go. We will get flooded again. Stop all building. Stop the sewer plan from dumping. The City Council needs a load on their front yard. It's illegal; it's not right. You can't dump your waste water on other people's ground.

Denise Ross spoke about the county commissioner meeting. They are talking about the lake.

Doug Herron spoke about the Red Rock corridor; houses are already near the road, and with thousand more cars, that road will need to be widen which will drop property values for those on Red Rock Road. While someone is filling their pockets, others are losing value.

Angela Hurt, mother of two who go to Silver Lake School said her 5<sup>th</sup> graders are going to middle school due to over capacity issues. There is more building when we have an overcrowded issues in the schools.

Kyle Ruf spoke about effluent water. He said 2.5 million gallons equals 7 acre feet goes into the school yard. He asked would you put up with that with your kids.

Dan McCament said he is trying to raise his kids. He said he wants to know if the City and County Commission are there to make corporations money or protect us from sewer water. This is a beautiful community where we enjoy our horses. He said we have to build schools, put in pumps, roads, and dig holes. He asked if that right or wrong; what is their job. He asked if they here for us or corporations out of California.

Erika Huber, Golden Valley residents with parents in Lemmon Valley since 1986. She said she experienced floods but nothing like this. She said the biggest concern is Deodar. She said if there is an emergency, her parents cannot afford to sell their homes.

**4. APPROVAL OF AGENDA FOR THE MEETING OF MARCH 11, 2019**– Roger Edwards moved to approve the agenda for **MARCH 11, 2019**. Teresa Aquila seconded the motion to approve the agenda. The motion passed unanimously.

**5. APPROVAL OF THE MINUTES FOR THE MEETING OF FEBRUARY 11, 2019**– Teresa Aquila moved to approve the minutes of **FEBRUARY 11, 2019**. Pat Shea seconded the motion to approve the minutes. Roger Edwards abstained as he was not in attendance at the February 11 meeting.

**6. DEVELOPMENT PROJECTS** – The project description is provided below with links to the application or you may visit the Planning Program website and select the Application tab and then the Applications Commission District Five. [https://www.washoecounty.us/csd/planning\\_and\\_development/index.php](https://www.washoecounty.us/csd/planning_and_development/index.php)

**6.A. Master Plan Amendment Case Number WMPA19-0001 (Buck Drive)** – 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 “Medium Density Suburban/Suburban Residential” (MDSSR) to the “Commercial” master plan designation on one parcel of land, totaling approximately 1.003 acres. The subject parcel is located within the Reno-Stead Corridor Joint Plan. (for Possible Action)

AND

**Regulatory Zone Amendment Case Number WRZA19-0001 (Buck Drive)** – For possible action, hearing, and discussion to approve a Regulatory Zone Amendment from the “Medium Density Suburban” regulatory zone to the “General Commercial” regulatory zone on one parcel of land, totaling approximately 1.003 acres. The subject parcel is located within the Reno-Stead Corridor Joint Plan. (for Possible Action)

- Applicant/ Property Owner: Lumos & Associates/Alan and Debra Squalia
- Location: 330 Lemmon Drive
- Assessor’s Parcel Number: 552-190-03
- Staff: Chris Bronczyk, Planner; 775-328-3612; [cbronczyk@washoecounty.us](mailto:cbronczyk@washoecounty.us)
- Reviewing Body: Tentatively scheduled for the Planning Commission on April 2, 2019

This project will be presented at the March 21<sup>st</sup> NAB

Proposing 1 acre parcel of Residential to General Commercial zoning

Angela Fuss with Lumus and Associates provided a project presentation:

- She provided a hard copy and large format boards for the audience.
- This is for a master plan and zone change. Master plan designation of residential to commercial.
- She reviewed the existing zoning; the one acre property site east of Jimboys. The house will be torn down and commercial will be built.
- Upcoming meetings: NAB and joint meeting Washoe County Commission/Reno City Council
- She spoke about sewer service. Approved new Buck Line goes to TMWA facility. Construction for the new line begins this spring.
- They will have an infiltration basin on site.
- This property is not on a flood zone.
- No development is proposed at this time. She said future development will require additional approval later.
- It’s a small one acre commercial lot. A business such a tire shop could go there.
  
- Teresa Aquila asked about traffic and will they access it. Angela said there will be no new will be created. They can access from Lemmon through the shopping center. It doesn’t impact Lemmon. Teresa said Military Road will be a nightmare. Angela said depending on the use, it will dictate the traffic. It won’t be big commercial use.

- Pat Shea asked if the access easement through Jimboy's Tacos is the same as current home. He said the access is already crowded to Jimboy's. Angela said RTC has a street widening program that will help.
- Roger Edwards asked about dedicated sewerage line. Angela said it will tie in at the south corner of parcel. The new Buck Line is the City of Reno line being built this spring.
- Angela said no project is proposed yet.
- Ray Lake asked how much water drains off this property. Angela said you cannot increase any amount of water that leaves your site. She said there is a retention chamber to capture the storm water on site. Its all done underground.

Public Comments:

Danny Cleous said he is surprised about Buck Line being allocated to two different projects. He said there has been a mix-up with sewer line. Sewer line is only allowed to service 50,000 a day. He spoke about the underground retention ponds – water soaks into the ground and still flows to the lake. He said the drainage is lower which flows to the lake. It's a bad plan all together. There are a lot of accidents in that area.

Cliff C. asked if rezoning from residential to commercial increases its value. He asked if someone will make more money. He said he understands they can't sell the house because it's surrounded by all commercial. Angela explained the development patterns in the past couple of years. Cliff spoke about flooding and development and was curious rezoning of one acre. Angela said it's up to the property owner.

Steve Wolgast asked about the retention basin; he asked if it leached into the ground or is it contained. Angela said all storm runoff goes somewhere. The way the code works, you have to show that run off is not being increased. It all ends up in the same system. Retention chamber infiltration.

Alice Hescox said she avoids this area because of the traffic.

Mark Johnson said if this is a tire shop, they use chemicals that may end up into the lake. It needs to be re-thought. The traffic is tied up. You are looking at 2022 until the roads are improved. I said no.

Teresa Aquila said the water on property already goes into the ground. It's not adding more run off, it's just being captured. She said if it's an auto body shop, there may be leaky vehicles and oils may end up running off. Angela said there isn't a proposed project yet. We don't know if it's a tire shop or garden shop. This is just a zone change.

**MOTION: Pat Shea moved to approved Master Plan Amendment Case Number WMPA19-0001 (Buck Drive) Regulatory Zone Amendment Case Number WRZA19-0001 (Buck Drive). Wesley Johnson seconded the motion to approve. Discussion: He said he looked at the Buck Drive plan, and it looks like small projects have happened down there. Roger Edwards said he won't approve one more piece of new development. Ray Lake said he doesn't care for the traffic. Motion passed 3 to 2. Roger Edwards and Teresa Aquila opposed.**

**6.B. Master Plan Amendment Case Number WMPA17-0010 (Silver Hills) – Request for community feedback, discussion and possible action to forward community and Citizen Advisory Board comments to Washoe County staff on a request to amend the Washoe County Master Plan, North Valleys Area Plan including:**

1) Remove four parcels of land totaling ± 780.32 acres from the Silver Knolls Suburban Character Management Area; and

- 2) Amend the North Valleys Area Plan Character Management Area map to reflect the removal of four parcels of land totaling the ± 780.32 acres from the Silver Knolls Suburban Character Management Area; and
- 3) Create a “Silver Hills Suburban Character Management Area” consisting of four parcels of land totaling the ± 780.32 acres; and
- 4) Amend the North Valleys Area Plan Character Management Area map to reflect the creation of the “Silver Hills Suburban Character Management Area” consisting of four parcels of land totaling the ± 780.32; and
- 5) Amend Policy NV.4.1 to delete the requirement that 50% of new parcels in a subdivision be at least one acre in size; and
- 6) Amend Policy NV.4.2 to delete the requirement that new parcels in a residential subdivision be at least one-half acre in size; and
- 7) Amend Policy NV.4.6 to delete the requirement that dwellings in new residential subdivisions include a garage sized for two vehicles, and 8) To incorporate the “Silver Hills Specific Plan Development Standards” as an Appendix to the North Valleys Area Plan with the intent of approving a specific plan allowing the development of 1,872 dwelling units. (for Possible Action)

AND

**Regulatory Zone Amendment Case Number WRZA17-0005 (Silver Hills)** - For possible action, hearing, and discussion to amend the regulatory zone on four parcels of land, totaling ± 780.32 acres, from Low Density Suburban (LDS) to Specific Plan (SP), with the intent of approving a specific plan allowing the development of 1,872 dwelling units. The overall residential density requested is approximately 2.4 dwellings to the acre. (for Possible Action)

• Applicant/ Property Owner: Lifestyle Homes • Location: On both the east and west sides of Red Rock Road, north of its intersection with Silver Knolls Boulevard. • Assessor’s Parcel Number: 087-309-10, 087-390-13, 086-232-31 and 086-203-05 • Staff: Pelham, Senior Planner; 775-328-3622; rpelham@washoecounty.us • Reviewing Body: Tentatively scheduled for the Planning Commission on April 2, 2019

Roger Pelham, Washoe County Planner, explained how this application has been delayed.

Mike Raley and Garret Gordon spoke about the master plan and zone change. He said they will be back in May.

Garret Gordon said they went through visioning workshop and trying to address concerns.

Master plan:

Significant change - No longer amending Silver Knolls Character Management plan; we are creating our own Silver Hills Character Management plan.

He said there are 10 policies and character statements to describe the project with broad principles. He read some of the character statements guidelines and policies – improve fire/emergency; support water customers; design sewer to maintain levels that are at or before flows; designated school site; create vibrant, balanced community.

Mike Raley with Rubicon Design group provided an update (lifestyle homes):

- He reviewed the Silver Hills Land Use Plan – he said they made it more restrictive.
- 50 foot dedicated open space
- 1 acre lots along the parameter of the development; existing is ½ lots or 1 acre lots which they will be maintaining that designation.
- Updated land use descriptions
- Reduced density by 20%

- Removed any request for land that was 30% slope
  - Increased buffer
  - Density matching standards
  - Increased acreage to parks with enhanced trails and access
  - He said they spoke at the workshop about agrihood - community farms to pump effluent back for agrihood uses.
  - Capped commercial and hours of operations – better defined in handbook
  - The hydrologist will study and design improvements
  - He said they want to be part of the solution.
  - He said they have had dozen of meetings.
  - Garret Gordon said 200 foot density match is in the policy
  - Zero scaping
  - Dark skies
  - Majority of policies and principles from Silver Knolls were codified.
- Teresa Aquila said she isn't in favor of commercial in the country. She asked how they will improve law enforcement in that area because substations don't really work. Adding a school will add more traffic into the area.
  - Mike Raley said Woodland Village another Lifestyle Home has neighborhood patrol. They will discuss the needs of law enforcement. Mike Raley said schools have a reverse commute; it doesn't create a traffic congestion issue.
  - Paul Solague, traffic engineer, said local trips are captured.
  - Roger Edwards asked about Red Rock Road plan. Paul Solague said RTC will be widening it with or without this project. This project will contribute \$7 million in impact fees. This project is positioned for plan improvements. Timing is important, services are planned. Paul Solague said as far as level of service goals for the roads – the County is allowing congestion. He said he bases his studies based upon the standards. It's a sound traffic plan.
  - Ray Lake asked when build out would occur if there were no more hurdles. Mike Raley said 2023 at the earliest with 15-20 year build out.
  - Wesley Johnson said the traffic study was conducted at the slowest week - 4<sup>th</sup> of July. People were out of town for the holiday and kids were out of school. He said it should have been conducted during school season. Paul Solague said August is a peak month with July a close second for high traffic. We haven't had negative comments about traffic studies. The data was responsibility collected.

Public Comment:

Tim Fadda said the traffic study was conducted during 4<sup>th</sup> of July. He said we need to get realistic with monitoring of traffic. It's smoking mirrors.

Russ Earle said it's a bogus traffic study. It's not representative. It was stated that the unit count has been reduced 20%, but this is an increase. Don't pat yourself on your back with all the meetings you have held. You had to host those with all the changes that you made. We were told the commercial is all professional services. He said he likes the two car garages. Overall count has gone up with no reduction. He said he would like to see increased park space. Density is increasing with more units per acre.

Denise Ross said she is curious if the plan to start in 2023, but sewer capacity treatment build out won't start until 2024, where are you going put your waste for the houses. How do they plan to reduce water runoff going into Swan Lake. This is something you should be educated in. We have open land, and when you put cement

and concrete, water cannot soak in and it all ends up in lake. The lake is full. Please put the skids on it until we can get grasp on it.

Danny Cleous said the sewer has to go to Stead Sewer plant. They are still doing studies. Then they have to figure out where they will put their effluent. He said the project wants to use some of the effluent. The traffic engineer is bogus. They need to do a lot of engineering around the lakes. He asked why did you make your own character plan; use the one that is there. Follow the one of the valleys. its ignorant. You should have a project that everyone is proud of. These developers have gotten out of control.

Cliff Corey spoke about the traffic studies. He said they moved up here to avoid high density traffic. There will be high density traffic which will be a major issue.

Ray Lake said traffic is already bad.

Tim Jeter said we know the comments from traffic engineer aren't true. There needs to be stipulations with a pool of money they have to put into for repairing the lake and flooding issues prior to development. There are ideas that can be done. It wouldn't take a long time. Someone needs to step up. He spoke about current traffic issues. There needs to be a fund to address the issues.

John Howe, 43 year resident, asked for clarification about parks.

Mike Ross, Silver Knolls, said it's a secret treasure out here. He asked the traffic engineer to redo the study. He said he lives up from Red Rock and watches the traffic throughout the week and it's drastically different. Plata Mesa is a feeder road which impacts the traffic, which wasn't addressed. He asked why proceed with a flawed study. He thanked the board.

Teresa Aquila said we had a moratorium in Reno when the MGM came in years ago. She said development is fast; we need to establish a certain percentage of development. Lemmon Valley never use to flood like this. She asked why we have a master plan if you have to amend it.

Roger Edwards said he fought all large development that came in. He asked why we need to change character management; why scrap the whole thing and start over. There is no reason why we can't build within the boundaries we already have. If you have to change the entire plan, there must be more to it that what is being said. He said he isn't supporting anything new. He said he would like to make a recommendation on a moratorium.

Wes Johnson said his front yard is warehouses. He said he was lied to by the realtor. He said there will be 4-lanes out there. That's not what we moved out there for. He said he was pissed off at the traffic study due to when it was conducted. Something has to be done.

Mike Raley addressed the comment on parks – there will be 3 acre neighborhood parks. He met with the Parks Department to move them around with larger community park format with the ability to do neighborhood parks. He spoke about drainage and effluent – it will be pumped back to site for irrigation for landscaping and stored in a series of ponds to alleviate what is going into Swan Lake. The code and requirements on development has changed dramatically.

Wes Johnson asked about how they can afford improvements. Mike Raley said there are laundry list of what we can do. He said the park tax will go towards building parks and turn it over to the County. The citizens would foot the bill to maintain the parks.

Paul Solague said his studies are creditable. He said dates of data collection and the days are listed. Those dates are printed on the appendix. Traffic is different than flooding. He said there are plans and procedures that govern traffic, community function and intersection delays. Policies makers allow levels of congestion. That adds to the frustration. There are impact fees of millions dollars to improve roads with criteria. There is a system in place. Paul said he is told what to study; he doesn't choose what he studies. He said it's a credible report.

Mike Raley addressed the question about personal service for commercial – dry cleaner, salon, dental office. A convenience store falls into commercial use, but it's not listed in allowed use. No convenience store or gas station.

Garret Gordon said no more than 2.5 units per acre. He said it's his favorite project. He said he has represented other developers, but this current developer is community serving. He said we put concerns in writing. We live up the word. He is proud to be before Roger Edwards on behalf of his client.

Teresa Aquila asked about bus stops which impact traffic. What will happen when it's four lanes. Agency policy says not to put them on 4-lanes high speed traffic areas. Paul Solague said those are tucked in, not on 4 lane. Teresa said more routes must be included. Paul Solague said there will be changes to bussing system.

Mike Raley said there will be more details to come. He said they look forward to coming back.

## **7. \*PUBLIC OFFICIAL REPORTS**

**7.A.\*Washoe County Commission Update** — Washoe County Commissioner, Jeanne Herman, may be available to provide updated information on discussions and actions by the Board of County Commissioners (BCC). Following her presentation Commissioner Herman will be available to address questions and concerns from the CAB and the audience. Commissioner Herman can be reached at (775) 501-0002 or via email at landfindercountry@gmail.com. (This item is for information only and no action will be taken by the CAB).

Commissioner Herman said it's good to see participation to protect your community. She said she understands everyone is frustrated about what is happening in North Valleys. She said she comes here almost every day. She said everyone thinks no one is doing anything. Commissioner said she has taken the concerns to the people in the County. We need to call all the commissioners and encourage them. She said they are working on things. She said she went to Washington DC and spoke to different agencies.

## **8. \*CHAIRMAN/BOARD MEMBER ITEMS** — This item is limited to announcements by CAB members.

Roger Edwards said he would like to agendize a total building moratorium in the North Valleys. Ray Lake said he attended the County Commission meeting to speak about control over agenda. He said we had to listen to NDOT in public comments instead of a dedicated agenda item. He said we have asked for more control over agendas. He said he spoke with Commission Chair person on that subject. We will continue to work towards that. We want to see other items and updates from other community agencies – RTC, NDOT, stead airport. He thanked the audience for their attendance. He thanked the folks from Silver Hills. They are listening. Teresa Aquila thanked the audience for fighting and there has been a huge change from the beginning proposal.

**9. \* GENERAL PUBLIC COMMENT AND DISCUSSION THEREOF —**

Dwayne Huber said he would like to see Bonnie Weber out here. We need to work with her.

Danny Cleous said Bonnie Weber was our County Commissioner and she started this mess; she wanted our lots smaller and she got that passed. We need to go after her again.

Norma Brownell she said she was a member of Lemmon Valley Association, and developed a master plan for Lemmon Valley. We spent a lot of time on it then the City of Reno annexed us and there we went.

**ADJOURNMENT** - Meeting was adjourned at 8:00p.m.

Number of CAB members present: 5

Number of Public Present: 75

Presence of Elected Officials: 1

Number of staff present: 2

Submitted By: Misty Moga



# Citizen Advisory Board Comment Card and Request to Speak

Name: Allan Zane

Contact (phone, email – optional): Allan@icanbuytravel.com

Citizen Advisory Board:

Date: 3/11/2019

Agenda Item Number:

### Please Circle One:

I would like to speak

I would like to provide written comment only

### Comments (optional):

I would like you all to be certain to be aware that at the Silver Hills "Visioning Workshops" held in December of 2018 (literally the week before Christmas for 3 nights), at all 3 nights of the workshops, NOT ONE resident was in favor of adjusting the current zoning. NOT ONE

for 3 nights, the week before Christmas, with all of our kids present. NOT ONE person there was in favor, other than the developer. Please say NO to any changes ~~as opposed to what has been done~~ that increase density. We were here first and we want it to stay with large lots.



# Citizen Advisory Board Meeting

# SIGN-IN SHEET

NV CAB  
03/11/2019

Name	Mailing or Email Address
Penny Cleons	11630 Tupelo St
Denise Ross	
Cliff Conroy	10725 Silver Knolls Blvd
Russell & Kitty Umbrao	10195 Silver Knolls Blvd / P.O. russell1@juno.ca
Shawna Baker + Brian Amme	10975 Silver Knoll Blvd. Reno, NV 89508
Lomici Goyia Guelon	10690 Redwood Ln Reno NV 89508
Joyce RIFFEL	8550 Osage Rd Reno 89508
Chris Rasmussen	10280 Ft Churchill Rd Reno 89508
John Ross	10250 Aldebaran Dr Reno 89508
Diane Batanowski	7156 Crest Hill Dr 89506
Alison Ross	10250 Aldebaran Dr 89508
Bonnie Klud	11160 LARSON RANCH RD, 89508

Please PRINT legibly and use the proper case for email address.



Citizen Advisory Board Meeting

SIGN-IN SHEET

NV CMB  
03/11/2019

Name	Mailing or Email Address
JON STAMPS	10790 SANTA FE RD, RENO 89508
Larry Stamps	10790 Santa Fe Rd, Reno 89508
Peter Gina J. Ores	11455 Osage Rd, Reno 89508
Jan Bishop	10870 Plata Mesa, Reno, NV
Doug Herren	10435 PASCADILLA Rd. Reno, NV
SUZANNE HERREN	"
JEFF RUSSELL	10270 CROCKETT DR RENO, NV.
MAESYALL TESSA	PO Box 7415 RENO, NV 89570
Ron DeSilva	8988 MAHON DR. 89506
Elizabeth Birch	8280 Big River Dr Reno 89506
John & Lenora Williams	10950 Plata Mesa Reno 89508
Jennifer Huang	1831 Grand Central Dr Reno NV 89506

Please PRINT legibly and use the proper case for email address.



Citizen Advisory Board Meeting

SIGN-IN SHEET

NV CAB

3/11/2019

Name

Mailing or Email Address

Alice HESCOX  
 Doni McCuneant  
 Mark Johnson  
 Leigh Rosmison  
 John & Liz Howe  
 Francine Donsnick  
 Terry Donsnick  
 Angela Hurst  
 SUZANNE HERRON  
 Steve Wolgast

10750 WINTERVIEW DR alice@katzgroup.com  
 11480 Chestnut St lori@sparksflorist.com  
 10455 Bighorn Dr Reno NV 89508  
 10280 Fort Churchill Reno NV 89508  
 11510 Dage Rd Reno, NV 89508  
 9355 W. Wynn Way  
 " - Same -"  
 10405 Boulder LN Reno NV 89508  
 10435 Placerville DR Reno NV 89508  
 5220 Cedarwood Drive Reno NV 89511

Please PRINT legibly and use the proper case for email address.



Citizen Advisory Board Meeting

SIGN-IN SHEET

NV  
3/11/2019

Name	Mailing or Email Address
Casey Meaden	meaden.cassey@gmail.com
Norma Brownell	mike.norma@charter.net
MIKE BURKE	M T S BURKE1@GMAIL.COM
Pam Becker	
ERIC BENDER	
Jon Howl	10510 Tradmaster Dr. 89508
April Brown	APRILBROWN.131313@gmail.com
Marty Collman	8805 L.H.L. Creek Rd. 89508
MIKE STANLEY ANDERSON	7805 AFANATON 89508
Karolyn Hirsch	9525 Red Rock Rd. Reno 89508
DWAYNE RUBEN	11120 FIRZ LEMMON VALLEY
DAVE KEIN	10735 Whitcawick Dr Reno, NV

Please PRINT legibly and use the proper case for email address.



Citizen Advisory Board Meeting

SIGN-IN SHEET

NV

CAB

3/11/2019

Name	Mailing or Email Address
Ken Marking	10720 WHITEHAWK DR. RENO
BRADDOCK CAMP	BRADDOCK DR 89508
Susy Martin	11595 Vicksburg Rd 89508
TERRA MORGAN	10875 CHESAPEAKE RD
Kyle Ruff	11375 Heartpine St
FRANK W WRENNE	Fw@wrenns@aol.com
GARY HERRON	10105 BODIE DR
Allan Zane	11205 Cimarron Dr.
Debra Squallia	3150 Achilles Dr Reno NV 89512
TIM FRADA	11548 DODAR WAY Reno NV 89506
CARLI FRIPP	11505 Tule St. Reno NV 89500
GAIL MATTINGLY	10185 Shenandoah Dr. 89508

Please PRINT legibly and use the proper case for email address.



Citizen Advisory Board Meeting

NV CAB  
03/11/2019

SIGN-IN SHEET

Name	Mailing or Email Address
John & Roberta Levetsky	11085 Wagon Ho Lane, Reno 89508
Mickey & Linda Zimmerman	12200 Red Rock 89508
Kuss Earle	11400 Osage Rd. Reno 89508
Joyce Esbent Palmer	3895 Diamond Peak Ave 89508
ERIKA HUBER	7715 Hughes Dr. Reno, NV 89506
<del>Phayne Huber</del>	<del>1170 Fir Dr. Reno, NV 89506</del> ON LIST TWICE
Vicky Siler	10760 SAKUNA FIRE WALK, Reno 89508
Alan Ice	10720 Playa Mesa dr Reno 89508
MARCIAL REILEY	10165 Coyote Run Ct. Reno, 89508
TIM SEIBER	11545 SITKA ST 89506
Kathryn Cjete	11545 Sitka St Reno 89506
Alan Squarles	3150 Achilles Dr. Reno 89512

Please PRINT legibly and use the proper case for email address.



# Citizen Advisory Board Comment Card and Request to Speak

Name: Pedro Rodriguez, NDOT Project Manager

Contact (phone, email - optional): 775-888-7321

Citizen Advisory Board: Rodriguez @ DOT.NV.GOV

Date: 3-11-19

Agenda Item Number: Public Comment

**Please Circle One:**

I would like to speak

I would like to provide written comment only

**Comments (optional):**

Provide a brief update on NDOT's <sup>LS</sup> ~~MS~~ 395 North Vallys Project.













# Citizen Advisory Board Comment Card and Request to Speak

Name: *Steve Wolgast*  
Contact (phone, email - optional): *stevewolgast@gmail.com*  
Citizen Advisory Board: *North Valleys*  
Date: *3-11-19*  
Agenda Item Number: *A B*

**Please Circle One:**

I would like to speak

I would like to provide written comment only

**Comments (optional):**

## Pause Densification

There is no need to move forward re-zoning properties for higher residential densities. This is especially true for areas that have flood risk or other hazards. It is time to be selective and only approve the best development plans that benefit existing residents as well as the new residents.

Residential housing demand is softening.

- Sales of existing homes dropped to the lowest level in January 2019 since February 2009.
- Prices of existing home sales are flat or down from Q3 2018.
- Rents have come down since mid 2018.
- New home sales prices are down to \$480,000 from the \$510,000 peak in 2018.
- These prices all reflect median data.

There is a lot of on-going construction and room for growth.

- There are 15,000 new dwellings that have been approved, but have not yet been built. This is a big fraction of the 41,000 new dwellings that are forecasted to be needed by 2038.
- There is room for 100,000 new dwelling units following the current zoning.
- There are 3,953 apartments under construction and 7,418 more have been approved.

Employment growth is not booming. It has been growing at roughly 4%/year since 2014. The area is forecast to get 9,000 new jobs in 2019. This number may be optimistic given that Tesla is considering a second reduction in force.

Let's take a breath and consider what development is really needed and what we want the area to look like in the long term.

Steve Wolgast





# Citizen Advisory Board Comment Card and Request to Speak

Name: Tim Fadda

Contact (phone, email – optional):

Citizen Advisory Board:

Date: 3-11-2019

Agenda Item Number:

**Please Circle One:**

I would like to speak

I would like to provide written comment only

**Comments (optional):**

PLACE A MURATORIUM WALL FOWALL  
BUILDING IN THE AREA UNTIL FLOODING  
AND TREATMENT PLANT DISCHARGE IS  
CHANGED AND PLACED SOMEWHERE ELSE

Tim Fadda



# Citizen Advisory Board Comment Card and Request to Speak

Name: BONNIE KLUD  
Contact (phone, email – optional):  
Citizen Advisory Board:  
Date: MARCH 14, 2019  
Agenda Item Number:

## Please Circle One:

I would like to speak

I would like to provide written comment only

## Comments (optional):

AS A RESIDENT OF SILVER KNOLLS -  
I HAVE BEEN FOLLOWING SEVERAL PROPOSED  
BUILDING PROJECTS.

AGAIN - I WANT TO ADD MY SUPPORT TO  
DEVELOPMENT OF ROADS AND SEWAGE  
PROCESSING.

WE HAVE SERIOUS FLOOD ISSUES  
EX. LEMMON VALLEY SEWAGE MANAGEMENT  
HAS BEEN DOCUMENTED BY A SERIES OF PHOTOS -  
TOTALLY UNACCEPTABLE - FOR YEARS

HIGH DENSITY DEVELOPMENT IS INAPPROPRIATE  
FOR SILVER KNOLLS - USE CURRENT ZONING

HOUSE VALUES ARE LIKELY TO DECLINE  
SO HOMEOWNERS MUST TAKE LEGAL ACTION TO  
COUNTER DESTRUCTIVE ~~TRENDS~~.

ROADS NEED TO BE ADDRESSED

FIX THE SEWER ISSUES! ASAP





# Citizen Advisory Board Comment Card and Request to Speak

Name: Kyle Ruf  
Contact (phone, email - optional): 775-313-1599  
Citizen Advisory Board:  
Date: 3-11-19  
Agenda Item Number:

**Please Circle One:**

I would like to speak

I would like to provide written comment only

**Comments (optional):**

2.5 million gallons / day = <sup>over</sup> 7.1 Acre-ft





# Citizen Advisory Board Comment Card and Request to Speak

Name: Angela Hurt

Contact (phone, email - optional): 775 720 - 3586

Citizen Advisory Board:

Date: 3 - 11 - 2019

Agenda Item Number:

**Please Circle One:**

I would like to speak

I would like to provide written comment only

**Comments (optional):**

5<sup>th</sup> graders going to middle school, new residents will feel to school that has already sent off its 5<sup>th</sup> grader to address overcrowding





# Citizen Advisory Board Comment Card and Request to Speak

Name: *ERIKA HUBER*

Contact (phone, email – optional):

Citizen Advisory Board:

Date: *3.11.19*

Agenda Item Number:

**Please Circle One:**

I would like to speak

I would like to provide written comment only

**Comments (optional):**

*Deodar way access*



# Citizen Advisory Board Comment Card and Request to Speak

Name: *Danny Cleary*

Contact (phone, email – optional):

Citizen Advisory Board:

Date: *3-11-19*

Agenda Item Number: *zone Aument 6-A*

**Please Circle One:**

I would like to speak

I would like to provide written comment only

**Comments (optional):**

*Inappropriate*

February 11, 2019

NV.7.3 Subdivisions established within the Silver Hills Character Management Area shall include a 50 foot open space buffer plus a 200 foot density match between the subdivision and any adjacent residential dwellings existing on the date of final adoption of the Silver Hills Character Management Area.

NV.7.4 Subdivisions established within the Silver Hills Character Management Area will vary setbacks and driveway design.

NV.7.5 Subdivisions established within the Silver Hills Character Management Area will construct no more than 10% of the total residential units located within the entire Silver Hills Character Management Area in the same architectural elevation.

NV.7.6 In subdivisions established within the Silver Hills Character Management Area, perimeter fencing on individual parcels adjacent to common open space is optional. Perimeter fencing adjacent to common open space must be consistent with an "open fencing" concept and the use of block, concrete, or similar materials should be limited to posts, pillars and similar uses and not panel or wall sections. Plans for the maintenance of perimeter fences adjacent to common open space will be submitted with tentative map applications.

NV.7.7 In subdivisions established within Silver Hills East, residential garages will, at a minimum, be sized for two vehicles.

NV.7.8 In subdivisions established within the Silver Hills Character Management Area, the use of streetlights will be minimized. Any lighting proposed must show how it is consistent with current best practice "dark-sky" standards.

NV.7.9 All dwellings located within the Silver Hills Character Management Area that are adjacent to existing residential dwellings (existing on the date of final adoption of the Silver Hills Character Management Area) must be single story. Existing residential dwellings are considered adjacent if separated by the minimum 50 foot open space buffer area. Existing residential dwellings are not considered adjacent if separated by a road.

NV.7.10 In subdivisions established within the Silver Hills Character Management Area, landscape designs will emphasize the use of native vegetation, with non-native and atypical vegetation integrated sparingly into any landscaped area. Homebuilders must offer at least two separate xeriscape options.

NV.7.11 The standards established in policies NV.7.1-NV.7.10 will be implemented through tentative map conditions, improvements plans, CC&Rs, or deed restrictions as appropriate. Washoe County staff shall establish the implementation measures as conditions of tentative map approval.





ALL TIMES

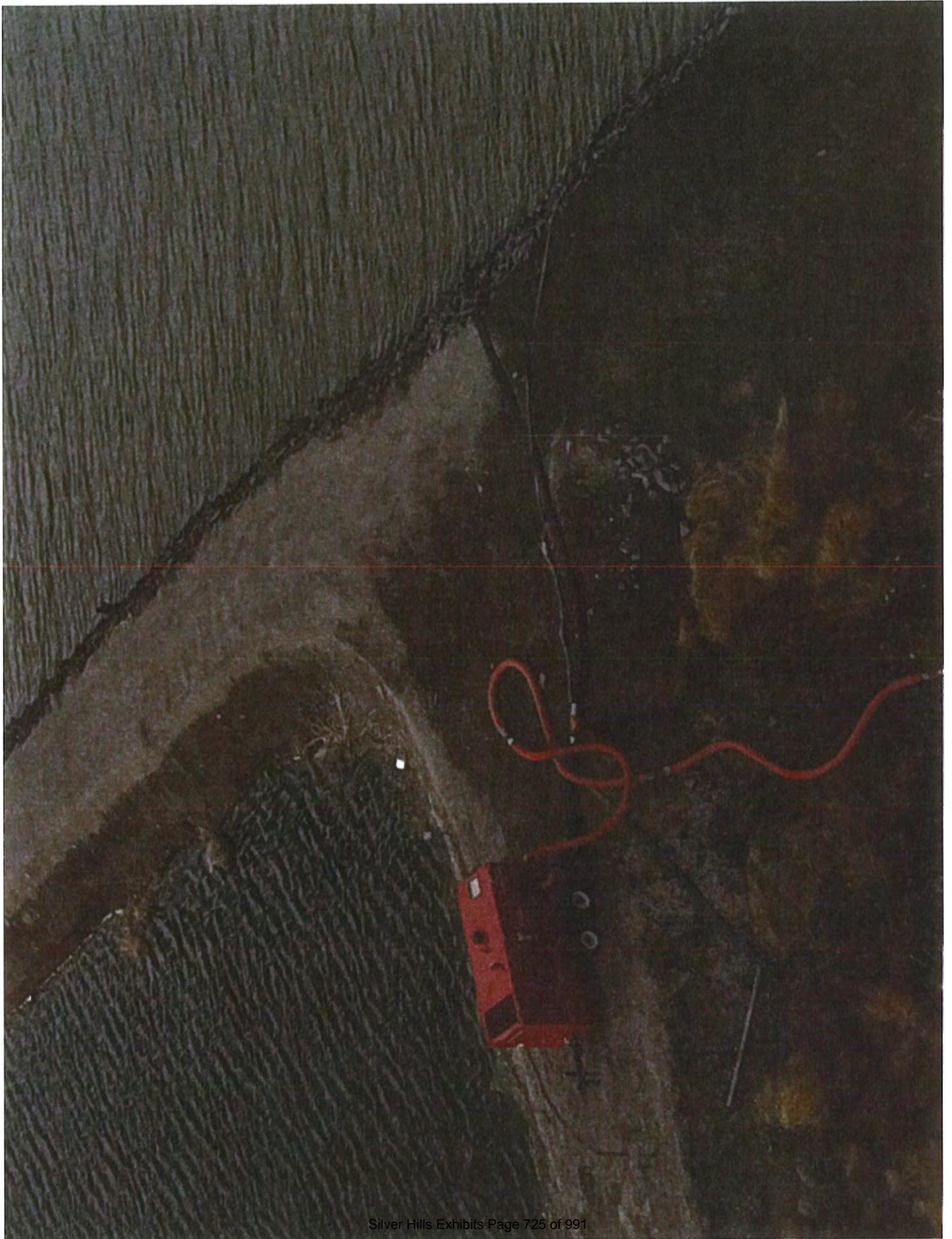
## WORKER HYGIENE FACT SHEETS

This project area uses reclaimed wastewater for irrigation. This reclaimed wastewater comes from the sewage treatment plant and meets the standards required for this level of reuse. Potential risks of disease transmission from the use of the reclaimed water is low, however, some general guidelines (listed below), should be followed to protect you from becoming ill when working with reclaimed water:

1. Do not drink the reclaimed water or use the reclaimed water for washing.
2. Always wash hands and face with clean water and soap before eating, smoking, or drinking.
3. Wear rubber gloves when working on the irrigation system.
4. Try to keep the irrigation water off your skin and clothes as much as possible.
5. Always treat cuts immediately before continuing with work on the irrigation system.
6. Make sure the area is clear of people that may get sprayed before running the irrigation system.
7. Report any problems to your supervisor that you feel could pose a threat.









# North Valleys

## PROJECT UPDATE

Winter 2019

### Description

US 395 is the major arterial between North Reno and Golden Valley, Lemmon Valley, and Cold Springs areas. This route serves as the main connection to North-Eastern California. The purpose of this project is to rehabilitate the existing roadway, add capacity, and improve travel efficiency along this corridor. This two-phased \$100 million-dollar project will support planned land uses and economic development



### Phase I

The limits of Phase 1 are from the McCarran Interchange to the Lemmon Valley Interchange. This phase will include a third southbound travel lane, auxiliary lanes between the interchanges in both the northbound and southbound directions, the reconfiguration of the Lemmon Valley Interchange into a Diverging Diamond Interchange(DDI), and the rehabilitation of the existing roadway.

### Phase II

The limits of Phase 2 are from the Lemmon Valley Interchange to the Stead Blvd. Interchange. This phase will consist of the addition of a lane in both the southbound and northbound directions as well as rehabilitation of the existing corridor.

### Schedule

Design of Phase 1 is currently progressing well for completion in late 2020. Construction is anticipated to begin in 2021/2022 with up to a 3-year construction duration.

Design of Phase 2 is expected to complete in late 2024 with construction starting in 2025.

### Contact

**Pedro Rodriguez, NDOT Project Manager**

Phone: (775) 888-7321

E-mail: [prodriguez@dot.nv.gov](mailto:prodriguez@dot.nv.gov)

Mail: 1263 S. Stewart St., Carson City, NV 89712



# SILVER HILLS LAND USE PLAN



HORIZON YEAR 2025

NORTH VALLEYS  
CHARACTER MANAGEMENT PLAN

RURAL CHARACTER MANAGEMENT AREA

SUBURBAN CHARACTER MANAGEMENT AREA

Scale in Miles

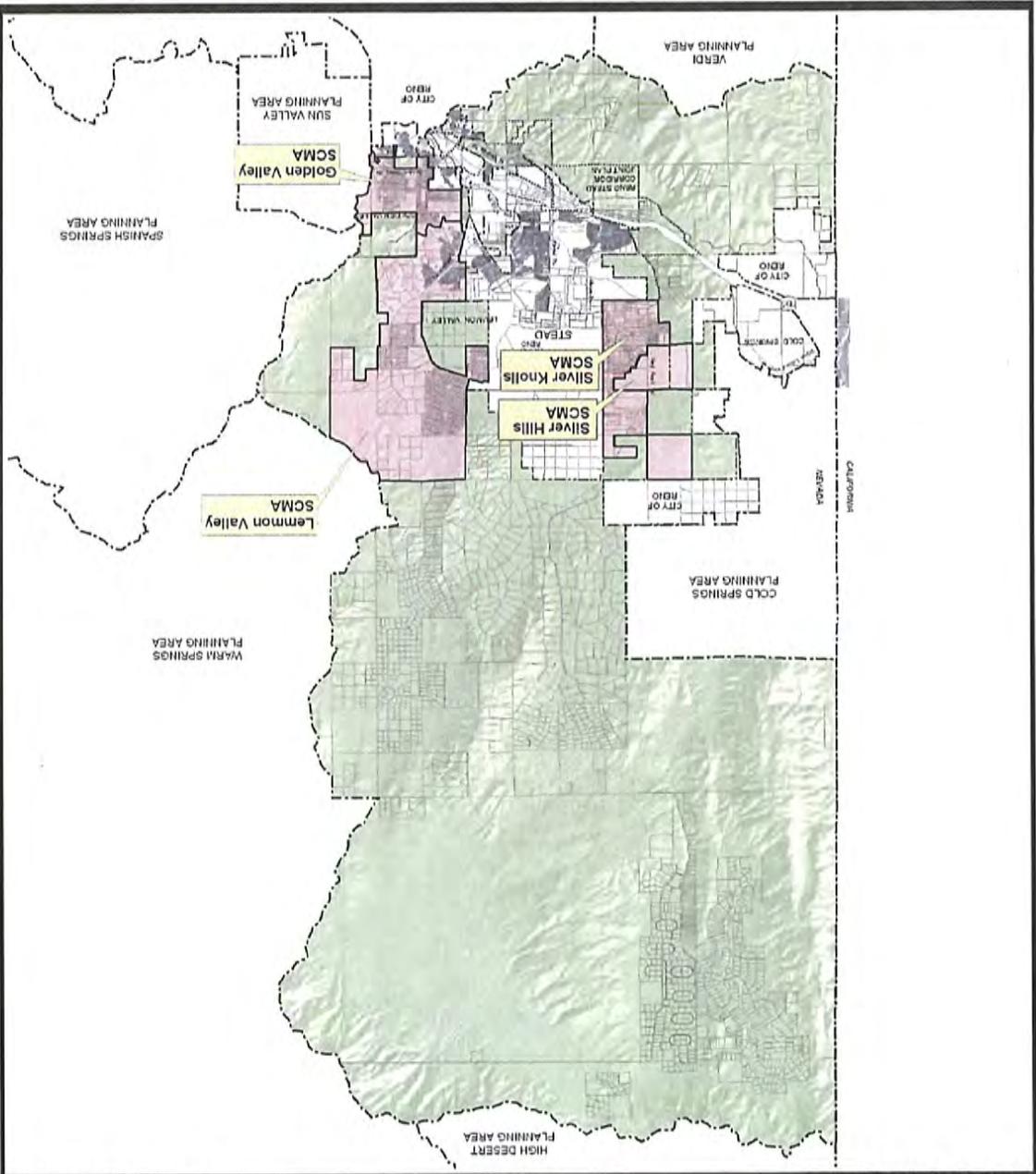
NOTE: THE STATE AND COUNTY OFFICES OF ALL JURISDICTIONS SHALL VERIFY AND APPROVE THE LOCATION AND BOUNDARIES OF ALL PLANNING AREAS. APPROVED FOR ADOPTION AND SIGNATURE BY THE BOARD OF COUNTY COMMISSIONERS. FROM THE WASHOE COUNTY COMMUNITY DEVELOPMENT DEPARTMENT.

**WASHOE COUNTY**  
NEVADA

Post Office Box 11130  
Fax: (775) 328-2000

**Department of**  
Community Development

WV25-000001-DATE: March 21, 2005  
ISSUE APPROVAL DATE: May 4, 2005  
Plan Nevada 88520



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## Community Meetings and Input

- \* North Valleys Citizens Advisory Board – 4 Meetings
- \* Silver Knolls Homeowners Association – 2 Meetings
- \* Publicly Noticed Community Open House
- \* Washoe County-Hosted Visioning Workshops – 3 Meetings
- \* Numerous Individual Meetings – Neighbors, Interested Parties, Concerned Citizens, Etc.

## Plan Changes Based on Community Input

- \* Overall unit count has been reduced by 20% (2,340 to 1,872)
- \* Removed any increased density from 30% slope areas.
- \* Increased buffers and added strict density matching standards.
- \* Increased overall park acreages.
- \* Enhanced trail and public access standards.
- \* Inclusion of an innovative Agrihood concept.
- \* Added square footage “caps” for potential commercial uses.
- \* Eliminated convenience stores and gas stations from commercial use types.
- \* Updated sewer, drainage, and water infrastructure standards and included design concept options.
- \* Firm commitments (standards) to reduce flows to Silver Lake and Swan Lake.

# Plan Changes Based on Community Input

- \* Removed property from Silver Knolls Suburban Character Management Area (SCMA) – Maintains integrity of the plan for existing neighborhoods and eliminates the possibility of further development in Silver Knolls.
- \* Created a new SCMA for the Silver Hills Specific Plan designed to complement the Silver Knolls SCMA.
- \* Revised plans and standards to address Visioning Workshop comments and more closely reflect existing Silver Knolls policies.
- \* Added property east of Red Rock Road back in to Specific Plan Area.
- \* Restricted east side to 1 dwelling unit per acre.
- \* Standards now require a 50-foot open space buffer and one-acre minimum lots on the perimeter of east side adjacent to existing parcels.
- \* East side buffering and lot size requirements far exceed current code requirements.
- \* Updated land use descriptions/standards to comply with current Suburban standards defined in the Washoe County Development Code.

EXHIBIT Q

SILVER HILLS

MASTER PLAN AMENDMENT CASE NUMBER WMPA17-0010

REGULATORY ZONE AMENDMENT CASE NUMBER WRZA17-0005

This draft minutes for the June 10, 2019 North Valleys Citizen Advisory Board were not ready as of the time of the finalization of this staff report. Those minutes will be provided to the Planning Commission at the public hearing on these items.



## RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

### ADOPTING AN AMENDMENT TO THE WASHOE COUNTY MASTER PLAN, NORTH VALLEYS MASTER PLAN (WMPA17-0010), AND RECOMMENDING ITS ADOPTION TO THE BOARD OF COUNTY COMMISSIONERS

Resolution Number 19-0\_\_

Whereas, Master Plan Amendment Case Number WMPA17-0010 (Silver Hills) came before the Washoe County Planning Commission for a duly noticed public hearing on July 2, 2019; and,

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

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

Whereas, the Washoe County Planning Commission has made the findings necessary to support adoption of the proposed Master plan Amendment Case Number WMPA17-0010 as set forth in NRS Chapter 278, Washoe County Code Chapter 110, Article 820, and the North Valleys Area Plan as follows:

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
3. Response to 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.
7. NV.20.1 (a). The amendment will further implement and preserve the Vision and Character Statement.
8. NV.20.1 (b). The amendment conforms to all applicable policies of the North Valleys Area Plan and the Washoe County Master Plan, and the Regional Water Management Plan.

9. NV.20.1 (c). The amendment will not conflict with the public's health, safety or welfare.
10. NV.20.3 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 North Valleys by the Department of Water Resources. The Department of Water Resources will establish and maintain the standards and methodologies for these feasibility studies.
11. NV.20.3 b. A traffic analysis has been conducted that clearly identifies the impact to the adopted level of service within the North Valleys planning area 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. NV.20.3 c. For amendments that propose new or intensified commercial land use, the scale of the intended use has been shown to be community serving in nature.
13. NV.20.3 d. For residential land use intensifications, the potential increase in residential units will not exceed Washoe County's applicable policy growth level for the North Valleys Area Plan, as established under Goal One.
14. NV.20.3 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 North Valleys planning area, 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, the Washoe County Planning Commission, upon written request from the Regional Transportation Commission, may waive this finding.
15. NV.20.3 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.
16. NV.20.3 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 1.2.
17. NV.20.3 h. If the proposed intensification results in existing public school 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. The Washoe County Planning Commission, upon request of the Washoe County School Board of Trustees, may waive this finding.

18. NV.20.3 i. Any existing development in the North Valleys planning area, the Forest planning area, or the Northeast Truckee Meadows planning area 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 pursuant to NRS 278.210(3) that (1) the Washoe County Planning Commission does hereby adopt the proposed master plan amendment in Master Plan Amendment Case Number WMPA17-0010, comprised of the maps, descriptive matter and other matter intended to constitute the amendment as submitted at public hearing noted above and included as Exhibit R-1; and (2) to the extent allowed by law, this approval is subject to the conditions adopted by the Planning Commission at the public hearing noted above.

ADOPTED on July 2, 2019

WASHOE COUNTY PLANNING COMMISSION

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Sarah Chvilicek, Chair

ATTEST:

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Trevor Lloyd, Secretary

Attachment: Exhibit R-1

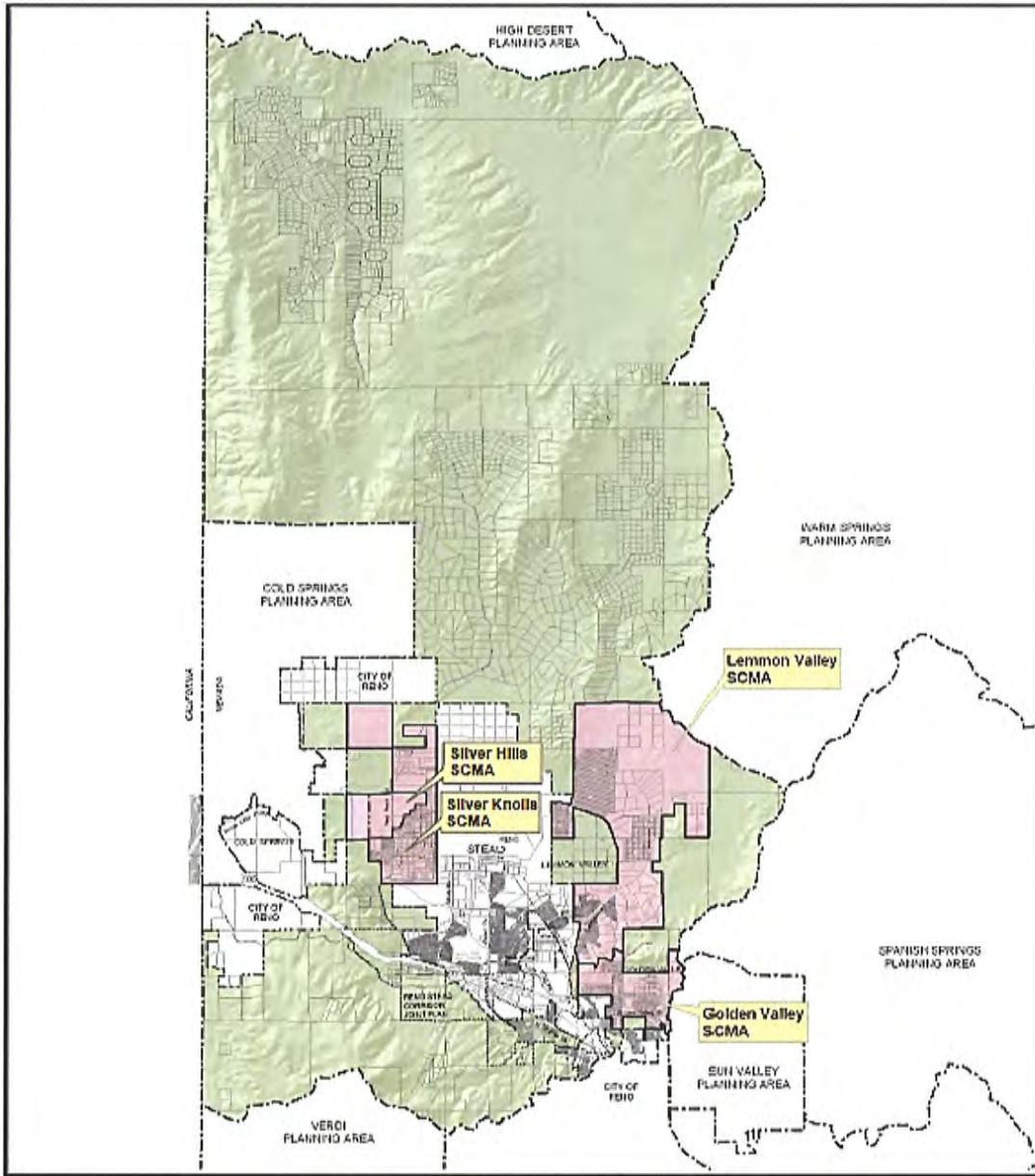
Exhibit R-1

Silver Hills

Master Plan Amendment Case Number WMPA17-0010

Regulatory Zone Amendment Case Number WRZA17-0005

# Proposed Character Management Plan Map



## NORTH VALLEYS CHARACTER MANAGEMENT PLAN

- SUBURBAN CHARACTER MANAGEMENT AREA
- RURAL CHARACTER MANAGEMENT AREA

HORIZON YEAR 2025

WPC MAPS/PLANNING Map 14 2005  
EUC ADP/CAL/CA/05 Map 8 2006

NOTE: THE BOUNDARIES SHOWN ON THIS MAP ARE APPROXIMATE ONLY AND DO NOT REPRESENT THE OFFICIAL BOUNDARIES OF ANY STATE OR FEDERAL AGENCY. THE BOUNDARIES SHOWN ON THIS MAP ARE APPROXIMATE ONLY AND DO NOT REPRESENT THE OFFICIAL BOUNDARIES OF ANY STATE OR FEDERAL AGENCY.



**WASHOE COUNTY  
NEVADA**

Reno, Nevada 89502

Post Office Box 11120  
(775) 326-3000

~~Strikethrough~~ = delete

Underline = add

North Valleys Area Plan



**Department of  
Community Development**

# **Master Plan North Valleys Area Plan**



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Telephone: 775.328.6100 – Fax: 775.328.6133 – [www.washoecounty.us/comdev/](http://www.washoecounty.us/comdev/)



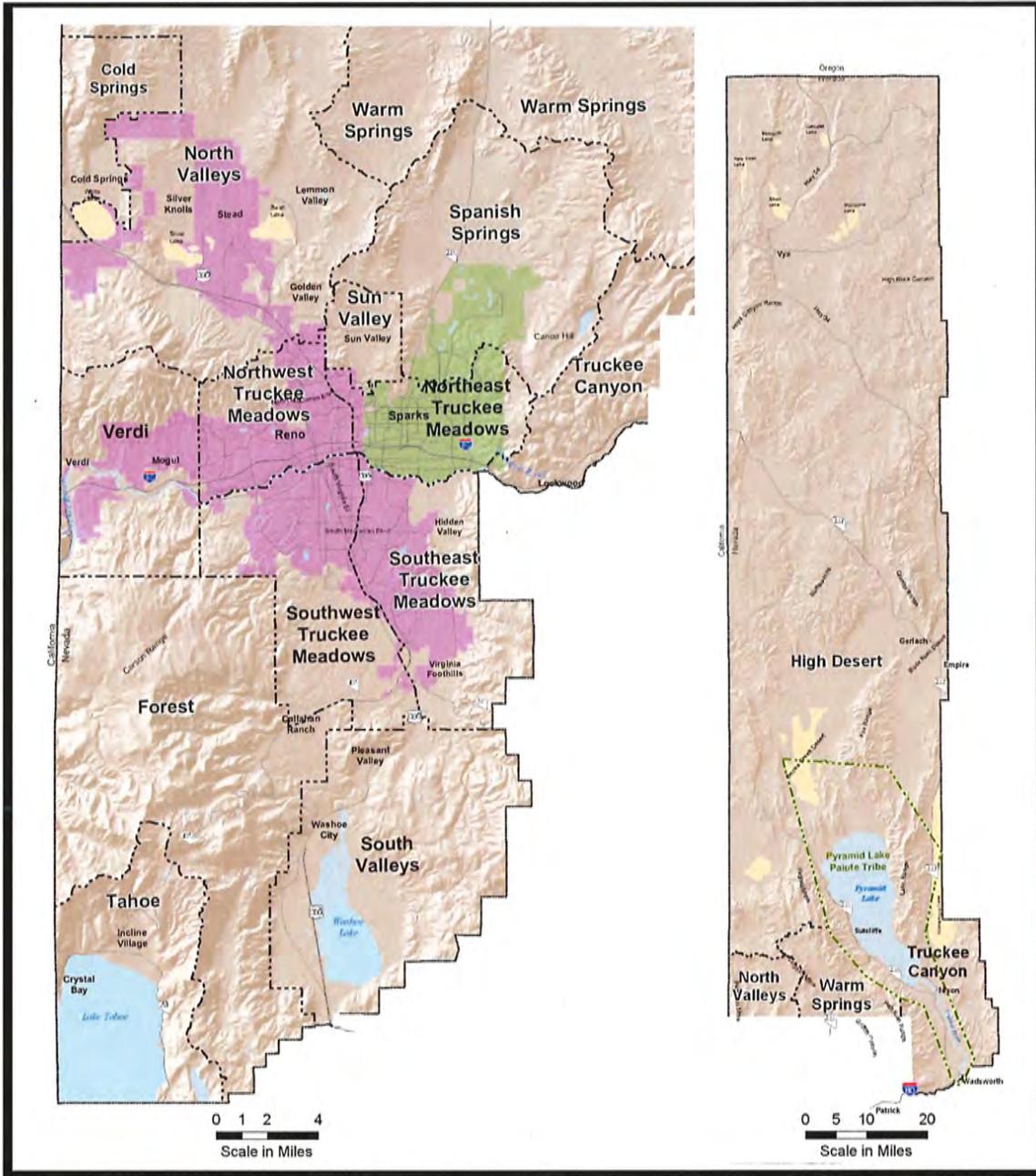
**Department of  
Community Development**

# **Master Plan North Valleys Area Plan**

This document is one of a series that, as adopted, constitutes a part of the Master Plan for Washoe County, Nevada. This document is available for \$10.00 from the Washoe County Department of Community Development. If you have a copy of the Washoe County Master Plan notebook, please place this behind the North Valleys Area Plan tab. The Washoe County Master Plan can also be found on our department's website.

This printing of the North Valleys Area Plan reflects amendments adopted as part of Comprehensive Plan Amendment Case Number CP10-002. In accordance with Article 820 of the Washoe County Development Code, the amendment was adopted by Resolution Number 10-11 of the Washoe County Planning Commission on May 20, 2010, by the Washoe County Commission on July 13, 2010, and found in conformance with the Truckee Meadows Regional Plan by the Regional Planning Commission on September 8, 2010. The adopting resolution was signed by the Washoe County Commission Chairman on September 9, 2010.

THIRD PRINTING, SEPTEMBER 2010



### WASHOE COUNTY PLANNING AREAS

<ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed black; width: 20px; display: inline-block;"></span> Planning Area boundary</li> <li><span style="border-bottom: 1px dashed black; width: 20px; display: inline-block;"></span> Washoe County boundary</li> <li><span style="border-bottom: 1px dashed green; width: 20px; display: inline-block;"></span> Pyramid Lake Paiute Tribe boundary</li> <li><span style="background-color: #800080; width: 15px; height: 10px; display: inline-block;"></span> City of Reno</li> <li><span style="background-color: #008000; width: 15px; height: 10px; display: inline-block;"></span> City of Sparks</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: #fff9c4; width: 15px; height: 10px; display: inline-block;"></span> Dry Lakes</li> <li><span style="background-color: #add8e6; width: 15px; height: 10px; display: inline-block;"></span> Water Bodies</li> <li><span style="background-color: #d2b48c; width: 15px; height: 10px; display: inline-block;"></span> Hillshade, 10 meter elevations</li> </ul>
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Source: Community Services Date: June 2006

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

Scale Bars are shown below each map

**Department of Community Development**

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**WASHOE COUNTY NEVADA**

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

# Contents

	<b>Page</b>
<b>Acknowledgments .....</b>	<b>v</b>
<b>Introduction .....</b>	<b>1</b>
Vision .....	1
Character Statement .....	1
<b>Vision and Character Management .....</b>	<b>3</b>
Land Use .....	3
Goal One .....	3
Policies .....	3
Goal Two .....	<u>5 6</u>
Policies .....	<u>5 6</u>
Goal Three .....	<u>6 7</u>
Policies .....	<u>6 8</u>
Goal Four .....	7
Policies .....	7
Goal Five .....	8
Policies .....	8
Goal Six .....	9
Policies .....	9
<u>Goal Seven .....</u>	<u>9</u>
<u>Policies .....</u>	<u>9</u>
Transportation .....	<u>40 12</u>
Goal Seven <u>Eight</u> .....	<u>40 12</u>
Policies .....	<u>40 12</u>
Scenic/Recreational/Cultural Resources .....	<u>44 12</u>
Goal <u>Eight Nine</u> .....	<u>44 12</u>
Policies .....	<u>44 13</u>
Goal <u>Nine Ten</u> .....	<u>44 13</u>
Policies .....	<u>44 13</u>
Goal <u>Ten Eleven</u> .....	<u>44 13</u>
Policies .....	<u>44 13</u>
Natural Resources .....	<u>43 14</u>
Air Resources .....	<u>43 14</u>
Goal <u>Eleven Twelve</u> .....	<u>43 14</u>
Policies .....	<u>43 14</u>
Land Resources .....	<u>43 15</u>

Goal <del>Twelve</del> <u>Thirteen</u> .....	43 <u>15</u>
Policies .....	43 <u>15</u>
Goal <del>Thirteen</del> <u>Fourteen</u> .....	43 <u>15</u>
Policies .....	43 <u>15</u>
Goal <del>Fourteen</del> <u>Fifteen</u> .....	43 <u>15</u>
Policies .....	43 <u>15</u>
Water Resources – Flooding .....	44 <u>15</u>
Goal <del>Fifteen</del> <u>Sixteen</u> .....	44 <u>15</u>
Policies .....	44 <u>16</u>
Water Resources – Supply .....	44 <u>16</u>
Goal <del>Sixteen</del> <u>Seventeen</u> .....	44 <u>16</u>
Policies .....	44 <u>16</u>
Water Resources – Quality .....	45 <u>16</u>
Goal <del>Seventeen</del> <u>Eighteen</u> .....	45 <u>16</u>
Policies .....	45 <u>16</u>
Goal <del>Eighteen</del> <u>Nineteen</u> .....	45 <u>17</u>
Policies .....	45 <u>17</u>
Water Resources – Service/Wastewater .....	45 <u>17</u>
Goal <del>Nineteen</del> <u>Twenty</u> .....	46 <u>17</u>
Policies .....	46 <u>17</u>
Plan Maintenance .....	46 <u>17</u>
Goal <del>Twenty</del> <u>One</u> .....	46 <u>17</u>
Policies .....	46 <u>18</u>
<b>Appendix A – Maps .....</b>	<b>A-1</b>
Character Management Plan .....	A-3
Development Suitability .....	A-5
Master Plan .....	A-7
Public Services and Facilities Plan .....	A-9
Recreational Opportunities Plan .....	A-11
Streets and Highways System Plan .....	A-13
<b><u>Appendix B – Silver Hills Specific Plan Development Standards .....</u></b>	<b><u>B</u></b>

## **Acknowledgments**

### **Washoe County Board of County Commissioners**

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Bonnie Weber, Vice Chair  
John Breternitz  
Kitty Jung  
Robert M. Larkin

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John Berkich, Assistant County Manager  
David Childs, Assistant County Manager

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Neal Cobb, Vice Chair  
Roger Edwards  
Vaughn Hartung  
Roy Hibdon  
William Weber  
D.J. Whittemore

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Jeannie Fow  
Patricia McAlinden  
Debra Richied  
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Adrian P. Freund, FAICP, Community Development Director

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## Introduction

The North Valleys Area Plan responds to a citizen-based desire to identify, implement and preserve the community character that has evolved throughout the North Valleys over time.

Upon direction from the Washoe County Planning Commission, the Department of Community Development sponsored a series of public workshops to identify the distinguishing characteristics of the North Valleys communities.

The result of this effort is the development of a comprehensive vision for the North Valleys planning area that identifies separate community character areas and establishes the existing and desired future character of each of these areas. The North Valleys Area Plan implements and preserves this community vision and character.

## Vision

Through cooperation with the Washoe County Board of County Commissioners and the Washoe County Planning Commission, the North Valleys community will maintain and apply objective standards and criteria that serve to manage growth and development in North Valleys in a manner that:

Respects the scenic, and rural heritage of the area by encouraging architectural and site design standards that are responsive to this heritage;

Respects private property rights;

Provides a range of housing opportunities;

Provides ample open space and recreational opportunities;

Addresses the conservation of natural, scenic and cultural resources;

Ensures that infrastructure is coincident with development and appropriate in scale and character to the community character articulated below; and,

Coordinates resource availability with the construction of infrastructure through the implementation of facilities and resources plans.

## Character Statement

The North Valleys planning area is home to a great variety of natural, scenic, cultural and economic resources. The recreational, educational, scientific and lifestyle opportunities afforded by these resources make a significant contribution to the area's character and to its quality of life. This character is supported by land uses that are distributed within several distinct communities. While the land uses found in the North Valleys planning area range from very rural to heavily suburban, the area's communities enjoy many elements of a more rural character, particularly as they relate to the natural environment, subdivision design, and livestock ownership. Much of the North Valleys, in both suburban and rural areas, exhibits a distinctly equestrian character. In part, this is due to the large areas of designated open space under federal ownership, both to the south associated with Peavine Mountain United States Forest Service (USFS), and to the north associated with numerous Bureau of Land Management (BLM) holdings. Ready access to these areas has contributed to a proliferation of outdoor recreational opportunities. In fact, the pressure on these lands to accommodate all of the various uses and users will require an ongoing effort to effectively manage these important areas to prevent degradation of the resource, and negative impacts on residents. Future growth in the area will be managed to minimize negative impacts on the character of these communities, particularly those impacts related to the generation of light, air, and water pollution, open space, wildlife and wildlife habitat and the blending of new development with any existing development. The scenic value of the natural hills and valleys is an important component of the North Valleys' character. Extensive re-shaping of the landscape by grading prior to development is not characteristic of the North Valleys planning area.

Part of the North Valleys is subject to the Reno-Stead Corridor Joint Plan. The Joint Plan describes the land uses pattern, development standards, and amendment procedures for the area it covers. While the Joint Plan is a component of the North Valleys Area Plan, its status as a joint plan provides for a series of regulations and procedures that effectively create a separate master plan and zoning designation for that area.

Identifiable communities in the North Valleys include:

A mix of land uses, including large and small lot residential, some higher density residential opportunities and some small-scale commercial properties characterize the **Lemmon Valley Community**. In some areas of Lemmon Valley, mixed-use projects that include both residential and commercial uses may be appropriate. The Swan Lake wetlands area defines a large area of open space that is valued for its habitat, educational, open space, recreational and other components. Many residents in the Lemmon Valley area have horses, mules, fowl and other animals, and the existence of these animals for recreational, educational and economic purposes is recognized as a significant contributor to the local character. Outdoor recreational opportunities are also an important component of the community, especially as they relate to equestrian trails and multi-use trails. The availability of water has limited growth in this area, but as water resources become available, growth will again begin to impact the local landscape.

The **Golden Valley Community** is characterized by a generally low-density residential suburban land use pattern. Like Lemmon Valley, the existence of livestock and other animals for recreational, economic and educational purposes is recognized as a significant contributor to the local character. Access to equestrian and multi-use trails is an important component of the local character. The Bureau of Land Management lands to the north and east of Golden Valley provide a backdrop to the community, providing vistas and access to public lands utilized by equestrians and hikers. Because of the location of significant commercial development nearby, commercial land uses are not necessary in Golden Valley and are not desired. The use of curb, gutter and sidewalk is also minimal in Golden Valley and this design feature contributes to the rural character of this area, and provides runoff to replenish the Golden Valley aquifer.

As a low density suburban residential community, the **Silver Knolls Community** is similar to the Golden Valley Community in its land use pattern. However, its location tends to provide Silver Knolls residents with a greater sense of isolation from other developed parts of the North Valleys. Silver Knolls is located at the west edge of the Reno-Stead Airport. It is bounded on the north and west by the Granite Hills range. Physically, the area can be characterized as gently sloping terrain at the base of this mountain range. These mountainous areas and the Reno-Stead Airport separate this community from developed areas in Reno-Stead, Cold Springs and Lemmon Valley. Commercial land use designations are not desired. Once again, the existence of livestock and other animals for recreational, educational and economic reasons is recognized as a significant contributor to the local character.

The **Silver Hills Community** is characterized by a medium density residential land use pattern that will (i) provide for a variety of housing options to meet the needs of a broad range of the area's population, and (ii) preserve the area's character and quality of life with design standards such a density matches, open space buffers and maintaining natural open spaces. The existing ridgelines and rolling terrain provide for a "mountain ranch" themed residential development that accentuates the views and natural topography and incorporates site features that promote farm-to-table living in a cooperative environment. A portion of the community was removed from the City of Reno and is still bounded by the City of Reno to its west. Limited commercial land use designations that are community-serving are desired if within a Specific Plan (with a special use permit). The North Valleys area has rapidly become one of the largest employment centers in the region and the Silver Hills community intends to (i) improve the housing/jobs balance to the area, (ii) improve fire and police protection to the area, (iii) provide support to the Silver Knolls Mutual Water Company customers, (iv) design

the sanitary sewer and storm water systems to maintain levels that are at or below pre-development flows into Swan and Silver Lakes; (v) designate a school site for the Washoe County School District, and (vi) create a vibrant, balanced community.

The North Valleys Area Plan is home to two areas of a decidedly more rural character. These areas and the rural communities found there are identified on the Character Management Plan map as the North Valleys Rural Character Management Area. In the southern portion of the area plan, large private parcels and significant holdings of the National Forest Service characterize much of the northeast slope of Peavine Mountain. Likewise, large private parcels and significant holdings of the Bureau of Land Management characterize the northern section of the area plan, generally north of Stead, Lemmon Valley, and Silver Knolls, as well as east of Lemmon Valley. In the northern reaches of the North Valleys planning area, the communities of **Antelope Valley, Red Rock, Rancho Haven, Bedell Flats and Sierra Ranchos** contribute to a distinct character of large and very large lot residential uses. These areas are not suburban land uses with a rural character. Rather, they are more truly rural in land use pattern and in community character. While some smaller lots exist, these areas are predominantly large lot (10 acre and greater) residential communities. A significant amount of home based business, agriculture, and agricultural related business exists in and around these communities. These activities are a key component of the character in these rural areas. These communities exist in and around large blocks of federal land, controlled primarily by the Bureau of Land Management. The key cultural, archaeological, natural, habitat, recreational and other special resources on these federal lands as well as on private lands, are a key component of the areas' character. Residents in these rural areas have expressed a particular interest in innovative approaches to resource conservation and preservation, including production and utilization of alternative energy sources at the individual residence level. The lack of air, water, noise and light pollution, as well as low traffic congestion is commonly cited as key components of the rural areas' character. Equestrian activities for recreational, educational and economic purposes are commonplace, and the large lot size together with the proximity to trails and public lands greatly facilitates the pleasure riding and other outdoor activities that form an important part of this area's character. In addition to horse, many residents also own hobby livestock such as alpaca, llama, donkey, etc. for similar purposes. The value of this area for educational and scientific purposes is highlighted by the existence of the Animal Ark Wildlife Sanctuary. This non-profit institution is an important member of the community, and its contributions, not only to the local area's character but also to the regional quality of life, make a strong statement regarding the broad contribution that rural areas make to the region at large.

**Horizon Hills, Black Springs and Anderson Acres Communities** are suburban areas within the Reno-Stead Corridor Joint Plan area. The Joint Plan describes the land uses pattern, development standards, and amendment procedures for the area it covers. While the Joint Plan is a component of the North Valleys Area Plan, its status as a joint plan provides for a series of regulations and procedures that effectively create a separate master plan and zoning designation for that area.

The **Cold Springs Community** has traditionally been considered part of the North Valleys planning area. However, due to its location, unique history, and the expansion of Incorporated Reno into the Cold Springs Community, Washoe County has worked with residents to develop a separate Cold Springs Area Plan.

The **Reno-Stead Incorporated Area** within the North Valleys planning area contributes significantly to the overall character of the planning area. The Reno-Stead Airport, significant employment and commercial opportunities in industrial and commercial areas, and a full range of residential densities combine to make the Reno-Stead area a very large component of the landscape and local character.

## Vision and Character Management

### Land Use

**Goal One: The pattern of land use designations in the North Valleys Area Plan will implement the community character described in the Character Statement.**

#### Policies

- NV.1.1 The North Valleys Character Management Plan (NVCMP) map shall identify the North Valleys Rural Character Management Area (NVRCA), the Silver Knolls Suburban Character Management Area (SKSCMA), the Lemmon Valley Suburban Character Management Area (LVSCMA), the Golden Valley Suburban Character Management Area (GVSCMA), and the Reno-Stead Corridor Joint Plan area.
- NV.1.2 The combined policy growth level for the Suburban Character Management Areas is 2000 new residential units of land use capacity. Changes to the established regulatory zones will not add more than 2000 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.
- NV.1.3 Policy growth levels for the North Valleys Rural Character Management Area are established for each hydrographic basin in the planning area as a function of the sustainable water resource yield in each basin. Changes to the established regulatory zones may add new units of land use capacity only to 85% of each basin's sustainable yield as determined by the Washoe County Department of Water Resources. The Washoe County Department of Community Development will cooperate with the Department of Water Resources to track increasing land use potential to ensure these growth levels are not exceeded.
- NV.1.4 The following Regulatory Zones are permitted within the North Valleys Rural Character Management Area:
- General Rural (GR – One unit per 40 acres).
  - Low Density Rural (LDR – One unit per 10 acres).
  - Public/Semi-public Facilities (PSP).
  - Parks and Recreation (PR).
  - Open Space (OS).
- NV.1.5 The following Regulatory Zones are permitted within the Silver Knolls Suburban Character Management Area:
- General Rural (GR – One unit per 40 acres).
  - Low Density Rural (LDR – One unit per 10 acres).
  - Medium Density Rural (MDR – One unit per 5 acres).
  - High Density Rural (HDR – One unit per 2.5 acres).
  - Low Density Suburban (LDS – One unit per acre).
  - Public/Semi-public Facilities (PSP).
  - Parks and Recreation (PR).
  - Open Space (OS).
- NV.1.6 The following Regulatory Zones are permitted within the Golden Valley Suburban Character Management Area:

- a. General Rural (GR – One unit per 40 acres).
- b. Low Density Rural (LDR – One unit per 10 acres).
- c. Medium Density Rural (MDR – One unit per 5 acres).
- d. High Density Rural (HDR – One unit per 2.5 acres).
- e. Public/Semi-public Facilities (PSP).
- f. Low Density Suburban (LDS – One unit per acre).
- g. Parks and Recreation (PR).
- h. Open Space (OS).

## NV.1.7

The following Regulatory Zones are permitted within the Lemmon Valley Suburban Character Management Area:

- a. General Rural (GR – One unit per 40 acres).
- b. Low Density Rural (LDR – One unit per 10 acres).
- c. Medium Density Rural (MDR – One unit per 5 acres).
- d. High Density Rural (HDR – One unit per 2.5 acres).
- e. Public/Semi-public Facilities (PSP).
- f. Low Density Suburban (LDS 1 – One unit per acre).
- g. Low Density Suburban-Two (LDS 2 – Two units per acre).
- h. Medium Density Suburban-Three (MDS 3 – Three units per acre).
- i. Medium Density Suburban-Four (MDS 4 – Four units per acre).
- j. High Density Suburban (HDS – Seven units per acre single family detached; Nine units per acre attached or mobile home).
- k. Low Density Urban (LDU – 10 units per acre for single family detached, 14 units per acre for multi-family and 12 units per acre for mobile home parks).
- l. Medium Density Urban (MDU – 21 units per acre).
- m. Parks and Recreation (PR).
- n. Open Space (OS).
- o. Neighborhood Commercial (NC).

## NV.1.8

The following Regulatory Zones are permitted within the Silver Hills Suburban Character Management Area:

- a. Public/Semi-public Facilities (PSP)
- b. Low Density Suburban (LDS 1 – One unit per acre)
- c. Low Density Suburban-Two (LDS 2 – Two units per acre)
- d. Medium Density Suburban-Three (MDS 3 – Three units per acre)
- e. Parks and Recreation (PR)
- f. Open Space (OS)
- g. Neighborhood Commercial (NC)
- h. Specific Plan (SP)

**Goal Two: Common Development Standards in all designated Character Management Areas. Establish development guidelines that will implement and preserve the community character commonly found within the North Valleys planning area.**

**Policies**

- NV.2.1 The use of curb and gutter will be minimized. Pedestrian facilities should utilize alternative design and materials to avoid traditional sidewalk appearance. Proposals for the construction of curb, gutter, or traditional concrete sidewalks must be justified by demonstrating benefit to the health, safety and welfare of the community. Washoe County may permit the placement of roadside ditches in Public Improvement Easements to facilitate the implementation of this policy. Such ditches will be designed to a "recoverable-ditch" standard as determined by the Washoe County Department of Public Works.
- NV.2.2 When feasible, given utility access constraints, grading in subdivisions established after the date of final adoption of this plan will:
- Minimize disruption to natural topography.
  - Utilize natural contours and slopes.
  - Complement the natural characteristics of the landscape.
  - Preserve existing vegetation and ground coverage to minimize erosion.
  - Minimize cuts and fills.
- NV.2.3 Site development plans in the North Valleys planning area must submit a plan for the control of noxious weeds. The plan should be developed through consultation with the Washoe County District Health Department, the University of Nevada Cooperative Extension, the State Department of Agriculture, and/or the Washoe-Storey Conservation District. The control plan will be implemented on a voluntary compliance basis.
- NV.2.4 Applicants required to present their items to the Citizen Advisory Board (CAB) must submit a statement to staff regarding how the final proposal responds to the community input received at the CAB meeting.
- NV.2.5 Proposals for residential development projects must include a process for ensuring that potential homeowners in the project are provided adequate notice regarding the existence of livestock and the potential for accompanying noise and odor throughout the North Valleys planning area.
- NV.2.6 Prior to the approval of tentative maps or non-residential development in the North Valleys planning area, the Reno-Tahoe Airport Authority (RTAA) will be contacted to determine if height limitations and an aviation easement are required. If the proposed development is within the boundary of the Federal Aviation Regulations (FAR) Part 77 Imaginary Protection Surfaces of the Reno-Stead Airport (Figure 1), that development will be limited to a height no greater than the protection surfaces or the applicant will be required to receive Federal Aviation Administration (FAA) approval to exceed the height limit as a condition of approval. Furthermore, the property owner of any proposed development within the boundary of the FAR Part 77 protection surfaces for the Reno-Stead Airport will be required to grant the RTAA an aviation easement as a condition of approval.
- NV.2.7 During review of tentative maps and other development proposals, the Planning Commission will review the adequacy of the minimum standards established under Goals 2, 3, 4, 5 and 6; and upon a finding that a standard is inadequate to implement these goals, may impose other similar standards as necessary to

implement the relevant goal. Said similar standards may include but are not limited to, perimeter parcel matching and alternative construction materials.

- NV.2.8 The standards established in policies NV.2.1-NV.2.6 will be implemented through tentative map conditions, improvements plans, CC&Rs, or deed restrictions as appropriate. Washoe County staff shall establish the implementation measures as conditions of tentative map approval.

**Goal Three: North Valleys Rural Character Management Area. Establish a land use pattern, site development guidelines, and architectural guidelines that will implement and preserve the North Valleys Rural community character as described in the North Valleys Vision and Character Statement.**

**Policies**

- NV.3.1 Washoe County will study the merit of supporting the disposal of federal land in the planning area for development purposes. The criteria used to identify specific areas for disposal must include the protection of key cultural, archaeological, natural (including water), habitat, recreational, and other special resources from adverse impacts.
- NV.3.2 Washoe County recognizes a growing pressure on public lands brought on by an increasing demand for outdoor recreational activities. Washoe County will work with the Bureau of Land Management (BLM) and the United State Forest Service (USFS) to ensure that Management Plans for federal lands in the planning area consider the growing impact of recreational activities on residents of the area. Washoe County supports the concept behind the BLM Mission Statement, "Preserve and Protect for Future Generations."
- NV.3.3 Outdoor lighting must be consistent with best practice "dark-sky" standards.
- NV.3.4 Perimeter fencing must be consistent with an "open fencing" concept. The use of block, concrete, or similar material should be limited to posts, pillars and similar uses and not used for panel or wall sections. In subdivisions established after the date of final adoption of this plan, perimeter fencing on individual parcels is optional. Plans for the maintenance of perimeter fences will be submitted with tentative map applications.
- NV.3.5 Whenever feasible, new homes should be located in a manner that facilitates the immediate use of, or future conversion to, renewable energy technologies. This includes home orientation to solar and wind exposure and geothermal resources.
- NV.3.6 All divisions of land must comply with the most current regulations of the Washoe County District Health Department.
- NV.3.7 Washoe County will cooperate with other agencies, institutions, and local residents to ensure that educational and scientific activities based on the area's key resources will be supported and encouraged in a manner that is compatible with the local community and beneficial to the broader region. All development proposals that may negatively impact ongoing scientific and educational activities must demonstrate adequate mitigation measures to ensure that new development is compatible with those activities.

**Goal Four: Silver Knolls Suburban Character Management Area. Establish a land use pattern, site development guidelines, and architectural guidelines that will implement and preserve the Silver Knolls community character as described in the North Valleys Vision and Character Statement.**

**Policies**

- NV.4.1 ~~A minimum of 50% of the residential parcels in any subdivision established after the date of final adoption of this plan must be at least one acre in size.~~
- NV.4.2 ~~The minimum size of residential parcels in a subdivision established after the date of final adoption of this plan is 0.5 acres.~~
- NV.4.3 Subdivisions established after the date of final adoption of this plan will vary setbacks and driveway design.
- NV.4.4 Subdivisions established after the date of final adoption of this plan will construct no more than 10% of the total residential units in the same architectural elevation.
- NV.4.5 In subdivisions established after the date of final adoption of this plan, perimeter fencing on individual parcels is optional. Perimeter fencing must be consistent with an "open fencing" concept. The use of block, concrete, or similar material should be limited to posts, pillars and similar uses and not used for panel or wall sections. Plans for the maintenance of perimeter fences will be submitted with tentative map applications.
- NV.4.6 ~~In subdivisions established after the date of final adoption of this plan, residential garages will, at a minimum, be sized for two vehicles.~~
- NV.4.7 In subdivisions established after the date of final adoption of this plan the use of streetlights will be minimized. Any lighting proposed must show how it is consistent with current best practice "dark-sky" standards.
- NV.4.8 At least 50% of all dwellings in subdivisions established after the date of final adoption of this plan must be single story. All dwellings adjacent to existing residential development must match the adjacent building type (single-story/multi-story). Development is considered adjacent if it is not separated by a road or minimum 30 foot landscaped buffer area.
- NV.4.9 In subdivisions established after the date of final adoption of this plan, landscape designs will emphasize the use of native vegetation, with non-native and atypical vegetation integrated sparingly into any landscaped area. Homebuilders must offer at least two separate xeriscape options.
- NV.4.10 The standards established in policies NV.4.1-NV.4.9 will be implemented through tentative map conditions, improvements plans, CC&Rs, or deed restrictions as appropriate. Washoe County staff shall establish the implementation measures as conditions of tentative map approval.

**Goal Five: Golden Valley Suburban Character Management Area. Establish a land use pattern, site development guidelines, and architectural guidelines that will implement and preserve the Golden Valley community character as described in the North Valleys Vision and Character Statement.**

**Policies**

- NV.5.1 The provisions of Washoe County Development Code 408, Common Open Space Development, are not available for implementation in the Golden Valley Suburban Character Management Area.
- NV.5.2 Subdivisions established after the date of final adoption of this plan will vary setbacks and driveway design.
- NV.5.3 Subdivisions established after the date of final adoption of this plan will construct no more than 10% of the total residential units in the same architectural elevation.

- NV.5.4 In subdivisions established after the date of final adoption of this plan, perimeter fencing on individual parcels is optional. Perimeter fencing must be consistent with an "open fencing" concept. The use of block, concrete, or similar material should be limited to posts, pillars and not used for panel or wall sections. Plans for the maintenance of perimeter fences will be submitted with tentative map applications.
- NV.5.5 In subdivisions established after the date of final adoption of this plan, residential garages will, at a minimum, be sized for two vehicles.
- NV.5.6 In subdivisions established after the date of final adoption of this plan, the use of streetlights will be minimized. Any lighting proposed must show how it is consistent with current best practice "dark-sky" standards.
- NV.5.7 At least 50% of all dwellings in subdivisions established after the date of final adoption of this plan must be single story. All dwellings adjacent to existing residential development must match the adjacent building type (single-story/multi-story). Development is considered adjacent if it is not separated by a road or minimum 30 foot landscaped buffer area.
- NV.5.8 In subdivisions established after the date of final adoption of this plan, landscape designs will emphasize the use of native vegetation, with non-native and atypical vegetation integrated sparingly into any landscaped area. Homebuilders must offer at least two separate xeriscape options.
- NV.5.9 The standards established in policies NV.5.1-NV.5.8 will be implemented through tentative map conditions, improvements plans, CC&Rs, or deed restrictions as appropriate. Washoe County staff shall establish the implementation measures as conditions of tentative map approval.

**Goal Six: Lemmon Valley Suburban Character Management Area. Establish a land use pattern, site development guidelines, and architectural guidelines that will implement and preserve the Lemmon Valley community character as described in the North Valleys Vision and Character Statement.**

**Policies**

- NV.6.1 Single family subdivisions established after the date of final adoption of this plan in regulatory zones LDS 1; LDS 2; MDS 3 and MDS 4 will:
- a. When adjacent to or across a street from residential development in existence as of the final adoption of this plan, provide a minimum 30-foot wide open-space buffer, containing a minimum 8-foot wide decomposed granite trail, on the perimeter AND maintain a minimum parcel size of 15,000 square feet for any parcel located on the perimeter; OR, provide for perimeter parcel sizes that match the existing residential parcels.
  - b. Limit all dwellings to a single story located on the perimeter when adjacent to or across a street from residential development in existence as of the final adoption of this plan.
  - c. Provide a statement regarding how the proposed design responds to the community input received during the tentative map review process must be made available to staff and the Planning Commission.
  - d. In regulatory zones LDS 1; LDS 2; MDS 3 and MDS 4, new residential parcels shall not front on existing streets.
  - e. Vary setbacks and driveway design.
  - f. Construct no more than 25% of the total residential units in the same architectural elevation.

- g. Limit the use of block, concrete, or similar material to posts, pillars and similar uses. These materials are not to be used for panel or wall sections. Plans for the maintenance of perimeter fences will be submitted with tentative map applications.
  - h. Minimize the use of street lighting. Any lighting proposed must show how it is consistent with current best practice "dark-sky" standards. Exterior lighting fixtures mounted on the homes or units shall be no higher than the line of the first story eave or, where no eave exists, no higher than 15 feet above finished grade. Lights shall be shielded to prevent light spillage onto adjacent properties or streets.
  - i. Establish landscape designs that emphasize the use of native vegetation, with non-native and atypical vegetation integrated sparingly into any landscaped area. Homebuilders must offer at least two separate xeriscape options.
- NV.6.2 In HDS, LDU, MDU, NC, PSP regulatory zones, single-family, multi-family, commercial, and other non-residential development projects will meet the following minimum standards:
- a. Establish landscape designs that emphasize the use of native vegetation, with non-native and atypical vegetation integrated sparingly into any landscaped yard.
  - b. Any lighting proposed must show how it is consistent with current best practice "dark-sky" standards.
  - c. The impact of development on adjacent land uses will be mitigated. The appropriate form of mitigation should be determined through a process of community consultation and cooperation. Applicants should be prepared to demonstrate how the project conforms to this policy.
- NV.6.3 Mixed-use development and redevelopment in certain portions of the Lemmon Valley Suburban Character Management Area are encouraged. In order to facilitate a more efficient and community-oriented land use pattern, to attempt to influence average daily trips on local roadways, to promote a better job-housing balance, and to provide for necessary community services, the following bonuses and design standards may be applied:
- In HDS regulatory zones, in conjunction with a primary use allowed under that designation, uses allowed under the NC regulatory zone can be established.
  - In NC regulatory zones, in conjunction with a primary use allowed under that designation, uses allowed under the HDS regulatory zone can be established.
- The Director of Community Development must certify that single family detached residential, including mobile homes, will not be in conflict with the above stated intent of any proposed mixed-use development.
- Mixed-use developments must be proposed as a unified project.
- Mixed-use developments must integrate pedestrian features, landscaping and buffering so as to create a unified design.
- NV.6.4 The standards established in policies NV.6.1-NV.6.3 will be implemented through tentative map conditions, improvements plans, CC&Rs, or deed restrictions as appropriate. Washoe County staff shall establish the implementation measures as conditions of tentative map approval.

**Goal Seven: Silver Hills Suburban Character Management Area. Establish a land use pattern, site development guidelines, and architectural guidelines that will implement and preserve the Silver Hills community character as described in the North Valleys Vision and Character Statement.**

**Policies**

NV.7.1 A minimum of 50% of the residential parcels located within Silver Hills East must be at least one acre in size.

NV.7.2 The minimum size of residential parcels located within Silver Hills East is one-half acre. The minimum size of residential parcels located within Silver Hills West is one-third acre. These minimums may be modified pursuant to Washoe County Development Code, Article 408, Common Open Space Development.

NV.7.3 Subdivisions established within the Silver Hills Character Management Area shall include a 50 foot open space buffer plus a 200 foot density match between the subdivision and any adjacent residential dwellings existing on the date of final adoption of the Silver Hills Character Management Area.

NV.7.4 Subdivisions established within the Silver Hills Character Management Area will vary setbacks and driveway design.

NV.7.5 Subdivisions established within the Silver Hills Character Management Area will construct no more than 10% of the total residential units located within the entire Silver Hills Character Management Area in the same architectural elevation.

NV.7.6 In subdivisions established within the Silver Hills Character Management Area, perimeter fencing on individual parcels adjacent to common open space is optional. Perimeter fencing adjacent to common open space must be consistent with an "open fencing" concept and the use of block, concrete, or similar materials should be limited to posts, pillars and similar uses and not panel or wall sections. Plans for the maintenance of perimeter fences adjacent to common open space will be submitted with tentative map applications.

NV.7.7 In subdivisions established within Silver Hills East, residential garages will, at a minimum, be sized for two vehicles.

NV.7.8 In subdivisions established within the Silver Hills Character Management Area, the use of streetlights will be minimized. Any lighting proposed must show how it is consistent with current best practice "dark-sky" standards.

NV.7.9 All dwellings located within the Silver Hills Character Management Area that are adjacent to existing residential dwellings (existing on the date of final adoption of the Silver Hills Character Management Area) must be single story. Existing residential dwellings are considered adjacent if separated by the minimum 50 foot open space buffer area. Existing residential dwellings are not considered adjacent if separated by a road.

NV.7.10 In subdivisions established within the Silver Hills Character Management Area, landscape designs will emphasize the use of native vegetation, with non-native and atypical vegetation integrated sparingly into any landscaped area. Homebuilders must offer at least two separate xeriscape options.

NV.7.11 The standards established in policies NV.7.1-NV.7.10 will be implemented through tentative map conditions, improvements plans, CC&Rs, or deed restrictions as appropriate. Washoe mentation measures as conditions of tentative map approval.

## Transportation

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

### Policies

- NV.78.1 Washoe County's policy level of service (LOS) for local transportation facilities in the North Valleys planning area is LOS "C." All development proposals must demonstrate how the established level of service on local transportation facilities will be maintained.
- NV.78.2 The Washoe County Regional Transportation Commission (RTC) sets levels of service on regional roads. Washoe County will advocate for the RTC to establish policy levels of service "C" for all regional roads in the North Valleys planning area.
- NV.78.3 Washoe County will work with the RTC and neighboring jurisdictions to ensure that the mitigation of potential development impacts in neighboring jurisdictions is consistent with the intent of Policies NV.7.1 and NV.7.2.
- NV.78.4 The necessary right-of-way and intersection requirements identified in the Regional Transportation Plan will be protected through dedication, setback or other method deemed adequate and appropriate by the Regional Transportation Commission and Washoe County.
- NV.78.5 Washoe County will ensure that the details of all new road construction that implement the adopted Regional Transportation Plan will be subject to a comprehensive public review and comment process.
- NV.78.6 Washoe County will work with the Regional Transportation Commission to ensure that the design of all road improvements identified in the RTC Regional Transportation Plan provide for the safe intersection of any trail or proposed trail identified on the Recreational Opportunities Plan map.
- NV.78.7 Washoe County will be an advocate for the establishment of efficient transit services to and within the North Valleys planning area.
- NV.78.8 Future development plans in any Commercial District or Residential District of MDS intensity or greater must consider, and be consistent with, future or existing multi-modal opportunities, including transit services in the North Valleys planning area. Applications for site plans and tentative maps in these areas will specify the proposed response to this issue.
- NV.78.9 Washoe County will work with the Regional Transportation Commission (RTC) to develop and implement a bikeways plan for the North Valleys planning area that is integrated with the local and regional trails system and provides access to recreational opportunities, and public spaces such as schools and commercial areas (See Recreational Opportunities Plan map).

## Scenic/Recreational/Cultural Resources

**Goal Eight Nine:** Maintain open vistas and minimize the visual impact of hillside development.

**Policies**

- NV.89.1 With the exception of temporary infrastructure for construction projects, Washoe County will require the underground placement of utility distribution infrastructure within the North Valleys Management Area. Utility transmission facilities will be subject to a special use permit. In considering whether to grant a special use permit, or in consideration of any conditions, including underground placement, which may be placed upon an approval, the Planning Commission will utilize the best available information, including but not limited to the most recent Regional Utility Corridor Report, and any Environmental Impact Statement or other study undertaken regarding the proposal.
- NV.89.2 The Washoe County Departments of Community Development and Public Works will establish and oversee compliance with design standards for grading that minimize the visual impact of all residential and non-residential hillside development.
- NV.89.3 The grading design standards referred to in Policy NV.8.2 will, at a minimum, ensure that disturbed areas shall be finished and fill slopes will not exceed a 3:1 slope, and that hillside grading will establish an undulating naturalistic appearance by creating varying curvilinear contours.

**Goal Nine Ten: Public and private development will respect the value of cultural and historic resources in the community.****Policies**

- NV.9 10.1 Prior to the approval of master plan amendments, tentative maps, or public-initiated capital improvements in the North Valleys planning area, the Nevada Department of Conservation and Natural Resources will be contacted and, if the department requests, an appropriate archaeological investigation will be conducted.
- NV.9 10.2 Washoe County will cooperate and participate with state and federal agencies and the Reno-Sparks Indian Colony in the planning and conservation activities of those agencies related to cultural and historic resources.
- NV.9 10.3 Washoe County will pursue funding opportunities for the identification and conservation of cultural and historic resources.
- NV.9 10.4 Educational and interpretive displays will be provided at all parks and trailheads to provide the public with pertinent information regarding cultural and historic resources located in or near those facilities.

**Goal Ten Eleven: The North Valleys planning area will contain an extensive system of trails that integrates other recreational facilities, the Regional Trail System, public lands and schools, and transit facilities; and contributes to the preservation and implementation of the community character.****Policies**

- NV.40 11.1 Updates to the Parks District Master Plan for the North Valleys planning area will look to this goal and the following policies for direction. The Parks District Master Plan will seek to preserve and implement the community character.
- NV.40 11.2 New trails will be designed to accommodate equestrian, pedestrian and off-road bicycle traffic, unless technical or severe environmental or economic hardships warrant consideration of a more limited use.
- NV.40 11.3 Trails that provide links to the facilities listed in Goal 10 should receive priority for funding, planning, and construction.

- NV.-40 11.4 Parking will be provided at all trailheads unless technical or safety issues prevent the construction of parking facilities or it is determined that the parking facility cannot be adequately screened or buffered from adjacent residential properties. Points of access other than trailheads may be depicted on the Recreational Opportunities Plan map but do not require parking facilities.
- NV.-40 11.5 As new residential and commercial properties develop in the North Valleys planning area, the Washoe County Department of Parks and Recreation will review development proposals for potential trail connections.
- NV.-40 11.6 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 North Valleys planning area or connect existing trails or otherwise implement Goal 10.
- NV.-40 11.7 Development proposals and population trends will be evaluated on their impact to an established community standard of seven acres of Community Park per 1,000 residents. When warranted, the Washoe County Department of Parks and Recreation will request the dedication of an appropriate amount of community park acreage as property develops within the planning area.
- NV.-40 11.8 Development projects located adjacent to or in the area described within the National Forest Services' "Peavine Mountain Roads and Recreation Strategy," must contribute to and not conflict with the implementation of that strategy.

## Natural Resources

### Air Resources

**Goal Eleven Twelve: The North Valleys planning area will maintain or exceed federal, state and local carbon monoxide, ambient particulates (pm10) and ozone air quality standards, and the vistas of the surrounding ridges and more distant mountain ranges will not be obstructed by man-made pollutants.**

### Policies

- NV.-44 12.1 Washoe County will ensure that the Regional Transportation Commission gives significant consideration to issues of air quality in the creation of any regional transportation plan that may have the ability to positively or negatively impact air quality in the North Valleys planning area.
- NV.-44 12.2 Development in the North Valleys area will comply with all local, state and federal standards regarding air quality.
- NV.-44 12.3 The granting of special use permits in the North Valleys must be accompanied by a finding that no significant degradation of air quality will occur as a result of the permit. As necessary, conditions may be placed on special use permits to ensure no significant degradation of air quality will occur. The Department of Community Development will seek the advice and input of the Air Quality Division of the Department of Health in the implementation of this policy.
- NV.-44 12.4 Washoe County Staff will remain cognizant of the interest of local Native American groups in air quality issues. Staff will seek input from the Reno-Sparks Indian Colony when a proposed project, through its proximity or other connection to Native lands, has the potential to impact the interests of the agencies in this regard.

### Land Resources

**Goal ~~Twelve~~ Thirteen: The built environment will minimize the destructive potential of any identified geological hazard.**

#### Policies

- NV.12 13.1 Development proposals, with the exception of single family homes and uses accessory to single family homes, within the North Valleys planning area will include detailed soils and geo-technical studies sufficient to:
- Ensure structural integrity of roads and buildings.
  - Provide adequate setbacks from potentially active faults or other hazards.
  - Minimize erosion potential.
- NV.12 13.2 Development proposals on areas with identified geological hazards will follow the recommendations of any geo-technical study conducted pursuant to Policy NV.12.1.

**Goal Thirteen ~~Fourteen~~: Public and private development will respect the value of wildlife and wildlife habitat to the community.**

#### Policies

- NV.13 14.1 Prior to the approval of master plan amendments, tentative maps, special use permits, or public initiated capital improvements in the North Valleys planning area, the Nevada Department of Wildlife will be contacted and given an opportunity to provide conservation, preservation, or other wildlife and habitat management input to the project.
- NV.13 14.2 Washoe County Staff will remain cognizant of the interest of local Native American groups in wildlife and habitat issues. Staff will seek input from the Reno-Sparks Indian Colony when a proposed project, through its proximity or other connection to Native lands, has the potential to impact the interests of the agencies in this regard.

**Goal ~~Fourteen~~ Fifteen: Mining in the North Valleys planning area will be compatible with existing residential, agricultural, ranching, and educational uses.**

#### Policies

- NV.14 15.1 Mining activities in the North Valleys must be adequately screened and/or buffered from residential and educational land uses and from roadways designated arterials or highways on the North Valleys Streets and Highways System Plan map.
- NV.14 15.2 Proposals for mining activities will be subject to a Public Health Impact Review, to be conducted jointly by Community Development staff and Washoe County District Health Department Staff. The specific content and methodology of the Public Health Impact Review will be determined by the Washoe County District Health Department with the cooperation of the Washoe County Community Development Department, on a case-by-case basis.

### Water Resources – Flooding

**Goal ~~Fifteen~~ Sixteen: Personal and economic losses associated with flooding will be minimized. Development in the North Valleys planning area will mitigate any increase in volume of runoff to ensure that the flood hazard to existing developed properties is not exacerbated.**

**Policies**

- NV.45 16.1 Development within the North Valleys will conform to Regional Water Plan Policy 3.1.c, "Flood Plain Storage Outside the Truckee River Watershed," as well as locally specific flood control requirements as adopted by Washoe County.

**Water Resources – Supply**

**Goal ~~Sixteen~~ Seventeen: Water resources will be supplied to land uses in the North Valleys planning area according to the best principles/practices of sustainable resource development.**

**Policies**

- NV.46 17.1 New development shall comply with Regional Water Plan Policy 2.1.a: "Effluent Reuse – Efficient Use of Water Resources and Water Rights."
- NV.-46 17.2 Development proposals must be consistent with Regional Water Plan Policies 1.3.d, "Water Resources and Land Use," and 1.3.e, "Water Resource Commitments."
- NV.-46 17.3 The Washoe County Department of Water Resources will protest the transfer of water resources between hydrographic basins whenever the department determines that the transfer will result in a significant negative impact to the sustainable use of the resource.
- NV.-46 17.4 The creation of parcels and lots in the portion of the North Valleys planning area that is within the Washoe County Department of Water Resources Service Territory shall require the dedication of water rights to Washoe County in quantities that are consistent with the water use standards set by the State Engineer and/or Washoe County.
- NV.-46 17.5 In the portion of the North Valleys planning area that is within the Washoe County Department of Water Resources Service Territory, dedication of water rights to Washoe County at the time of building permit approval or final map recordation is required.
- NV.-46 17.6 In cooperation with the Washoe County Department of Water Resources, the Department of Community Development will provide an annual report on the implementation of all water related policies in this plan.
- NV.-46 17.7 Unless approved by the Washoe County Board of Commissioners, water imported to the North Valleys planning area will not be diverted to supply land uses outside the North Valleys and Cold Springs planning areas.

**Water Resources – Quality**

**Goal ~~Seventeen~~ Eighteen: The quality of water from the North Valleys Hydrographic Basins will be protected from degradation resulting from human activities.**

**Policies**

- NV.47 18.1 The Washoe County Department of Water Resources will continue to maintain and implement a Wellhead Protection Plan for Washoe County's municipal well facilities in the North Valleys Hydrographic Basins, and encourage other purveyors to develop and implement plans for the protection of groundwater resources.
- NV.-47 18.2 The reuse, recharge or storage of reclaimed water within the North Valleys will comply with all state and local provisions for the protection of groundwater quality.

**Goal ~~Eighteen~~ Nineteen: Maintain and enhance the value of wetlands and their associated habitats for their groundwater recharge, aesthetic, environmental, educational, recreational, effluent reuse, storm water runoff and flood control purposes. Washoe County will act to ensure the best possible balance between these wetland area uses.**

#### **Policies**

- NV.48 19.1 All development will meet or exceed the standards for wetland development and impact established by state and federal agencies responsible for wetlands management.
- NV.48 19.2 Washoe County will work with other local jurisdictions and natural resource agencies to study the merit of using reclaimed water to establish and maintain wetland areas. Potential locations will include but not be limited to the playas found in the planning area.
- NV.48 19.3 Washoe County supports the Swan Lake Nature Study Area Master Plan, as amended and updated to date. Any development that may impact the area described in this plan must be consistent with the goals, objectives, and strategies identified in that plan.
- NV.48 19.4 Washoe County will participate in and support efforts to establish a public Watchable Wildlife Area at, and adjacent to, the Silver Lake playa site, or to otherwise ensure the future of the site is consistent with Goal 18.
- NV.48 19.5 Land use proposals that include wetlands areas must demonstrate how they are consistent with Goal 18.
- NV.48 19.6 Development proposals that impact any area designated "potential wetlands" on the North Valleys Development Suitability map must conduct a wetlands delineation study and obtain Army Corps of Engineers certification of any delineated wetlands.

#### **Water Resources – Service/Wastewater**

**Goal ~~Nineteen~~ Twenty: Water resources and wastewater treatment and disposal will be provided to residential and non-residential uses in a manner that implements and preserves the community character as described in the North Valleys Vision and Character Statement.**

#### **Policies**

- NV.49 20.1 Tentative subdivision maps will not be approved for any development until the water resource and infrastructure needs of that development have been evaluated by the Department of Water Resources and found consistent all applicable water and wastewater resources and facilities plan.

#### **Plan Maintenance**

**Goal Twenty One : Amendments to the North Valleys Area Plan will be for the purpose of further implementing the Vision and Character Statement, or to respond to new or changing circumstances. Amendments will conform to the North Valleys 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**

- NV.20 21.1 In order for the Washoe County Planning Commission to recommend the approval of ANY amendment to the North Valleys 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 North Valleys Area Plan and the Washoe County Master Plan, and the Regional Water Management Plan.
  - c. The amendment will not conflict with the public's health, safety or welfare.
- NV.-20 21.2 For any amendment that proposes to:
- Revise the Vision and Character statements
- Revise Goal One or its associated policies
- The Washoe County Planning Commission must find that the Department of Community Development has conducted a series of community visioning workshops with the North Valleys 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. Proposals to alter the boundaries of an identified character management area must be accompanied by a proposed land use change, and the land use proposal meets all of the applicable policies of the North Valleys Area Plan.
- NV.-20 21.3 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 North Valleys by the Department of Water Resources. The Department of Water Resources will establish and maintain the standards and methodologies for these feasibility studies.
  - b. A traffic analysis has been conducted that clearly identifies the impact to the adopted level of service within the North Valleys planning area 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.
  - c. For amendments that propose new or intensified commercial land use, the scale of the intended use has been shown to be community serving in nature.
  - d. For residential land use intensifications, the potential increase in residential units will not exceed Washoe County's applicable policy growth level for the North Valleys Area Plan, as established under Goal One.
  - 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 North Valleys planning area, 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, the Washoe County Planning Commission, upon written request from the Regional Transportation Commission, may waive this finding.

- f. If roadways impacted by the proposed intensification are currently operating below adopted levels of service, the intensification will not require infrastructure improvements beyond those articulated in Washoe County and regional transportation plans AND the necessary improvements are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification.
- g. Washoe County will work to ensure that the long range plans of facilities providers for transportation, water resources, schools and parks reflect the policy growth level established in Policy 1.2.
- h. If the proposed intensification results in existing public school 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. The Washoe County Planning Commission, upon request of the Washoe County School Board of Trustees, may waive this finding.
- i. Any existing development in the North Valleys planning area, the Forest planning area, or the Northeast Truckee Meadows planning area 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.

NV.-20 21.4 For proposals to establish or intensify commercial land uses, a market analysis has been conducted that clearly articulates the anticipated trade area, provides convincing evidence of a need to increase the inventory of commercial land use opportunities, and otherwise demonstrates the scale of the intended use to be community serving in nature.

NV.-20 21.5 The Department of Community Development will provide the Planning Commission with a status report on the implementation of this plan no later than 18 months from the date of adoption.

## Appendix A - Maps Contents

	Page
Character Management Plan .....	A-3
Development Suitability .....	A-5
Master Plan .....	A-7
Public Services and Facilities Plan .....	A-9
Recreational Opportunities Plan .....	A-11
Streets and Highways System Plan .....	A-13

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Insert Character Management Plan map.

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Insert Development Suitability map.

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Insert Master Plan map.

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Insert Public Services and Facilities Plan map.

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Insert Recreational Opportunities Plan map.

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Insert Streets and Highways System Plan map.

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APPENDIX B - Silver Hills Specific Plan Development Standards

**RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION****RECOMMENDING ADOPTION OF REGULATORY ZONE AMENDMENT CASE NUMBER WRZA17-0005 AND THE AMENDED NORTH VALLEYS REGULATORY ZONE MAP**

Resolution Number 19-00\_\_

Whereas, Regulatory Zone Amendment Case Number WRZA17-0005 came before the Washoe County Planning Commission for a duly noticed public hearing on July 2, 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 WMPA17-0010 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), and Article 442, 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 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 amendment.
5. No Adverse Effects. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.
6. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.
7. Effect on a Military Installation When a Military Installation is Required to be Noticed. The proposed amendment will not affect the location, purpose and mission of the military installation.

8. WCC 110.442.55.10(a) Consistency with Specific Plan Standards. In what respects the plan is or is not consistent with the statements of objectives of a Specific Plan set forth in this Article;
9. WCC 110.442.55.10(b) Departures from regulatory zone requirements are in public interest. The extent to which the plan departs from regulatory zone and subdivision regulations otherwise applicable to the property, including, but not limited to density, bulk and use, and the reasons why these departures are or are not deemed to be in the public interest;
10. WCC 110.442.55.10(c) Residential/nonresidential ratio. The ratio of residential to nonresidential use in the planned development;
11. WCC110.442.55.10(d) Adequacy of common open space. The purpose, location and amount of the common open space in the development and the adequacy or inadequacy of the amount and purpose of common open space as related to the proposed density and type of residential development.
12. WCC110.422.55.10(e) Maintenance of Common Open Space. The reliability of the proposals for the maintenance and conservation of the open space;
13. WCC110.422.55.10(f) Adequacy of public services, traffic and amenities. The physical design of the plan and the manner in which design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, and further the amenities of light and air, recreation and visual enjoyment.
14. WCC110.422.55.10(g) Relationship to neighborhood. The relationship, beneficial or adverse, of the proposed Specific Plan to the neighborhood in which it is proposed to be established.
15. WCC110.422.55.10(h) Schedule sufficiency. If the development is to be built over a period of years, the sufficiency of the terms and conditions in the plan intended to protect the interests of the public, residents and owners of the development in the integrity of the plan

NOW, THEREFORE, BE IT RESOLVED that the Washoe County Planning Commission does hereby recommend adoption of Regulatory Zone Amendment Case Number WRZA17-0001 and the amended North Valleys Regulatory Zone Map as included as Exhibit S-1 to this Resolution to the Washoe County Board of Commissioners.

ADOPTED on July 2, 2019

WASHOE COUNTY PLANNING COMMISSION

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Sarah Chvilicek, Chair

ATTEST:

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Trevor Lloyd, Secretary

Attachment: Exhibit S-1 – North Valleys Regulatory Zone Map

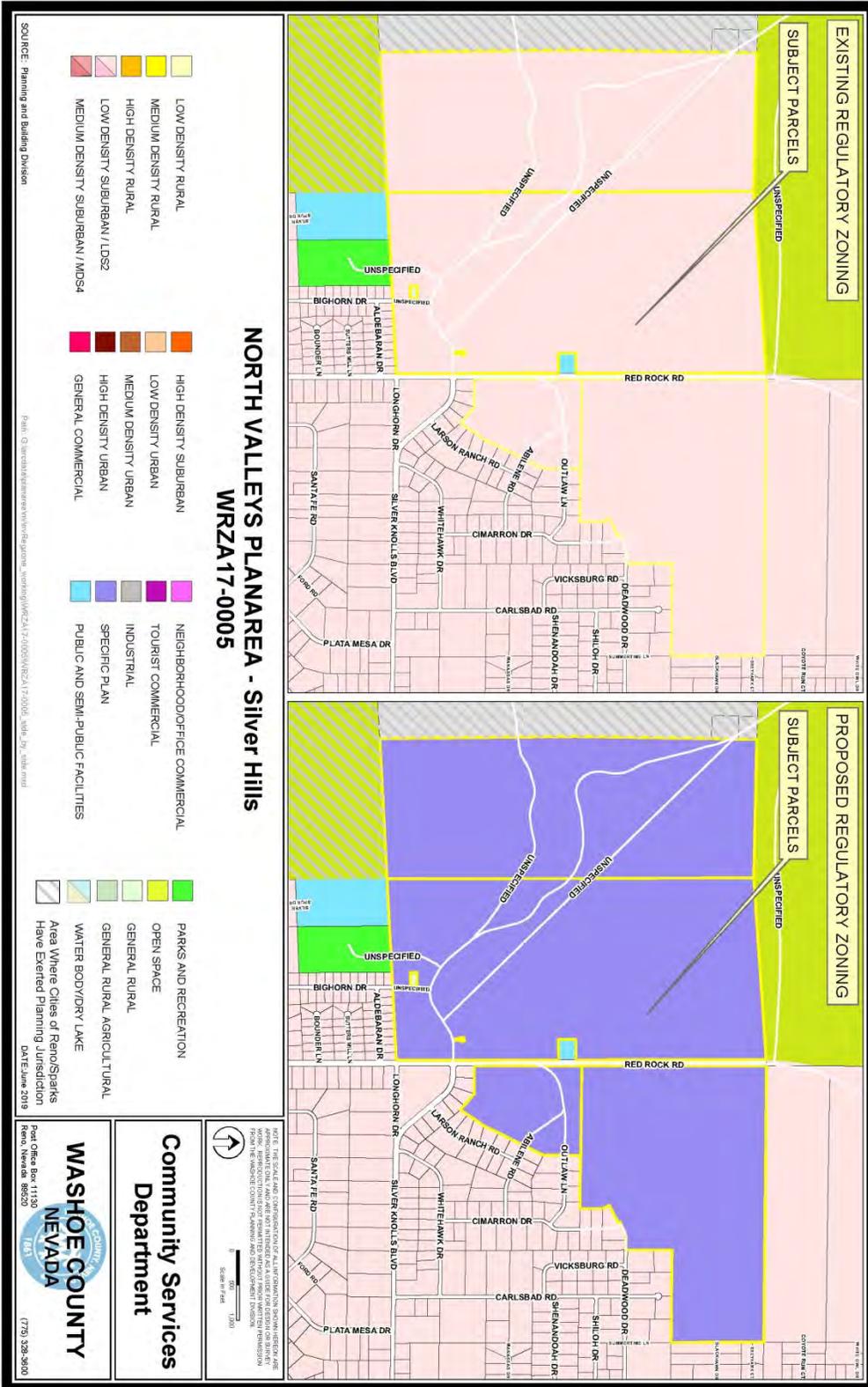


Exhibit T

Silver Hills

Master Plan Amendment Case Number WMPA17-0010

Regulatory Zone Amendment Case Number WRZA17-0005

We the undersigned Washoe County Residents are in opposition to the current proposed Silver Hills development plan (submitted by Lifestyle Homes and Rubicon Development) for 1872 new homes in the Silver Knolls area and their request to have their property removed from the Silver Knolls Character Management Area and creation of a separate Character Management Area for their development. We ask that that Washoe County Planning Department, Washoe County Commissioners, and the Regional Planning Commission adhere to the current Master Plan North Valleys Area Plan as stipulated for the Silver Knolls Community area and NOT allow the creation of a new Character Management Area just for their benefit to sidestep the planning and zoning for our area. We specifically oppose the Silver Hills development for the following reasons in violation of the Master Plan:

1. The submitted plan does not adhere to Policy NV.4.1 requiring a minimum of 50% of the residential parcel be at least one acre in size
2. The submitted plan does not adhere to Policy NV.4.2 requiring a minimum size of any parcel be no less than 0.5 acres
3. The submitted plan does not adhere to Policy NV.4.6 requiring residential garages be sized at a minimum for two vehicles
4. The proposed plan is in direct violation of the current Policy NV.1.2 which limits the building of no more than 2000 units in the Suburban Character Management Area
5. The proposed plan does not conform to Policy NV.1.5, as no SP category of zoning is allowed in the Silver Knolls Suburban Character Management Area
6. The proposed plan may violate Goal Eleven by adding more than 19,000 car trips per day and adding and excessive amount of car emissions and pollution to the North Valley air, thus degrading our air quality and increasing health hazards to our residents

The submitted Silver Hills plan claims that the Silver Knolls area has transitioned to a medium density community, when in fact the current density is one unit per 2.57 acres. The current density is based on 595 parcels and the one unit per 2.57 acres is far less dense than even the definition of low density. Additionally, Lifestyle Homes attempts to justify their higher density plan by claiming that an additional development planned to the north (Evans Ranch) in an area annexed by Reno and planned for higher density makes it ok for their plan. In reality, the owners of that property (Lifestyle Homes being one of the owners) have not moved forward with that development and are actively trying to sell the land at this time. Another claim at

justification for higher density is that Red Rock Road will be widened to 4 lanes. There is no concrete guarantee that RTC will accomplish this. If the widening of Red Rock Road did occur, the hardship placed on owners of property along Red Rock Road would be immense. Widening of Red Rock could result in hazardous situations for more than 60 driveways that directly flow into the road. Attempting to back out of a driveway onto an increasingly busy roadway (19,000 additional car trips per day per the traffic study) could result in more crashes and injuries to our residents.

Allowing any change to the current Master Plan would also be opposed for the following reasons:

1. High density development would cause an undue hardship and a decrease in the quality of life on the current residents in terms of increased noise, light pollution, and potential crime.
2. The large increase in traffic (19,000+ car trips per day) would make getting into and out of Silver Knolls almost impossible during peak hours (one car ever 2 seconds on Red Rock Road per their traffic study) and at almost any time.
3. The potential for increased flooding on a community already dealing with poor drainage could cause additional property damage. High density development does not allow for water to infiltrate the soil, instead quickly running off of impervious surfaces. This concern is a possible violation of Goal Fifteen of the Master Plan.
4. The additional strain on the waste water treatment plant in Stead with 1872 new homes would cause a problem of where to discharge almost 2 million gallon of treatment effluent per day in a closed basin. Silver Lake and Swan Lake are already at capacity with NO additional development. This concern is in possible violation of Goal Twenty of the Master Plan.
5. The idea of a high density development in a Wildland/Suburban interface area (the plan area had an intense wildland fire on July 14, 2017) is a very hazardous undertaking (Look at the Tubbs Fire and Coffey Park in Santa Rosa where 5500 homes were destroyed and 43 lives lost partially due to high density development). When there is almost no distance between structures this allows radiant heat form one structure on fire to ignite the next close structure. If homes are one 0.5 and 1 acre parcels this hazard is minimized. The County could be liable in a class action lawsuit if the high density development is allowed and such a fire were to occur and the County had been warned of the risk and still allowed it, leaving taxpayers footing the liability.

6. Having such a high density housing development could cause even more school overcrowding in the short to medium term until the WCSD could build more schools, once they secure funding. It would be a better idea to spread development throughout the county, there by spreading the growth over the entire school system, not just one pocket.
7. Justification for the density increase of the proposed Silver Hills plan is based on "hoped for" job growth in the area. No immediate industry has even begun to be built in the hoped for Airport high tech industrial development that has been in planning for years.
8. Current road infrastructure, such as 395, is already over taxed causing extended delays during the commute hours into Reno. Allowing high density in a peripheral area, such as Silver Knolls, would just make the traffic issues worse. High density should be kept to developments much closer to the core of Reno where mass transit is available.
9. The County is already understaffed in the North Valleys for services such as Sheriff patrols and response. It is common to have a 15-30 minute response for emergency issues such as break-ins in progress and road rage in progress with imminent threat to a life.
10. The Silver Knolls community is based on a rural lifestyle with many animals such as horses, cows, goats, chickens, pigs, etc. throughout the neighborhood. A high density development would cause issues between the "new" resident in the high density areas and the existing low density community. This can be seen in Cold Springs where conflict has occurred when so called "city dwellers" move to the country and do not like the sounds and smells of their neighbors. A safety concern also exists, as the "city dwellers" have no idea how to drive around horses and riders, potentially causing harm to both the animal and rider.

In conclusion,

We the undersigned would ask that Lifestyle Homes be required to adhere to the current Master Plan North Valleys Area Plan- Silver Knolls Suburban Character Management Area and zoning regulations and/or revert to their previously approved plan for 680 homes for the Silver Hills development, as was negotiated with the Silver Lake Property Owners Association over hundreds of hours and years of meetings with Mr. Robert Lissner, of Lifestyle Homes, who gave his word on the previously approved plan.

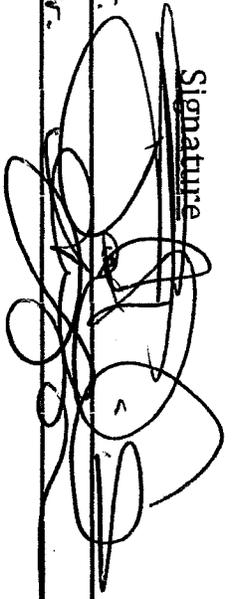
Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name

Address

Signature

Justin Claus 10165 Sherrwoodch Dr.  
Alexis Lynn Claus 10165 Sherrwoodch Dr.



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Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name

Address

Signature

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|----|------------------|-----------------------------|-------------------------|
| 1  | Debra Enewberger | 10755 Oange Rd Reno NV      | <i>Debra Enewberger</i> |
| 2  | Silva Anderson   | 11745 Pepper Canyon Reno NV | <i>Silva Anderson</i>   |
| 3  | Ryan Murray      | 11445 Caribed Rd Reno NV    | <i>Ryan Murray</i>      |
| 4  | Diane Bishop     | 10725 Plateau West Reno NV  | <i>Diane Bishop</i>     |
| 5  | Kees Bishop      | 10725 Plateau West Reno NV  | <i>Kees Bishop</i>      |
| 6  | Ann Hess         | 10845 Abilene Reno NV       | <i>Ann Hess</i>         |
| 7  | ANASTASIA ROSE   | 11095 Feltner RD Reno NV    | <i>Anastasia Rose</i>   |
| 8  | Dikey Wilkel     | 11580 Oregon Blvd Reno NV   | <i>Dikey Wilkel</i>     |
| 9  | RAVUDON WELER    | " "                         | <i>Ravudon Weler</i>    |
| 10 | SHYLO SMITH      | 155 W. PATRICIAN DR RENO NV | <i>Shylo Smith</i>      |
| 11 | Dawn Holland     | 155 W. Patricia Dr Reno NV  | <i>Dawn Holland</i>     |
| 12 | CLUMBA NEER      | 10740 OSAGE RD              | <i>Clumba Neer</i>      |
| 13 | Wendy Udinger    | 9230 Red Baron Blvd         | <i>Wendy Udinger</i>    |
| 14 | LOREN DISSEY     | 9230 Red Baron Blvd         | <i>Loren Dissey</i>     |
| 15 | Nancy Bishop     | 10300 Silver Rolls Blvd     | <i>Nancy Bishop</i>     |
| 16 | Leif P. Holt     | 10300 Silver Rolls Blvd     | <i>Leif P. Holt</i>     |
| 17 | OSCAR O'CONNELL  | 10530 Nippon Ct             | <i>Oscar O'Connell</i>  |
| 18 | PAVIL MILIKY     | 10515 Plateau Mesa          | <i>Pavil Miliky</i>     |
| 19 | BALDWIN EADS     | 10515 Plateau Mesa          | <i>Baldwin Eads</i>     |
| 20 | Lee Smith        | 1740 STRATFORD DR           | <i>Lee Smith</i>        |
| 21 | Paul Threl       | 10630 Osage Rd              | <i>Paul Threl</i>       |
| 22 | Dorothy Threl    | " "                         | <i>Dorothy Threl</i>    |
| 23 | John M. Doyle    | 10770 Osage Rd              | <i>John M. Doyle</i>    |
| 24 | PAT DOYLE        | 10770 Osage Rd              | <i>Pat Doyle</i>        |
| 25 | Victoria Neer    | 10740 Osage Rd.             | <i>Victoria Neer</i>    |

NAME	ADDRESS	RD	Zip	Signature
Brian Smith	15 Chuckwagon	RD 1	89508	Brian Smith
Maggie Smith	15 Chuckwagon Rd		89508	Maggie Smith
Guy Williams	10500 S. 10th Ave		89508	Guy Williams
Gene Bishop	12300 Silver Falls Blvd		89508	Gene Bishop
Tom Rushin	12000 Redbell Rd Reno.		89508	Tom Rushin
Tommy Rugg	12000 Redbell R 2 Reno.		89508	Tommy Rugg
Gretchen White	10405 San Fernando Reno		89508	Gretchen White
Judy Carr	11400 Dealwood DR		89508	Judy Carr
Lloyd Orr	11400 Dealwood DR		89508	Lloyd Orr
Michael A. Clark	10800 Osage Rd. Reno		89508	Michael A. Clark
Carol Anthony	10815 Osage Rd Reno		89508	Carol Anthony
Carol Anthony	10820 Columbia Hill Rd Reno		89508	Carol Anthony
Carol Anthony	10820 Columbia Hill Rd Reno		89508	Carol Anthony
JACK S. FELIX	1220 Columbia Hill Rd Reno		89508	JACK S. FELIX
Marcella Runtre	10185 Shuldn Drive		89508	Marcella Runtre
Eric Mansfield	10355 Boulder Ln.		89508	Eric Mansfield
Victor Ussiel	P.O. Box 10015 Reno NV		89506	Victor Ussiel

Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

	Printed Name	Address	Signature
1	Texas Wilmoth	10770 Plata Mesa Dr.	[Signature]
2	Patty Hopperick	10855 OSAGE	[Signature]
3	Michael Old	10855 Osage	[Signature]
4	SUE KIMMEL	1210 STANFORD	[Signature]
5	Eddie Rhodes	1210 Stanford Rd	[Signature]
6	Chris Jorda	10850 Osage Rd	[Signature]
7	Roscoe McQuinn	11105 Cassin Bend Rd	[Signature]
8	MALLORY WIMBETA	11090 WAGON HTD	[Signature]
9	LEOPOLD REYNOLDS	9540 BASSWOOD DR	[Signature]
10	MARCIA Berman	9530 Broadwater Dr.	[Signature]
11	Rynn Morgan	11495 Carlsbad RD	[Signature]
12	Beth Ann Kinzie	11495 Carlsbad RD	[Signature]
13	Casey WILBURTA	11090 WAGON HWY LN	[Signature]
14	KRISTY LONG	9580 BRIGHTMAY DR	[Signature]
15	JAMES LONG	9580 BRIGHTMAY DR	[Signature]
16	Kyleen Etcheberry	11495 Carlsbad RD	[Signature]
17	John Wilkinsons	10950 Plata Mesa	[Signature]
18	Tanner Wilmoth	10600 Santa Fe Rd	[Signature]
19	Linda Callman	8805 Little Creek Rd	[Signature]
20	MARLEN CALDWELL	8805 Little Creek Rd	[Signature]
21	KNIC JOHNSON	8600 Osage Rd	[Signature]
22	MARLA WELLS	1515 Plata Mesa Dr.	[Signature]
23	Bruce Ketting	10330 Pathfinder Dr	[Signature]

8-7

NAME

Address

Signature

Cherifne Wessick

P.O. Box 6065 Reno NV 89506

Cheryl Sheridan

17320 Whippoorwill Ln  
Reno, NV 89508

Ruth Ambrose

55 Buckboard Cir.  
Reno, NV 89508

Scott Benford

55 Buckboard Circle  
Reno NV 89508

Mary Russell

10875 Osage Rd. 89508

Stefanie Riddle

3125 S Virginia St. #44 Reno  
89502

Rachel Spoor

3755 Regent Cir Reno NV 89503

Russell Gray

10355 Sutters W.H. Ln

Patty Gray

10355 Sutters W.H. Ln #111

Chelsey Mathern

11455 Wickesburg Rd Reno NV 89508

Stacy Dozier

11745 Juniper St Reno NV 89506

Dave Sorens

22305 N. Reno Reno CO. Reno, NV

Russry Proctor

1244 Charles Dr Reno 89509

Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name

Address

Signature

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1 Ryan Meyer 11495 Carlisle Rd  
 2 John Dyer 11838 Deadwood Dr  
 3 Robbie Verwardon 11837 Terrace Rd  
 4 Robert Green 5625 Stone Dr  
 5 Kristie Green 6125 Hope Dr  
 6 Sue Barnhall 1860 Deer Lodge Rd  
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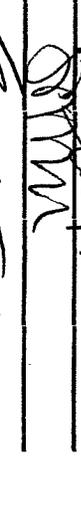
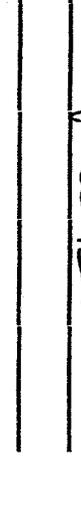
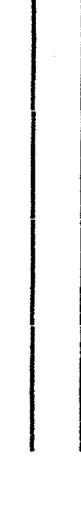
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Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name	Address	Signature
1 Lucy McGuire	1105 Larson Row	Lucy McGuire
2 Larry M. Munn	11000 Santa Fe	Larry M. Munn
3 Tandy Wilburn	11000 Santa Fe	Tandy Wilburn
4 HEATHER MILLWORTH	10770 PLATA MESA	Heather Millworth
5 TOBY BACKUS	8410 CHIPPEWA AVE.	Toby Backus
6 GREENE DORSA	15070 SASSWOOD CIR	Greene Dorsa
7 DANA DORSA	15070 SASSWOOD CIR	Dana Dorsa
8 VAREN ECKER	71675 THOLL DR	Varen Ecker
9 LINDA ECKER	71680 THOLL DR	Linda Ecker
10 Catherine Teeney	10235 White Oak Dr	Catherine Teeney
11 MICHAEL VANNOZI	18341 PADDock BONE CT	Michael VanNozi
12 Kathleen Imbri	10735 Whitehawk Rd	Kathleen Imbri
13 Dave Keil	10735 Whitehawk Rd	Dave Keil
14 BILL STEIN	580 MAGUIRE WAY	Bill Stein
15 BOBIE BARKS	1745 Dwindle Lane	Bobbie Barks
16 DWIGHT SAMMIS	710 Mulefoot	Dwight Sammis
17 MARTIN GARDENG	10300 CROCKET D	Martin Gardeng
18 ELLEN GARFAN	11	Ellen Garfan
19 TONIE DESENR	125 Buckboard Circle	Tonie DeSenr
20 MEGAN MEETS	9535 Red Rock Rd	Megan Meets
21 JESSIE GERLACH	171055 Alexander Dr	Jessie Gerlach
22 ANISHKO RUSSO	10705 Shonandah Dr	Anishko Russo
23 ANTHONY RUSSO-WREY	10705 Shonandah Dr	Anthony Russo-Wrey



Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name	Address	Signature
1 Teresa Johnston	10550 Whitebank Dr.	
2 Sarah Eckenweiser	10550 Whitebank Dr	
3 Leslie Webb	10100 Dry Valley Rd	
4 Frank Rose	10100 Crockett Dr	
5 Vanessa Campos	10350 Boulder Ln	
6 Sabrina Merrill	3705 Bryant St	
7 Chyanne Worsick	3705 Bryant St	
8 Hector Campos, Jr	10350 Boulder Ln	
9 Hester Campos SR.	26 Waterash St	
10 Robert. Worsick	885 Bernilli St	
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2-16

Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name	Address	Signature
JOHN SELIN	10685 PLATA MESA 89508	<i>John Selin</i>
Courtney Gentile	7730 Opal Bluff Dr 89506	<i>Courtney Gentile</i>
MARK GILLESPIE	12640 CUSTED	<i>Mark Gillespie</i>
Sharon Gillespie	10725 Water Rd.	<i>Sharon Gillespie</i>
Bryant Gillespie	1 Rnd, NW 89508	<i>Bryant Gillespie</i>
Katie Martin	10300A Alvarado	<i>Katie Martin</i>
DIANE MORGAN	10875 CHESSNAKE DR 89506	<i>Diane Morgan</i>
TERRY MORGAN	10875 CHESSNAKE DR	<i>Terry Morgan</i>
APOL HAKER	11525 PISCAGE RD 89508	<i>Apol Haker</i>
APOL HAKER	10115 PLATA MESA 89508	<i>Apol Haker</i>
Bonnie Dolan	10685 Plata Mesa 89508	<i>Bonnie Dolan</i>
Bonnie Dolan	5888 10151 Bone 89533	<i>Bonnie Dolan</i>
Bonnie Dolan	4017401 Northridge	<i>Bonnie Dolan</i>
Sharon Lade	10300 Pathfinder 89508	<i>Sharon Lade</i>
JANE GRUNDMEIER	10120 Blackhawk Dr	<i>Jane Grundmeier</i>

2-20

Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name \_\_\_\_\_

Address \_\_\_\_\_

Signature \_\_\_\_\_

- 1 Kelly Guare 50 Appalachee Cir 89508 *Kelly Guare*
- 2 William Guare 51 Appalachee Cir 89508 *William Guare*
- 3 Gary Marcosa Jr 13960 N. Red Rock Rd 89508 *Gary Marcosa Jr*
- 4 Gary Marcosa Sr 13960 A. N. Red Rock Rd 89508 *Gary Marcosa Sr*
- 5 Jamie Allison 13960 N. Red Rock Rd 89508 *Jamie Allison*
- 6 Alexi Vassille P.O. Box 100115 Reno NV *Alexi Vassille*
- 7 Shelly Gherd 10575 Red Rock Blvd Reno NV *Shelly Gherd*
- 8 Linda Vogedes 1800 Wagon He Ln 89508 *Linda Vogedes*
- 9 *Norma Howell 10125 Mackay Dr Reno NV 89508*
- 10 *Thomas Howell 10125 Mackay Dr Reno NV 89508*
- 11 *Robert Sawyer 9495 Hunting Reno NV 89508*
- 12 Melanie Helites 7856 Moss Creek Ct Reno NV *Melanie Helites*
- 13 Brenda Gyima 11990 Fernite St Reno NV *Brenda Gyima*
- 14 Nicole Day 1205 Silver Knolls Reno NV *Nicole Day*
- 15 Stacy I arge 10265 Seward Reno NV *Stacy I arge*
- 16 Olivia Samallo 10265 Seward Reno NV *Olivia Samallo*
- 17 Linda Grant 10795 Silver Knolls Blvd, Reno. NV *Linda Grant*
- 18 Yvonne Brooks 14070 Good Park Rd Reno. 710 89508 *Yvonne Brooks*
- 19 *Colleen McClellan P.O. Box 11132 Reno NV 89510*
- 20 *Serge Prosser 2379 Albatross Way Sparks NV 89411*
- 21 *Fay Prosser 2379 Albatross Way Sparks NV 89411*
- 22 *Lorraine Nielsen 10430 Placerville Reno NV 89508*
- 23 *Joan Bailly 10430 Placerville Reno NV 89508*

*9-21*

Petition Signatures In Opposition to the Proposed Lifestyle Homes Silver Hills Plan

Printed Name \_\_\_\_\_

Address \_\_\_\_\_

Signature \_\_\_\_\_

1	DAVID KER	10735 WHITEHAWK DR	<i>[Signature]</i>
2	Monica R. Altmuth	10500 Silver Knolls Blvd.	<i>[Signature]</i>
3	Melinda Adams	8525 Red Baron Blvd.	<i>[Signature]</i>
4	Simon Binakar	7310 ESSAYES POAK	<i>[Signature]</i>
5	Ryan Larnest	11170 Fellcock Dr	<i>[Signature]</i>
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(177)

2-215

## Exhibit U

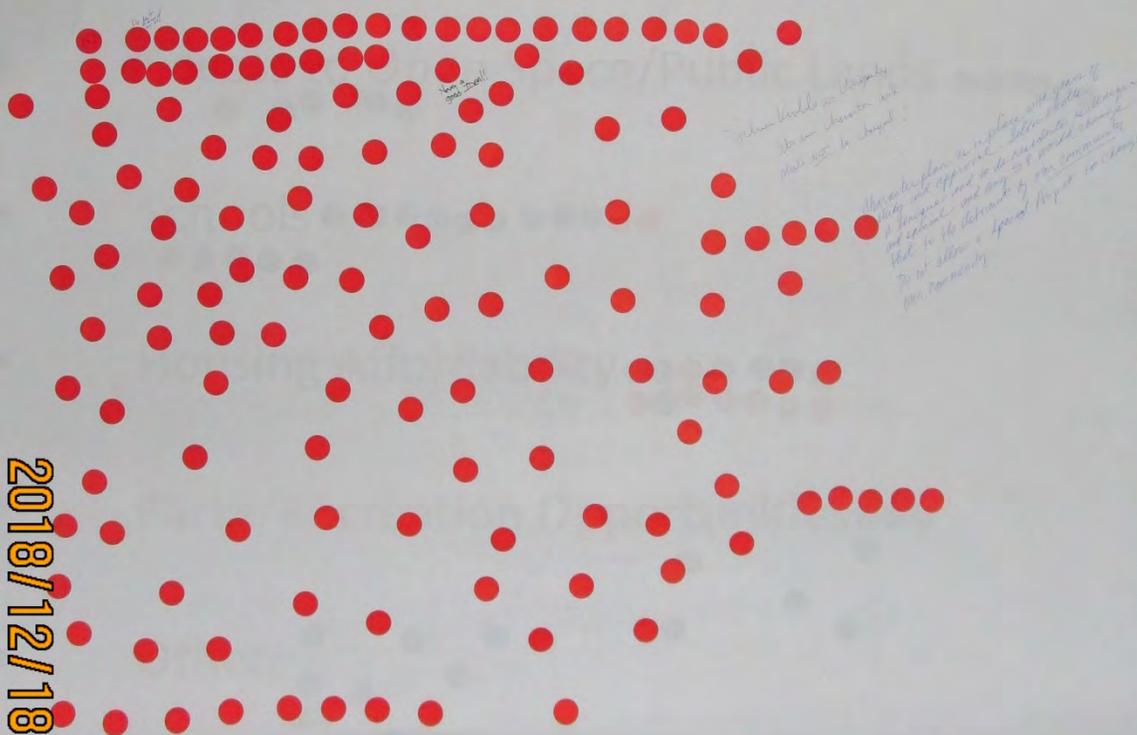
### Silver Hills Visioning Workshop #1

Conducted by the Washoe County Planning and Building Division with the Members of the North Valleys Citizen Advisory Board Being Invited to attend.

December 17, 2018

Final Posters

# Should the North Valleys Area Plan and / Silver Knolls Suburban Character Management Area be amended to allow greater residential density?



2018/12/18 07:30

# arrived reside

Do Not  
Touch

11

2018/12/18 07:30

identical de

Never a  
Good IDEA!!

2018/12/18 07:30

Silver Hills is important  
to our character and  
should NOT be changed;

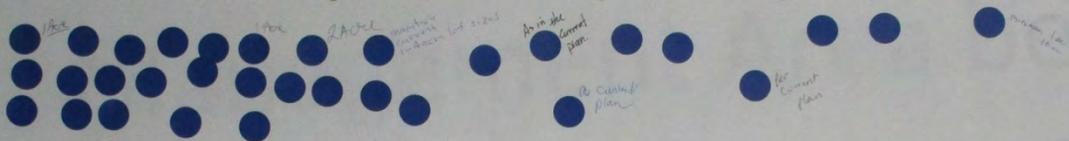
Character plan is not done with goals  
to improve and only by our community  
to not allow a special project to change  
the character and spirit of the community  
to not allow a special project to change  
the character and spirit of the community

2018/12/18 07:31

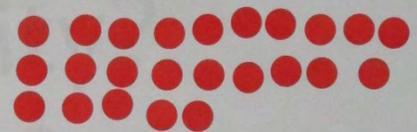
If the Master Plan is Amended:

# Open Space

- Would you prefer to see larger lots with less public open space?



- Would you prefer smaller lots and more public open space?



- Open Space should include amenities such as trails and recreational facilities?



- Open Space should be retained in its natural state?

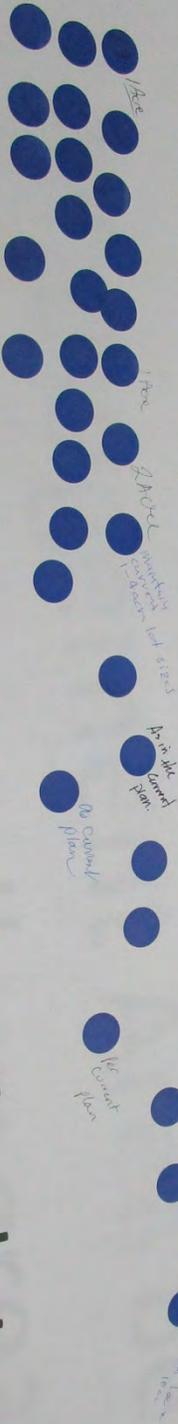


2018/12/18 07:31

If the Master Plan is Amended:

## Open Space

- Would you prefer to see larger lots with less public open space?



- Would you prefer smaller lots and more public open space?

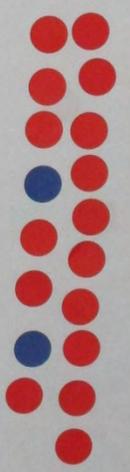


2018/12/18 07:32

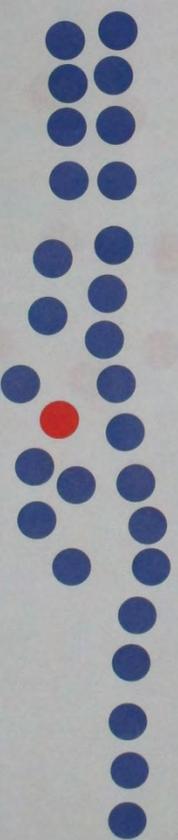
more public open space?



- Open Space should include amenities such as trails and recreational facilities?



- Open Space should be retained in its natural state?



2018/12/18 07:32



o you feel addequat  
ists in the Silver K

CAN NOT  
SUPPORT HOMES,  
BUT I AM NOT  
SAYING TO BUILD  
MORE STATIONS BY  
APPROVING THE  
DEVELOPMENT!

or  
Can not  
support Additional  
dwellings

2018/12/18 07:33

# S area?

Have the larger lots.

2017  
Not a  
Fire along  
Single  
Pilot's  
Red Rock  
Stations  
for  
figuring  
out

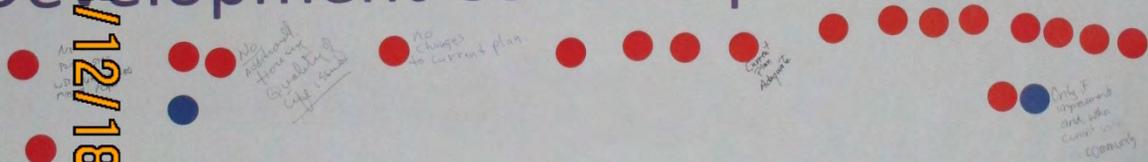
2018/12/18 07:33

# Community Services and Uses

- Do you feel the Silver Knolls area is adequately served by commercial uses?

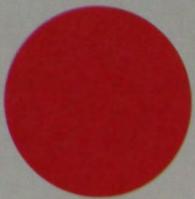


- Do you think new development should include a Master Plan that provides for design standards and regulations that exceed minimum Development Code requirements?



2018/12/18 07:34

waterily se



yes

yes.

As a  
Living  
Choice

2018/12/18 07:34

# Developer

NO SPECIAL  
PLAN, START  
WITH UNCHANGED  
MASTER PLAN

NO  
Additional  
How much  
Quality  
of life issues

2018/12/18 07:34

Additional  
How many  
Quality  
Life Issues



NO  
Changes  
to current plan



ons that exc  
ment Code r

2018/12/18 07:35

# Exceed minimum requirements?



*Current Plan Adequate*



*Only if improvement and within current vision of community*

2018/12/18 07:35

# Community Concerns

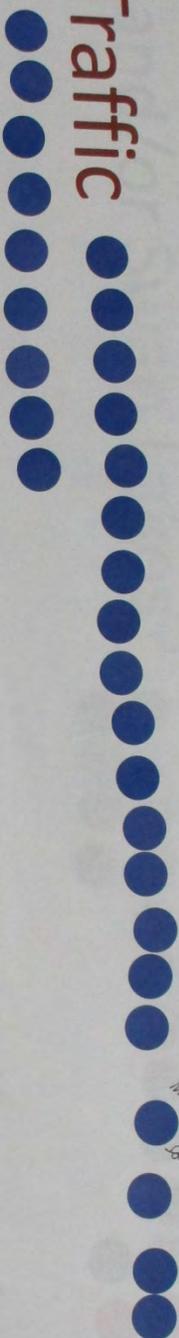
Please indicate using the provided "dots" if any of the following are of concern to you regardless of any new development proposal(s):

- Traffic
- Flood Control
- Access to Open Space/Public Lands
- Schools
- Housing Affordability
- Parks/Recreation Opportunities
- Other:

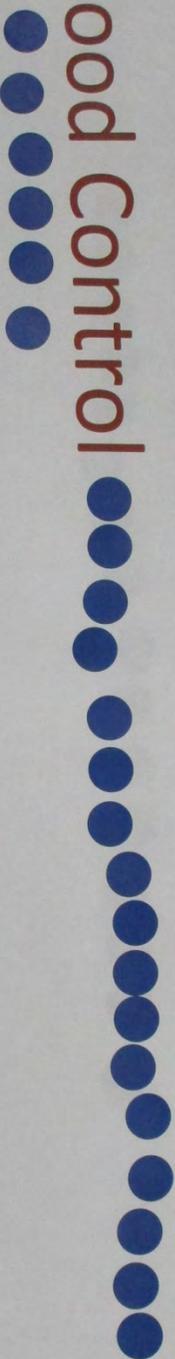
2018/12/18 07:28

se indicate using the p...  
wing are of concern to you regardless of any new  
development proposal(s):

Traffic



Flood Control



Access to Open Space/Public Lands



Schools



2018/12/18 07:28

Low cost  
using a Silver Knoll

NADE



# Creation Opportunity

2018/12/18 07:28

## Affordability

↳ I FEEL THIS QUESTION IS PURCHASED  
POSSIBLY - MY CONCERN IS NOT THAT SOMEONE  
SHOULD BUILD LOW COST HOUSING, ~~PLEASE~~ PLEASE DON'T!  
I agree!



no Low cost housing in Silver Knolls

None

-No low cost suburban housing. Single family only

# Housing Affordability

I feel this question is phrased poorly - my concern is not that someone should build low cost housing, ~~whereas~~ please don't!

I agree!



no low cost housing in Silver Hills

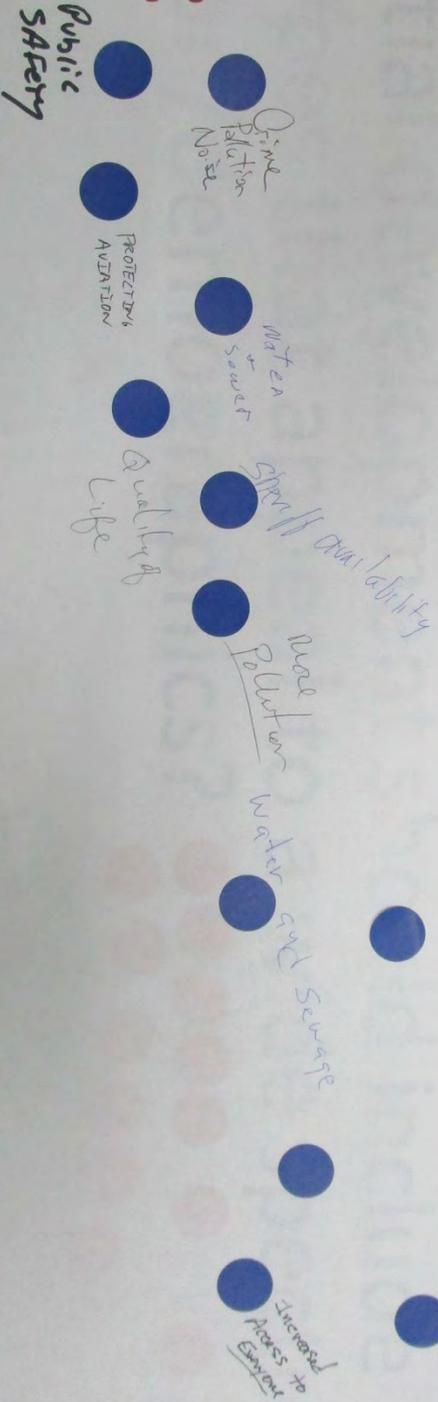
None

Not sure how many would sign up

# Parks/Recreation Opportunities

Including ATV Drives, etc

# Other:



2018/12/18 07:29



# New Development

new development were to occur in the area  
state your preferences related to the

S: There should be no new development in the Silver Knolls areas

(will)

new development should reduce overall  
Silver and/or Swan Lakes?

2018/12/18 07:26









# What Questions Did We Miss?

Please list any questions that we should have asked at this workshop, so we can include it at the next one.

~Thanks

- 1 *What changes should we be looking for in the next 5-10 years?*
- 2 *What exactly is the plan to the extent of budget cuts?*
- 4 *It's hard to tell when we should be looking for changes.*
- 5 *How long will it take to get the budget cuts implemented?*
- 6 *What are the long term goals?*
- 7 *What are the short term goals?*
- 8 *How do we know when we should be looking for changes?*
- 9 *Why the change in the current plan? (except for price)*
- 10 *Do you want some business decisions?*
- 11 *How will we budget what we will?*
- 12 *Do you have any other questions?*
- 13
- 14
- 15
- 16
- 17

2018/12/18 07:25

# What Questions Did We Miss?

Please list any questions that we should have asked at this workshop, so we can include it at the next one.

~Thanks

- 1 IS cheaper housing more on the line or youth services if will spike crime
- 2 WHAT EXACTLY IS THE PLAN IN THE EVENT OF ANOTHER MASS EVACUATION?
- 4 IF - Approved - Infrastructure should precede development
- 5 Home pricing for new development should reflect the current neighborhood. We don't want low income housing.
- 6 No low income housing. We are +
- 7 Water and Sewage impacts
- 8 Increase notification zone size for all Red Rock and Silver Hills and adjacent areas

2018/12/18 07:25

4 IF - Approved - Infrastructure should precede Development

5 Horse pricing for new development should reflect the current neighborhood. We don't want low income housing.

6 No low income housing. 1/2 acre +

7 Water and Sewage impacts

8 Increase notification zone size to all Red Rock and Silver Knolls and adjacent areas

9 Why the change in the current plan? Except for green?

10 Do you want HIGHER DENSITY HOUSING?

11 How will new development affect our wells?

12 Do you want to CHANGE THE MASTER PLAN FOR THE AREA?

13

2018/12/18 07:25

- 4 IF - Approved - Infrastructure should reflect the current neighborhood. we don't want low income housing.
- 5 Horse pricing for new development should reflect the current neighborhood. we don't want low income housing.
- 6 no low income housing. 1/2 acre +
- 7 Water and Sewage impacts
- 8 Increase notification zone size to all Redrock and Silver Knolls and separate areas
- 9 Why the change in the current plan? Except for green?
- 10 Do you want HIGHER DENSITY HOUSING?
- 11 How will new development affect our wells?
- 12 Do you want to CHANGE THE MASTER PLAN FOR THE AREA?
- 13

2018/12/18 07:25

Exhibit V

Silver Hills Visioning Workshop #2

Conducted by the Washoe County Planning and Building Division with the Members of the North Valleys Citizen Advisory Board Being Invited to attend.

December 19, 2018

Final Posters

# Community Character

- Is the character of your community the same now as it was for the last decade or so?

Yes → These questions are loaded + tend themselves to being flipped to support whatever the developer wants.

Bottom line: we don't want their changes \* The changes that have occurred in accordance w/ the current plan are ok.

WE LIKE IT AS IT IS - NO CHANGE!

We love sk! The traffic on Red Rock has gotten worse, even new X5's. Yes, and we like it this way, not your mega development on micro-lots. Stick with your original plan of 680 homes. Yes!

- Are changes to the character of your community appropriate?

No NOT your changes. ARE these developers changes? Leading question - No changes

Stick to your DAOs Plan.

This question needs to be more specific!

No!!

\* We are ok with progress but your current proposal IS NOT ok as it will be detrimental to our community.

- If so, what kinds of changes?

2018/12/20 08:06  
/A

DEVELOPERS.

SS TRAFIC

approved plan developed over the past years, ~~that~~ between county, business, and community. We're not anti-growth. We get it, but like limited, responsible growth under existing character plan.

# Community Character

- Is the character of your community the same now as it was for the last decade or so?

→ These questions are loaded + lend themselves to being flipped to support whatever the developer wants.

Bottom line: we don't want their changes \* The changes that have occurred in accordance w/ the current plan are ok.

We Love SK! WE LIKE IT AS IT IS - NO CHANGE!  
The traffic on Red Rock has gotten worse, even new. x5  
Yes, and we like it this way, not your mega development on micro-lots. Stick with your original plan of 600 homes. Yes!

- Are changes to the character of your community appropriate?

2018/12/20 08:06

Changes & no changes

WE LIKE IT AS IT IS - NO CHANGE!  
 The traffic on Red Rock has gotten worse, even now. x 5  
 Yes, and we like it this way, get your mass development on micro-lots. Stick with your original plan of core homes. Yes!

## Are changes to the character of your community appropriate?

78

NOT YOUR changes.  
 ARE these developers changes? Leading question - No changes  
 Stick to your Dads Plan.  
 This question needs to be more specific!  
 No.!!

## If so, what kinds of changes?

N/A  
 NO DEVELOPERS.  
 LESS TRAFFIC

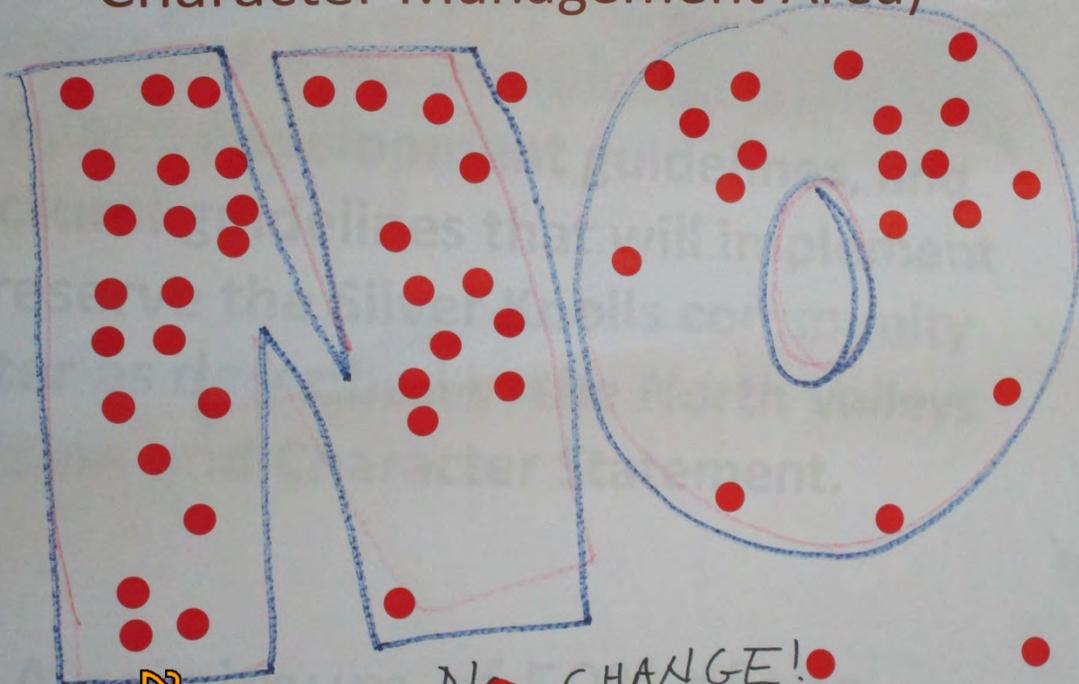
The approved plan developed over the past 10 years ~~that~~ ~~between~~ between county, Lissner, and community were not anti-growth. We got it, but like minded, require growth under existing character plan.

\* We are ok with progress but your current proposal is NOT ok as it will be detrimental to our community.

2018/12/20 08:06

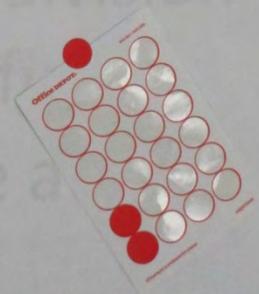
# Do you want to change the Master Plan for the area?

North Valleys / Silver Knolls Suburban Character Management Area)



IT'S A GOOD PLAN — NO CHANGE!

2018/12/20 08:07



## Policies to You?

**Goal Four: Silver Knolls Suburban Character Management Area. Establish a land use pattern, site development guidelines, and architectural guidelines that will implement and preserve the Silver Knolls community character as described in the North Valleys Vision and Character Statement.**

**IV.4.1 A minimum of 50% of the residential parcels in any subdivision established after the date of final adoption of this plan must be at least one acre in size.**

Very Important	Important	So-so	Less Important	Not Important

2018/12/20 08:07

## How Important Are These Policies to You?

**Goal Four: Silver Knolls Suburban Character Management Area. Establish a land use pattern, site development guidelines, and architectural guidelines that will implement and preserve the Silver Knolls community character as described in the North Valleys Vision and Character Statement.**

NV.4.1 A minimum of 50% of the residential parcels in any subdivision established after the date of final adoption of this plan must be at least one acre in size.

Very Important	Important	So-so	Less Important	Not Important

2018/12/20 08:08

NV.4.1 A minimum of 50% of the residential parcels in any subdivision established after the date of final adoption of this plan must be at least one acre in size.

Very Important	Important	So-so	Less Important	Not Important

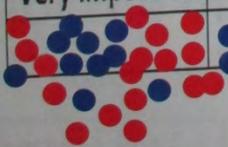
2018/12/20 08:08



NV.4.2 The minimum size of residential parcels in a subdivision established after the date of final adoption of this plan is 0.5 acres.

Very Important	Important	So-so	Less Important	Not Important
				

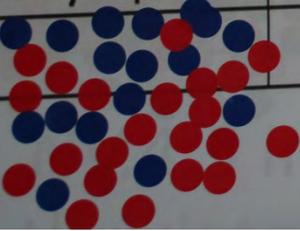
NV.4.3 Subdivisions established after the date of final adoption of this plan will vary setbacks and driveway design.

Very Important	Important	So-so	Less Important	Not Important
				

2018/12/20 08:09

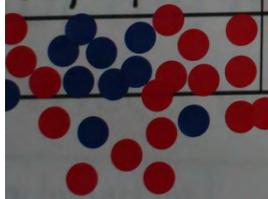
NV.4.2 The minimum size of residential parcels in a subdivision established after the date of final adoption of this plan is 0.5 acres.

2018/12/20 08:09

Very Important	Important	So-so	Less Important	Not Important
				

NV.4.3 Subdivisions established after the date of final adoption of this plan will vary setbacks and driveway design.

2018/12/20 08:10

Very Important	Important	So-so	Less Important	Not Important
				

NV.4.4 Subdivisions established after the date of final adoption of this plan will construct no more than 10% of the total residential units in the same architectural elevation.

Very Important	Important	So-so	Less Important	Not Important
				

NV.4.5 In subdivisions established after the date of final adoption of this plan, perimeter fencing on individual parcels is optional. Perimeter fencing must be consistent with an "open fencing" concept. The use of block, concrete, or similar material should be limited to posts, pillars and similar uses and not used for panel or wall sections. Plans for the maintenance of perimeter fences will be submitted with tentative

Very Important	Important	So-so	Less Important	Not Important
				

2018/12/20 08:10

NV.4.4 Subdivisions established after the date of final adoption of this plan will construct no more than 10% of the total residential units in the same architectural elevation.

Very Important	Important	So-so	Less Important	Not Important
				

2018/12/20 08:10

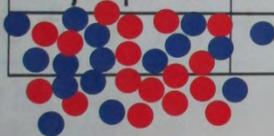
NV.4.5 In subdivisions established after the date of final adoption of this plan,

NV.4.5 In subdivisions established after the date of final adoption of this plan, perimeter fencing on individual parcels is optional. Perimeter fencing must be consistent with an "open fencing" concept. The use of block, concrete, or similar material should be limited to posts, pillars and similar uses and not used for panel or wall sections. Plans for the maintenance of perimeter fences will be submitted with tentative

Very Important	Important	So-so	Less Important	Not Important

2018/12/20 08:11

NV.4.6 In subdivisions established after the date of final adoption of this plan, residential garages will, at a minimum, be sized for two vehicles.

Very Important	Important	So-so	Less Important	Not Important
				

NV.4.7 In subdivisions established after the date of final adoption of this plan the use of streetlights will be minimized. Any lighting proposed must show how it is consistent with current best practice "dark-sky" standards.

Very Important	Important	So-so	Less Important	Not Important
				

2018/12/20 08:12

NV.4.6 In subdivisions established after the date of final adoption of this plan, residential garages will, at a minimum, be sized for two vehicles.

Very Important	Important	So-so	Less Important	Not Important
				

2018/12/20 08:12

V

NV.4.7 In subdivisions established after the date of final adoption of *this plan* the use of streetlights will be minimized. Any lighting proposed must show how it is consistent with current best practice “dark-sky” standards.

Very Important	Important	So-so	Less Important	Not Important
	• •			

2018/12/20 08:13

NV.4.8 At least 50% of all dwellings in subdivisions established after the date of final adoption of this plan must be single story. All dwellings adjacent to existing residential development must match the adjacent building type (single story/ multi-story). Development is considered adjacent if it is not separated by a road or minimum 30 foot landscaped buffer area.

Very Important	Important	So-so	Less Important	Not Important
				

NV.4.9 In subdivisions established after the date of final adoption of this plan, landscape designs will emphasize the use of native vegetation, with non-native and atypical vegetation integrated sparingly into a landscaped area. Homebuilders must offer at least two separate xeriscape options.

Very Important	Important	So-so	Less Important	Not Important
				

2018/12/20 08:14

NV.4.8 At least 50% of all dwellings in subdivisions established after the date of final adoption of this plan must be single story. All dwellings adjacent to existing residential development must match the adjacent building type (single story/ multi-story). Development is considered adjacent if it is not separated by a road or minimum 30 foot landscaped buffer area.

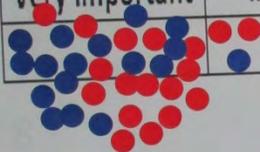
Very Important	Important	So-so	Less Important	Not Important
			<p data-bbox="1047 966 1356 1018">2018/12/20 08:14</p>	

NV.4.9 In subdivisions established after the date of final adoption of this plan, landscape designs will emphasize the use of native vegetation, with non-native and atypical vegetation integrated sparingly into any landscaped area. Homebuilders must offer at least two separate xeriscape options.

2018/12/20 08:15

Very Important	Important	So-so	Less Important	Not Important
				

NV4.10 The standards established in policies NV.4.1-NV.4.9 will be implemented through tentative map conditions, improvements plans, CC&Rs, or deed restrictions as appropriate. Washoe County staff shall establish the implementation measures as conditions of tentative map approval.

Very Important	Important	So-so	Less Important	Not Important
				

2018/12/20 08:15

NV.4.10 The standards established in policies NV.4.1-NV.4.9 will be implemented through tentative map conditions, improvements plans, CC&Rs, or deed restrictions as appropriate. Washoe County staff shall establish the implementation measures as conditions of tentative map approval.

Very Important	Important	So-so	Less Important	Not Important
				

2018/12/20 08:15

# What Questions Did We Miss?

Please list any questions that we should have asked at this workshop, so we can include it tomorrow.

~Thanks

- 1 ALL QUESTIONS FROM PREVIOUS VISION WORKSHOPS SHOULD BE AVAILABLE FOR REVIEW BY THOSE WHO MAY HAVE MISSED ONE
- 2 Does Washoe County offer a non-partial representative to offer input on the final "staff report" that is submitted to the planning commission?
3. Does our opinion Really Matter?
- 4 INFRASTRUCTURE DETAILS...??
- 5 What are specific road plans?
- 6 What is the plan for sewage treatment?
- 7 What about TRAFFIC BEFORE? What's your plan?
- 8 NO SEWER HOOKUPS UNTIL SEWER PLANT IS ENLARGED AND OUTFLOW ADDRESSED - LE. TERTIARY WATER TREATMENT
- 9 How will the developer address the increase of traffic on Hwy 395?
- 10 If the sewer plan is not complete until 2020 how are we able to continue to make uninformed decisions about development?
- 11 Request NON-bias traffic study of RR ROAD by independent source
- 12 ESTABLISH SECONDARY ROUTE OUT OF SILVER KNOLLS THAT IS OPEN 24/7 12 months
- 13 What is the plan for the estimated 15 million gallons/day of sewer effluent produced with capacity to discharge any more effluent. Who will pay the \$10-100 million to upgrade the treatment plants to treat to cleaner standards???
- 14 WHY THE REQUEST TO DELETE ITEMS IN THE PLAN INSTEAD OF ADJUSTING/MONITORING THOSE ITEMS SPECIFICALLY 4.1, 4.2, 4.6
- 15
- 16
- 17

2018/12/20 08:16

# What Questions Did We Miss?

Please list any questions that we should have asked at this workshop, so we can include it tomorrow.

~Thanks

1 ALL QUESTIONS FROM PREVIOUS VISION WORKSHOPS <sup>(MAY 2018)</sup> SHOULD BE AVAILABLE FOR REVIEW BY THOSE WHO MAY HAVE MISSED ONE

2 Does Washoe County offer a non-partial representative to offer input on the final "staff report" that is submitted to the planning commission?

3? indeed?  
4 Does our opinion Really Matter?

5 INFRASTRUCTURE DETAILS...??

6 What are specific road plans?

2018/12/20 08:16

7 What is the plan for service transportation?

8 What about TRAFFIC DELAYS? what's your plan?

- 1
- 2 Does Washoe County offer a non-partial representative to offer input on the final "staff report" that is submitted to the planning commission?
- 3?
- 4 Does our opinion Really Matter?
- 5 INFRASTRUCTURE DETAILS...
- 6 what are specific road plans?
- 7 What is the plan for sewer treatment?
- 8 What about TRAFFIC BEYOND? what's your plan?
- 9 NO SEWER HOOKUPS UNTIL SEWER PLANT IS ENLARGED AND OUTFLOW ADDRESSED - I.E. TERTIARY WATER TREATMENT
- 10 How will the developer address the increase of traffic on Hwy 395?
- 11 If the sewer plan is not complete until 2020 how are we able to continue to make uninformed decisions about development?
- 12 Request non-biased traffic study of RR ROAD by independent source
- 13 ESTABLISH SECONDARY ROUTE OUT OF SILVER KNOLLS THAT IS OPEN 24/7 12 months COME ON COUNTY EST ALT EXIT RT.
- 14 What is the plan for the estimated 15 million gallons/day of sewer effluent with no capacity to discharge any more effluent. Who will pay the \$10-100 million to upgrade the treatment plants to treat to cleaner standards.???
- 15 WHY IS THE REQUEST TO DELETE ITEMS IN THE PLAN INSTEAD OF ADJUSTING/MONITORING

2018/12/20 08:16

- 6 What are specific road plans,
- 7 What is the plan for sewer treatment?
- 8 What about TRAFFIC? What's your plan?
- 9 NO SEWER HOOKUPS UNTIL SEWER PLANT IS ENLARGED AND OUTFLOW ADDRESSED - I.E. TERTIARY WATER TREATMENT
- 10 How will the developer address the increase of traffic on Hwy 395?
- 11 If the sewer plan is not complete until 2020 traffic on Hwy 395? how are we able to continue to make uninformed decisions about development?
- 12 Request NON-BIOS traffic study of RR ROAD by independent source
- 13 ESTABLISH SECONDARY ROUTE OUT OF SILVER KNOLLS THAT IS OPEN 24/7 12 months COME ONE COUNTY EST ALT EXIT RT.
- 14 What is the plan for the estimated 15 million gallons/day of sewer effluent produced with no capacity to discharge any more effluent. Who will pay the \$10-100 million to upgrade the treatment plants to treat to cleaner standards????
- 15 WHO IS THE REQUEST TO DELETE ITEMS IN THE PLAN INSTEAD OF ADJUSTING/MODIFYING THOSE ITEMS - SPECIFICALLY 4.1, 4.2, 4.6
- 16
- 17

2018/12/20 08:17

Exhibit W

Silver Hills Visioning Workshop #3

Conducted by the Washoe County Planning and Building Division with the Members of the North Valleys Citizen Advisory Board Being Invited to attend.

December 20, 2018

Final Posters

The residents of the North Valleys Area Plan, Silver Knolls Suburban Character Management Area, would like to express their vision to the Washoe County Planning Commission and Washoe County Board of Commissioners.

The North Valleys Area Plan and Silver Knolls Suburban Character Management Area should not be amended to allow greater residential density. Changes to the Master Plan are not wanted. Changes to the Master Plan to allow Specific Plans are not wanted.

Large private lots with less public open space is desirable. Any open space should remain undeveloped. Any new development should be same form and pattern as existing development.

Right now there is inadequate public services and infrastructure including <sup>Police</sup> Police, Fire, Roads, Sewer, Water and Storm-Water Runoff. Additional residences will make the situation worse.

There is plenty of access to commercial uses and more commercial uses are not wanted.

2018/12/21 07:30

It is very important that:

- At least 50% of all new lots be at least one acre in size and that a minimum lot size of  $\frac{1}{2}$  acre be preserved.
- Building setbacks and driveway design should be varied.
- Not more than 10% of the residences in a development should have the same architectural elevation.
- Garages should be sized for at least two cars.
- Lighting should be "dark sky."
- At least 50% of dwellings in new developments should be single-story.
- Landscaping should emphasize low-water use.
- These standards should be implemented by Washoe County with all new Tentative Maps, Improvement Plans, CC&Rs and Deed Restrictions.

2018/12/21 07:30

The North Valleys Area Plan and Silver Knolls Suburban Character Management Area are correct now and all future development should abide by the existing plan.

✓ Traffic Study w/ Application is invalid because of date/time done, intersections studied.

I LIKE THIS SUMMARY. (AS WRITTEN)

Keep Red Rock in 2 lanes (25mph) thru Silver Knolls !!

IS RIGHT-OF-WAY FOR RED ROCK SUFFICIENT FOR 4 LANE?

Please add this: Concerned about the applicant plan to replace our established community with their vision for our neighborhood. The existing, approved plan augments and extends what we already have here.

TOO FAR FROM TOWN FOR SUCH HIGH DENSITY

✓ 680 PLAN W/ BOB LISTNER WAS CONSISTENT W/ OUR NEIGHBORHOOD

No development without / before Traffic, school, sewer, water services

2018/12/21 07:31

Exhibit X

Master Plan Amendment Case Number WMPA17-0010

And

Regulatory Zone Amendment Case Number WRZA17-0005

Silver Hills



June 19, 2019

Roger Pelham  
Washoe County Department of Community Services  
1001 East Ninth Street  
Reno, Nevada 89512

**Re: Silver Hills (Case #'s WMPA17-0010 and WRZA17-0005)**

Dear Roger,

As requested, this letter serves to identify changes made in the Silver Hills Development Standards Handbook submitted on June 17, 2019. Specifically, the following edits are the only changes that have been made to the document that was previously submitted in May 2019:

Please note for sections that included multiple edits within paragraphs, the prior text is provided in ~~strikeout~~ while the updated text is **highlighted**.

- A universal change removing reference to the Washoe County Department of Parks and Recreation in favor of Washoe County Regional Parks and Open Space Department.
- Page 2-20 – the following edits were made under the Supplemental Use Standards section:

Personal Storage – Personal storage shall be limited to the storage of boats, recreational vehicles, and the like. These areas shall be screened with a 6-foot minimum solid sight obscuring fence. Additionally, a minimum of 15% of the total site area shall be landscaped, including the use of evergreen trees in order to provide year-round screening. Personal storage uses do not count towards the 45,000 square foot limitation on neighborhood commercial/retail use. **Personal storage use shall be limited to no more than 15 acres.**

Storage of Operable Vehicles – Storage of operable vehicles shall be limited to the storage of boats, recreational vehicles, and the like and shall be for the exclusive benefit of Silver Hills residents. These areas shall be located behind a minimum 6-foot sight-obscuring solid fence. Storage uses do not count towards the 45,000 square foot limitation on neighborhood commercial/retail use. **Operable vehicle storage shall be limited to no more than 15 acres.**

**Neighborhood commercial uses shall be located within the Silver Hills Parkway “ring” central to the Specific Plan area and shall not extend into peripheral areas of the project boundaries.**

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- Page 2-23, Section 2.4.2 - Roadway Design, second paragraph edited:

~~As an alternative to Washoe County local street standards, individual builders within Silver Hills may choose to incorporate a modified local street section. This section would provide for sidewalk on one side of the street and allow the use of rolled curbs versus sidewalk on both sides of the street and traditional squared curbs. This provides for flexibility in locating driveway cuts which then allows for flexibility in home siting. . Additionally, modified local street standards may be incorporated into individual neighborhoods in order to allow for new/innovative community designs subject to the approval of the Washoe County Engineering Division and the Truckee Meadows Fire Protection District.~~

As an alternative to Washoe County local street standards, individual builders within Silver Hills may wish to incorporate a modified local street section. Examples include provisions sidewalk on one side of the street, allowing the use of rolled curbs, etc. Any deviation from Washoe County Development Code standards for roadway design must be reviewed and approved by the Washoe County Engineering and Capital Projects Division on a case by case basis at the time of tentative map and/or final design and shall also be approved by the Truckee Meadows Fire Protection District.

- Alleys – Handbook exhibit has been removed. Text amended as follows:

~~Alleys are an allowed alternative within single-family residential areas of Silver Hills. An alley is a private roadway that is intended to provide access to an abutting property such as a garage or rear yard. Alleys are not intended for general traffic circulation or primary emergency access routes. Alleys shall have a minimum width of 20 feet (Refer to Figure 2-10 for more detail) and shall be maintained by the adjoining property owner (through an easement agreement) or by a sub-association established by an individual builder with the approval of the Silver Hills Master Developer.~~

Alleys are an allowed alternative within single-family residential areas of Silver Hills. An alley is a private roadway that is intended to provide access to an abutting property such as a garage or rear yard. Alleys are not intended for general traffic circulation or primary emergency access routes. Alleys shall meet the width requirements per sections 110.436.105 and 110.436.110 of the Washoe County Development Code and shall be maintained by the adjoining property owner (through an easement agreement) or by a sub-association established by an individual builder with the approval of the Silver Hills Master Developer.

- Red Rock Road Streetscape – Text and Table 2-3 have been updated to require a 6-foot detached pedestrian path along Red Rock Road rather than a 4-6 path. Standards and Table 2-3 updated to require compliance with Washoe County Green Book Standards.

- Section 2.4.6 – Street Lighting . Following edits completed:

~~Lighting within Silver Hills is designed to enhance the quality and safety of the streetscape corridors while maintaining dark skies standards. Lighting located within the right-of-way of collector roads, local streets, and other public common areas will be installed by the Master Developer or individual builders and maintained by NV Energy or Washoe County (for standards poles/fixtures). Lighting located within alleys, associated with commercial or privately maintained parking lots, or non-NV Energy standards, shall be the responsibility of the property owner or a sub-homeowner's association (subject to approval by the Master Developer and Design Review Committee).~~

Lighting within Silver Hills is designed to enhance the quality and safety of the streetscape corridors while maintaining dark skies standards. Lighting located within the right-of-way of collector roads, local streets, and other public common areas will be installed by the Master Developer or individual builders and maintained by NV Energy or Washoe County (for standard poles/fixtures). Lighting located within alleys, associated with commercial or privately maintained parking lots, or non-NV Energy standards, shall be the responsibility of the property owner or a sub-homeowner's association (subject to approval by the Master Developer and Design Review Committee). Any street lights that do not meet Washoe County standards shall be private, and the CC&R's shall indicate operation and maintenance of street lights shall be the responsibility of the homeowner's association or NV Energy (as applicable).

- Section 2.4.7, the following standard was added:

Any street lights that do not meet Washoe County standards shall be private, and the CC&R's shall indicate operation and maintenance of street lights shall be the responsibility of the homeowner's association or NV Energy (as applicable).

This was also included as a note on Table 2-4.

- Section 2.4.9 – Entries. The following standard was added:

Project entry structures and all non-County maintained items (signs, landscaping, paths, etc.) constructed within the Washoe County rights-of-way will require a revocable occupancy permit and shall comply with AASHTO clear zone requirements.

This same standard was added for Neighborhood Entries as well.

- Section 2.6 – Trails. Following edits made:

New standard added:

Trails shall comply with Washoe County Green Book Standards. Any deviation from such shall be subject to the review and approval of the Washoe County Regional Parks and Open Space Department.

Incorrect figure references were corrected.

- Page 2-4 – Parks description. The narrative was amended:

### **Park**

Land designated as Park provides solely for public parks and recreation, including trailheads, and consists of 12± acres. Based on meetings with the Washoe County Department of Parks and Open Space, 10± acres of park land will be provided at the southwest portion of the Specific Plan area in order to allow for the expansion of the existing Silver Knolls Park. Additionally, two public trailheads (approximately 1 acre each) will be provided within the western portion of the Specific Plan, providing staging areas and public access to the Silver Hills trail network and adjoining public lands. The Park designation is depicted on the land use plan in schematic format. Final locations will be influenced based on individual projects within the Specific Plan boundaries, input from the Washoe County Department of Parks and Open Space, and the surrounding community. The 11 acres established is a minimum and may be increased as the project develops over time.

The 10± acres of Park use adjacent to the existing Silver Knolls park at the southwest boundary of the Specific Plan area may include recreational equipment, sports fields, equestrian staging areas, etc. (subject to Washoe County Department of Parks and Open Space input/needs). Trailheads will provide parking and/or staging areas that allow public access to the Silver Hills trail system and adjoining BLM land(s).

As Silver Hills develops, additional park space and developed parks may be provided. Park projects will be presented to the Washoe County Department of Parks and Open Space for review. Smaller park facilities such as neighborhood parks may be dedicated to Washoe County or constructed and maintained by the Silver Hills Master Homeowners Association (dependent upon Washoe County review/negotiation), and shall be available for public use. Thus, Park use is permitted within all land use categories within the Silver Hills Specific Plan.

### **Park**

Land designated as Park provides solely for public parks and recreation, including trailheads, and consists of 12± acres. Based on meetings with the Washoe County Regional Parks and Open Space Department, 10± acres of park land will be provided at the southwest portion of the Specific Plan area in order to allow for the expansion of the existing Silver Knolls Park. Additionally, two public trailheads (approximately 1 acre each) will be provided within the western portion of the Specific Plan, providing staging areas and public access to the Silver Hills trail network and adjoining public lands. The Park designation is depicted on the land use plan in schematic format. Final locations will be influenced based on individual projects within the Specific Plan boundaries, input from the Washoe County Regional Parks and Open Space Department, and the surrounding community. The 12 acres established is a minimum and may be increased as the project develops over time.

The 10± acres of Park use adjacent to the existing Silver Knolls park at the southwest boundary of the Specific Plan area may include recreational equipment, sports fields, equestrian staging areas, etc. (subject to Washoe County Regional Parks and Open Space Department input/needs). Trailheads will provide parking and/or staging areas that allow public access to the Silver Hills trail system and adjoining BLM land(s).

As Silver Hills develops, additional park space and developed parks may be provided. Park projects will be presented to the Washoe County Regional Parks and Open Space Department for review. Smaller park facilities such as neighborhood parks may be constructed by the Master Developer and maintained by the Silver Hills Master Homeowners Association (or sub-association), and shall be available for public use. Thus, Park use is permitted within all land use categories within the Silver Hills Specific Plan.

Note: An adequate construction, operation, and maintenance agreement between Washoe County and the Master Developer must be established prior to the construction of park facilities within Silver Hills.

- Section 2.7 – Parks. The following edits were made:

~~Silver Hills will provide new park facilities to the benefit of the whole community. A minimum of 12 acres of developed park facilities shall be provided in Silver Hills. This includes 10± acres at the southwest portion of the Specific Plan area, adjoining Silver Knolls Park, along with two 1-acre trailheads. Final trailhead locations and park configuration shall be determined with input from the Washoe County Department of Parks and Open Space.~~

#### **2.7.1 Community/Regional Park**

~~A minimum of 10 acres are reserved at the southern portion of the Specific Plan area, immediately adjacent to the existing Silver Knolls Park. It is envisioned that this area will serve as an extension of the existing community park and provides for expansion of the facilities for both active and passive recreation, and possibly allow Washoe County to develop Silver Knolls Park to a regional park standard. Additionally, this area has the potential to provide equestrian staging facilities including horse trailer parking, access to equestrian trail heads, etc.~~

~~Final design of the park and its associated facilities will be subject to input and direction from the Washoe County Department of Parks and Recreation. The park facilities will be constructed by the Master Developer with construction of the 500<sup>th</sup> unit within the Silver Hills Specific Plan and will be reimbursed with park tax funds collected by Washoe County. The community park site will be dedicated to Washoe County for public use and maintained by Washoe County.~~

### **2.7.2 Neighborhood Parks**

Neighborhood parks may be constructed within the Silver Hills Specific Plan area. Neighborhood Parks shall generally be 2 to 3 acres. Construction of neighborhood parks shall be at the discretion of the Master Developer and will be offered for dedication to the Washoe County Department of Parks and Open Space. If Washoe County does not accept dedication of park facilities, maintenance shall be provided by the Silver Hills Homeowners Association. Park facilities not dedicated to Washoe County may be private and for the use of Silver Hills residents only, at the discretion of the Master Developer.

There is no limit to the amount of neighborhood parks permitted within Silver Hills.

### **2.7.3 Trailheads**

A minimum of two (2) public trailheads shall be constructed within the Silver Hills Specific Plan area, west of Red Rock Road. Trailheads will be constructed by the Master Developer and reimbursed by Washoe County with park tax funds collected from within the Specific Plan area. Trailhead facilities shall be a minimum of 1-acre in size and will be dedicated to the Washoe County Department of Parks and Open Space.

Silver Hills will provide new park facilities to the benefit of the whole community. A minimum of 12 acres of developed park facilities shall be provided in Silver Hills. This includes 10± acres at the southwest portion of the Specific Plan area, adjoining Silver Knolls Park, along with two 1-acre trailheads. Final trailhead locations and park configuration shall be determined with input from the Washoe County Regional Parks and Open Space Department.

### **2.7.1 Community/Regional Park**

A minimum of 10 acres are reserved at the southern portion of the Specific Plan area, immediately adjacent to the existing Silver Knolls Park. It is envisioned that this area will serve as an extension of the existing community park and provides for expansion of the facilities for both active and passive recreation, and possibly allow Washoe County to develop Silver Knolls Park to a regional park standard. Additionally, this area has the potential to provide equestrian staging facilities including horse trailer parking, access to equestrian trail heads, etc.

Final design of the park and its associated facilities will be subject to input and direction from the Washoe County Regional Parks and Open Space Department. The park facilities will be constructed by the Master Developer with construction of the 500<sup>th</sup> unit within the Silver Hills Specific Plan and will be reimbursed with park tax funds collected by Washoe County. The community park site will be dedicated to Washoe County for public use and maintained by Washoe County. Any relocation of park area shall be subject to the review and approval of the Washoe County Regional Parks and Open Space Department.

### 2.7.2 Neighborhood Parks

Neighborhood parks may be constructed within the Silver Hills Specific Plan area. Neighborhood Parks shall generally be 2 to 3 acres. Construction of neighborhood parks shall be at the discretion of the Master Developer. Maintenance of neighborhood parks shall be provided by the Silver Hills Homeowners Association or sub-association. Park facilities not dedicated to Washoe County may be private and for the use of Silver Hills residents only, at the discretion of the Master Developer.

There is no limit to the amount of neighborhood parks permitted within Silver Hills.

### 2.7.3 Trailheads

A minimum of two (2) public trailheads shall be constructed within the Silver Hills Specific Plan area, west of Red Rock Road. Trailheads will be constructed by the Master Developer and maintained by the Silver Hills Homeowners Association. Trailhead facilities shall be a minimum of 1-acre in size and subject to review and approval of the Washoe County Regional Parks and Open Space Department.

- Pedestrian Definition – As requested by the Regional Parks and Open Space Department, pedestrians (as they relate to trails) are defined on page 2-40 as follows:

To provide clarification, “pedestrian” shall refer to individuals (walking, running, etc.), and other non-motorized forms of transportation, including equestrian use (as applicable).

- Section 4.3.2 -Water. Following edits completed:

#### ~~4.3.2 Water~~

~~The nearest existing water facilities to the project site is the Silver Knolls Water Company. There are existing Silver Knolls Water Company facilities within and adjacent to the project limits. However, the Silver Knolls Water Company is a small water system that is not capable of providing service to the Silver Hills project. It is envisioned that the Silver Hills Development will be annexed into the service territory of the Truckee Meadows Water Authority (TMWA) which currently exists to the southeast of the site. A TMWA Discovery will need to be prepared to provide service planning and an initial estimate of the required backbone water facilities necessary to provide service to the project.~~

#### 4.3.2 Water

The nearest existing water facilities to the project site is the Silver Knolls Water Company. There are existing Silver Knolls Water Company facilities within and adjacent to the project limits. However, the Silver Knolls Water Company is a small water system that is not capable of providing service to the Silver Hills project. The Silver Hills Development shall be annexed into the service territory of the Truckee Meadows Water Authority (TMWA) which currently exists to the southeast of the site. A TMWA Discovery will need to be prepared to provide service planning and an initial estimate of the required backbone water facilities necessary to provide service to the project.

- Section 4.3.4 – Storm Water Management. The following statement was added to the end of the third paragraph:

The project shall incorporate Low Impact Development (LID) design in accordance with Washoe County Development Code requirements, to the satisfaction of the Engineering and Capital Projects Division.

- Best Management Practices – The following standard has been applied within Sections 5.9.1, 5.9.2, and 5.9.3 located within Chapter 5:

The Master Developer and subsequent Homeowners Association(s) shall include the implantation of Best Management Practices to prevent the spread of noxious weeds during construction activities.

In addition to the changes noted above, various typos such as figure references, punctuation, etc. were corrected. These changes do not represent any sort of substantive change. I would welcome the opportunity to meet with you directly to discuss the updated handbook and address any additional concerns you may have.

Thank you for your ongoing assistance with the Silver Hills project. Our project team looks forward to working with you as the project moves forward through the review process.

Sincerely,

Mike Railey  
Partner

cc: Walt West, P.E./Leo Veseley, P.E. -Engineering and Capital Projects Division  
Sophia Kirschenman – Regional Parks and Open Space Department  
Peter Lissner – Lifestyle Homes  
Garrett Gordon, Lewis Roca Rothgerber Christie LLP



June 13, 2019

Leo Vesely, P.E.  
Washoe County Engineering and Capital Projects Division  
1001 East Ninth Street  
Reno, Nevada 89512

**Re: Silver Hills (Case #'s WMPA17-0010 and WRZA17-0005)**

Dear Leo,

Thank you again for meeting with us this morning to discuss your comments and concerns related to the proposed Silver Hills project located off of Red Rock Road. As we discussed, we did not have the opportunity to fully address these comments prior to Roger Pelham's publication of the staff report. Thus, we wish to provide you with this supplemental documentation/agreements which can be included in the staff report as part of the public record. The changes/revisions outlined in this letter can be incorporated into the Silver Hills Development Standards Handbook prior to final adoption by the Washoe County Board of Commissioners.

Prior to final adoption of the Silver Hills Development Standards Handbook, the following edits shall be made:

- A statement shall be added that any deviation from Washoe County Development Code requirements related to streets, sidewalks, and all engineering requirements shall be reviewed and approved by the Washoe County Engineering and Capital Projects Division on a case by case basis at the time of tentative map and/or final design. This serves to address comments 1, 2, 3, and 4 outlined in your memo dated May 22, 2019.
- The handbook, as presented, calls for approved NV Energy decorative street light fixtures. A standard will be added to the final handbook which reads "any street lights that do not meet Washoe County standards shall be private, and the CC&R's shall indicate operation and maintenance of the street lights shall be the responsibility of the homeowners association or NV Energy." This serves to address comment 5.
- Language will be added to the Development Standards Handbook within section 2.4.9 that states "project entry structures and all non-County maintained items (signs, landscaping, paths, etc.) constructed within the Washoe County right-of-way will require a revocable occupancy permit and shall comply with AASHTO clear zone requirements." This serves to address comment 6.

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- As presented in Chapter 4 of the proposed Development Standards Handbook, a standard has been included that requires stormwater runoff volumes be reduced from pre-development levels for all new development within Silver Hills. This standard will be expanded to require the use of Low Impact Development (LID) design. This serves to address comment 7.
- Solaegui Engineers has previously provided an updated trip generation summary for the project, as proposed. This includes the addition of Silver Hills East and contemplates a total of 1,872 single family units, serving to address comment 8.

It is our hope that by incorporating these changes, your concerns have been directly addressed. As discussed, it would be greatly appreciated in the Engineering and Capital Projects Division could provide Roger Pelham with a revised plan review memo based on these changes and commitments agreed to by the project applicant.

We greatly appreciate your assistance and efforts on the Silver Hills project. We look forward to working with you further as the project proceeds through the public review process. If you have any questions or concerns, or require any additional information, please do not hesitate to contact me at (775) 250-3455 or [mrailey@rubicondesigngroup.com](mailto:mrailey@rubicondesigngroup.com). Thank you.

Sincerely,



Mike Railey  
Partner

cc: Roger Pelham, Washoe County Planning Division  
Lifestyle Homes  
Garrett Gordon, Lewis Roca Rothgerber Christie LLP



June 17, 2019

Sophia Kirschenman  
Washoe County Regional Parks and Open Space Department  
1001 East Ninth Street  
Reno, Nevada 89512

**Re: Silver Hills (Case #'s WMPA17-0010 and WRZA17-0005)**

Dear Sophia,

Thank you again for meeting with us on June 11, 2019 to discuss your comments and concerns related to the proposed Silver Hills project located off of Red Rock Road. As we discussed, we did not have the opportunity to fully address these comments prior to Roger Pelham's publication of the staff report. Thus, we wish to provide you with this supplemental documentation/agreements which can be included in the staff report as part of the public record. The changes/revisions outlined in this letter have been incorporated into the Silver Hills Development Standards Handbook which is being resubmitted today (June 17, 2019).

Specifically, your comments and concerns have been addressed in the following manner:

Your initial comments raised concern about increased density on the west side of Silver Hills. As we discussed, gross density on the west side is limited to 3 dwelling units per acre. It is planned to cluster units in order to provide a more diverse offering of single family unit types. However, it has always been the intent to cluster more intense use including smaller lots and commercial uses central to the project site. The concept is to "feather" density with the most intense development occurring within the Silver Hills loop road. Please refer to page 2-2 of the updated Design Standards Handbook which explains how lower intensity development will occur around the periphery of the project. This is in addition to the planned open space, buffering, and lot matching. Furthermore, we have added a standard within the Supplemental Use Standards that clearly restricts any neighborhood commercial uses to within the ring road. Based on our conversation, I believe this addressed your concerns raised in in paragraph 2 of your June 3, 2019 review letter.

Your second comment from June 3, 2019 refers to fire breaks. Please refer to section 2.8 of the Development Standards Handbook which not only defines wildland/urban interface, but defines defensible space areas, maintenance, access, etc.

As to your comments related to the Master Plan Amendment (page 2 of your June 3, 2019 letter), please refer to the Supplemental Use Standards included in Chapter 2 of the handbook which directly address comment # 1. Section 2.2.4 addresses comment # 2 and provides narrative on the relationship between developed areas of Silver Hills and public lands.

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The following identifies how your comments related specifically to the Development Standards Handbook have been addressed:

Comment # 1 – Language has been added within section 2.7.1 of the handbook that requires the approval of the Regional Parks and Open Space Department for any relocation of park areas as well as for overall park design.

Comment # 2 – Minor updates have been completed to ensure consistency in park areas throughout the entire document.

Comment # 3 – The handbook language has been updated related to Neighborhood Parks. It is now clearly defined that should the Master Developer choose to construct neighborhood parks, it will be at the expense of the developer and the homeowner's association (or sub-association) will provide for the ongoing maintenance of these facilities. Additionally, your suggested language regarding an approved maintenance agreement has been applied as a standard within Parks section of the handbook.

Comments 4 and 5 – Handbook standards have been updated to reflect the use of Green Book standards. This includes the incorporation of 6-foot pedestrian path along the east side of Red Rock Road.

Comment 6 – "Pedestrians" have been defined as individuals and non-motorized forms of transportation per your comment under "a." Furthermore, the Trails section of the handbook and associated tables are updated to reflect Green Book standards. Lastly, figure references have been updated per your comment 6c.

Comment 7 – All references to the Parks Department have been updated to state "Washoe County Regional Parks and Open Space Department."

Comment 8 – The handbook has been updated with your requested changes, including standards that require the construction and maintenance of neighborhood parks to be provided by the Master Developer and homeowner's association.

Comment 9 – The handbook has been updated to reflect that trailheads will be constructed by the Master Developer and maintained by the homeowner's association. Construction of trailheads will not be reimbursed through park tax credits.

Comment 10 – As requested, Chapter 5 has been updated to require the use of Best Management Practices to prevent the spread of noxious weeds during construction activities,

Thank you again for your highly detailed comments. Your thoroughness and willingness to meet with us is greatly appreciated by our project team. We are confident that the changes made within the handbook serve to directly address your comments and concerns. However, if you have any further considerations, please do not hesitate to contact me at [mrailey@rubicondesigngroup.com](mailto:mrailey@rubicondesigngroup.com) or (775) 250-3455. We are more than willing to meet with you again to discuss the project and provide additional edits if necessary.

It is our hope that the Regional Parks and Open Space Department will issue an updated review memo that recommends approval of Silver Hills based on the changes that have been made. We look forward to working with you as we move ahead through the public review process.

Sincerely,

Sincerely,

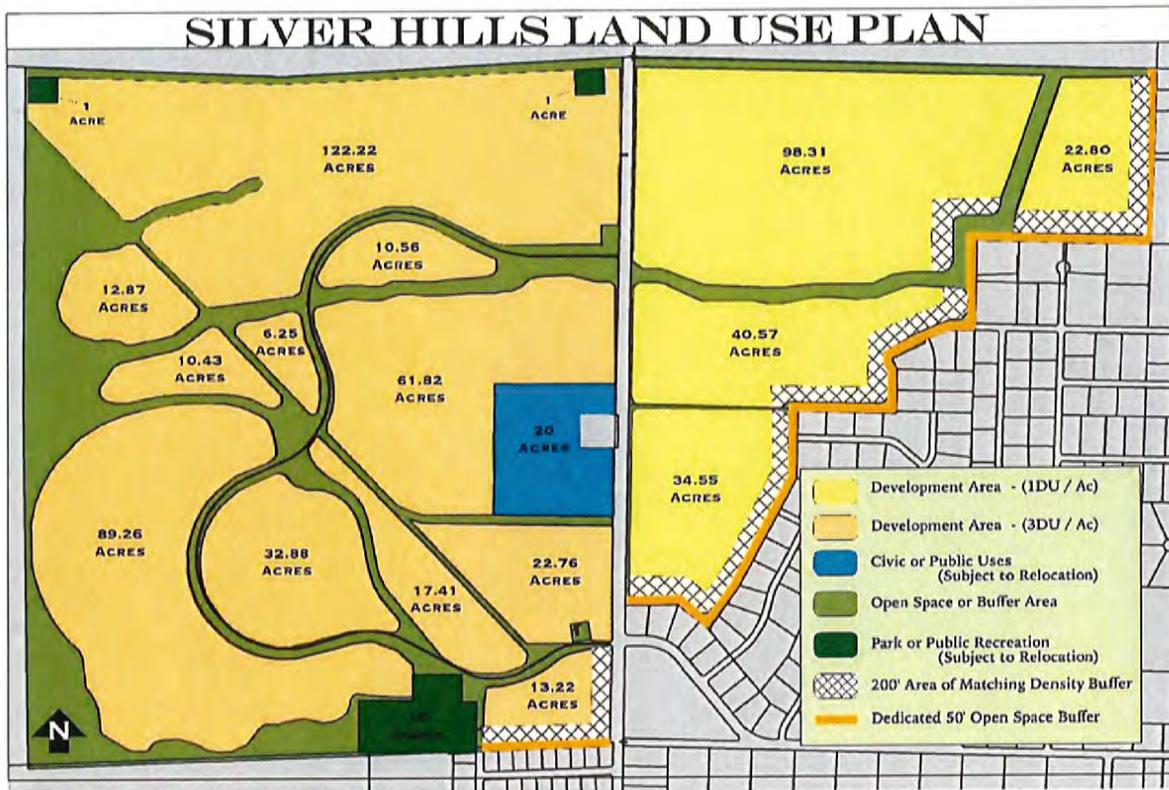
A handwritten signature in black ink, appearing to read "Mike Railey". The signature is fluid and cursive, with the first name "Mike" and last name "Railey" clearly distinguishable.

Mike Railey  
Partner

cc: Roger Pelham, Washoe County Planning Division  
Lifestyle Homes  
Garrett Gordon, Lewis Roca Rothgerber Christie LLP

# SILVER HILLS

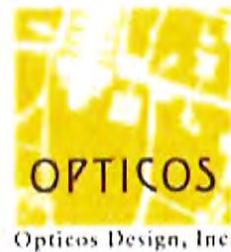
## SPECIFIC PLAN DEVELOPMENT STANDARDS



Prepared By:



With Input From:



June 17, 2019

Job # 315-01

# **SILVER HILLS**

## **DEVELOPMENT STANDARDS HANDBOOK**

**Prepared for:**

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

**Prepared by:**

Rubicon Design Group, LLC  
1610 Montclair Avenue, Suite B  
Reno, Nevada 89509  
(775) 425-4800

**Updated June 17, 2019**

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# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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## TABLE OF CONTENTS

<b>CHAPTER 1 – INTRODUCTION .....</b>	<b>1-1</b>
1.1 Specific Plan Area .....	1-1
1.2 Statement of Purpose and Plan .....	1-2
1.3 Community Theme and Vision.....	1-3
1.3.1 Agrihood Benefits .....	1-3
1.3.2 Sense of Place .....	1-4
1.3.3 Neighborhood Diversity .....	1-5
1.3.4 Missing Middle.....	1-5
1.3.5 Implementation .....	1-5
1.4 Relationship to Existing Plans .....	1-6
1.5 Silver Hills Land Use Plan .....	1-7
1.6 Site Suitability .....	1-8
1.6.1 Site Analysis .....	1-8
1.6.2 Development Code Analysis.....	1-11
1.7 Handbook Provisions .....	1-13
1.7.1 General Provisions .....	1-13
1.7.2 Binding Effect of Handbook .....	1-13
1.7.3 Individual Project Approvals .....	1-13
1.7.4 Deviations from Handbook Standards .....	1-14
1.7.5 Modifications to Handbook .....	1-14
1.7.6 Density .....	1-14
1.7.7 Permitted Unit Transfers.....	1-14
<b>CHAPTER 2 – DEVELOPMENT STANDARDS .....</b>	<b>2-1</b>
2.1 Purpose and Compliance .....	2-1
2.2 Land Use Development Standards.....	2-1
2.2.1 Silver Hills Land Use Plan .....	2-1
2.2.2 Land Use Descriptions.....	2-2
2.2.3 Density Matching .....	2-5
2.2.4 Density/Intensity Standards.....	2-6
2.3 Permitted and Conditional Uses.....	2-17
2.3.1 Supplemental Use Standards .....	2-19
2.4 Streetscape Development Standards .....	2-23
2.4.1 Circulation Plan .....	2-23
2.4.2 Roadway Design.....	2-23
2.4.3 Access Standards.....	2-25
2.4.4 Silver Hills Parkway Streetscape.....	2-25
2.4.5 Red Rock Road Streetscape.....	2-26

---

---

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

---

### CHAPTER 2 (continued):

2.4.6	Street Lighting .....	2-28
2.4.7	Collectors and Local Streets .....	2-29
2.4.8	Entries .....	2-31
2.4.9	Neighborhood Entries .....	2-35
2.5	Signs .....	2-37
2.5.1	Wayfinding Signs .....	2-37
2.5.2	Commercial Signs .....	2-39
2.6	Trails .....	2-40
2.7	Parks .....	2-44
2.7.1	Community/Regional Park .....	2-44
2.7.2	Neighborhood Parks .....	2-44
2.7.3	Trailheads .....	2-45
2.7.4	Agrihood Farm .....	2-45
2.8	Urban/Wildland Interface .....	2-46
2.9	Mailboxes .....	2-47

### CHAPTER 3 – SITE DESIGN AND ARCHITECTURAL STANDARDS ..... 3-1

3.1	Overview .....	3-1
3.2	Site Planning Standards and Guidelines .....	3-1
3.2.1	Site Planning and Development Standards .....	3-1
3.3	Architecture Standards and Guidelines .....	3-11
3.3.1	Background .....	3-11
3.3.2	Architectural Theme .....	3-11
3.4	Single Family Architectural Standards .....	3-12
3.4.1	Building Mass and Form .....	3-12
3.4.2	Roof Form .....	3-12
3.4.3	Materials and Colors .....	3-14
3.4.4	Building Articulation .....	3-14
3.4.5	Accessory Structures and Uses .....	3-14
3.5	Non-Residential Standards .....	3-17
3.5.1	Non-Residential Supplemental Standards .....	3-17

### CHAPTER 4 – PHASING AND INFRASTRUCTURE ..... 4-1

4.1	Phasing .....	4-1
4.2	Open Space, Trails, and Parks .....	4-1
4.3	Utilities/Infrastructure .....	4-2
4.3.1	Sanitary Sewer .....	4-2
4.3.2	Water .....	4-8
4.3.3	Effluent .....	4-10

---

---

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

---

### CHAPTER 4 (continued):

4.3.4	Storm Water Management .....	4-9
4.3.5	Roadways .....	4-13
4.3.6	Natural Gas .....	4-13
4.3.7	Cable and Telephone .....	4-13
4.3.8	Electric.....	4-15
4.4	Site Grading .....	4-15
4.5	Fire Protection .....	4-15
4.6	Police Protection.....	4-18

### CHAPTER 5 – CONSTRUCTION OPERATION, AND MAINTENANCE ..... 5-1

5.1	Clean Job Site.....	5-1
5.2	Protection of Vegetation During Construction .....	5-1
5.3	Temporary Protective Fencing.....	5-1
5.4	Erosion Control Plan and Storm Water Pollution Prevention Plan (SWPP) .....	5-1
5.5	Temporary Structures and Signs.....	5-1
5.6	Model Home Complexes .....	5-2
5.7	Construction Yards and Hours .....	5-3
5.8	General Construction Standards.....	5-4
5.9	Common Area Maintenance.....	5-4
5.9.1	General Maintenance Standards .....	5-4
5.9.2	Private Open Space and Common Areas .....	5-5
5.9.3	Agrihood Farms and Facilities .....	5-6

### List of Figures:

Figure 1-1	Specific Plan Area .....	1-1
Figure 1-2	Silver Hills Land Use Plan .....	1-7
Figure 1-3	Slope Analysis .....	1-9
Figure 1-4	Opportunities and Constraints Analysis .....	1-10
Figure 2-1	Land Use Plan .....	2-1
Figure 2-2	Typical Low-Density Neighborhood.....	2-7
Figure 2-2A	Typical Low-Density Neighborhood .....	2-8
Figure 2-3	Typical Mid-Range Single-Family Neighborhood.....	2-10
Figure 2-4	Typical Suburban Single-Family Prototypes .....	2-13
Figure 2-5	Typical Suburban Single-Family Prototypes .....	2-14
Figure 2-6	Typical Suburban Single-Family Prototypes .....	2-15
Figure 2-7	Typical Neighborhood Center.....	2-21
Figure 2-8	Typical Retail Concept .....	2-22
Figure 2-9	Silver Hills Parkway Section .....	2-24

---

---

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

---

### List of Figures (continued):

Figure 2-10	Typical Light Fixtures .....	2-30
Figure 2-11	Primary Entry Concepts .....	2-32
Figure 2-12	Primary Entry Concepts .....	2-33
Figure 2-13	Primary Entry Concepts .....	2-34
Figure 2-14	Neighborhood Entry Concepts .....	2-36
Figure 2-15	Wayfinding Sign Concepts .....	2-38
Figure 2-16	Typical Commercial Signage .....	2-39
Figure 2-17	Typical Multi-Use Trail .....	2-41
Figure 2-18	Silver Hills Master Trails Plan.....	2-43
Figure 3-1	Typical “Home Forward” Design.....	3-2
Figure 3-2	Garage Integrated Elevations .....	3-3
Figure 3-3	Mixed Residential Neighborhood Concepts .....	3-4
Figure 3-4	Cottage Court Concept .....	3-5
Figure 3-5	Silver Hills Parkway Fencing Concept .....	3-8
Figure 3-6	Privacy Fencing Concepts .....	3-9
Figure 3-7	Open Fencing Concepts .....	3-10
Figure 3-8	Typical Roofline Variation.....	3-13
Figure 3-9	Typical Accessory Dwelling .....	3-15
Figure 3-10	Multi-Generational Housing Concept.....	3-16
Figure 3-11	Commercial Architecture/Scale .....	3-18
Figure 3-12	Typical Agrihood Building Concepts .....	3-19
Figure 3-13	Typical Agrihood Greenhouse Concepts.....	3-20
Figure 3-14	Typical Non-Residential Structure .....	3-22
Figure 4-1	Sewer Alternative 1 .....	4-5
Figure 4-2	Sewer Alternative 2 .....	4-6
Figure 4-3	Sewer Future Alternative.....	4-7
Figure 4-4	Potable Water .....	4-9
Figure 4-5	Detention Pond Schematic .....	4-12
Figure 4-6	Dry Utilities .....	4-14
Figure 4-7	Slope Analysis .....	4-16
Figure 4-8	East Side Slope Analysis.....	4-17

### List of Tables:

Table 1-1 – Silver Hills Land Use Summary.....	1-8
Table 2-1 – Land Use Summary .....	2-5
Table 2-2 – Allowed Uses .....	2-18
Table 2-3 – Silver Hills Streetscape Standards.....	2-28
Table 2-4 – Streetscape Lighting Standards .....	2-31
Table 4-1 – Sewer Design Criteria for City of Reno and Washoe County .....	4-4

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# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

## CHAPTER 1 – INTRODUCTION

### 1.1 Specific Plan Area

The Silver Hills Specific Plan area consists of 780.32± acres located within the North Valleys Areas Plan. Specifically, Silver Hills (APN #'s 087-390-10, 087-390-13, 086-232-31, and 086-203-05) is located on the east and west sides of Red Rock Road, north of Silver Knolls. The project site is separated from the Cold Springs Valley by a large ridgeline that runs along the western boundary of the project. Figure 1-1 (below) depicts the Specific Plan Area covered by this Handbook.

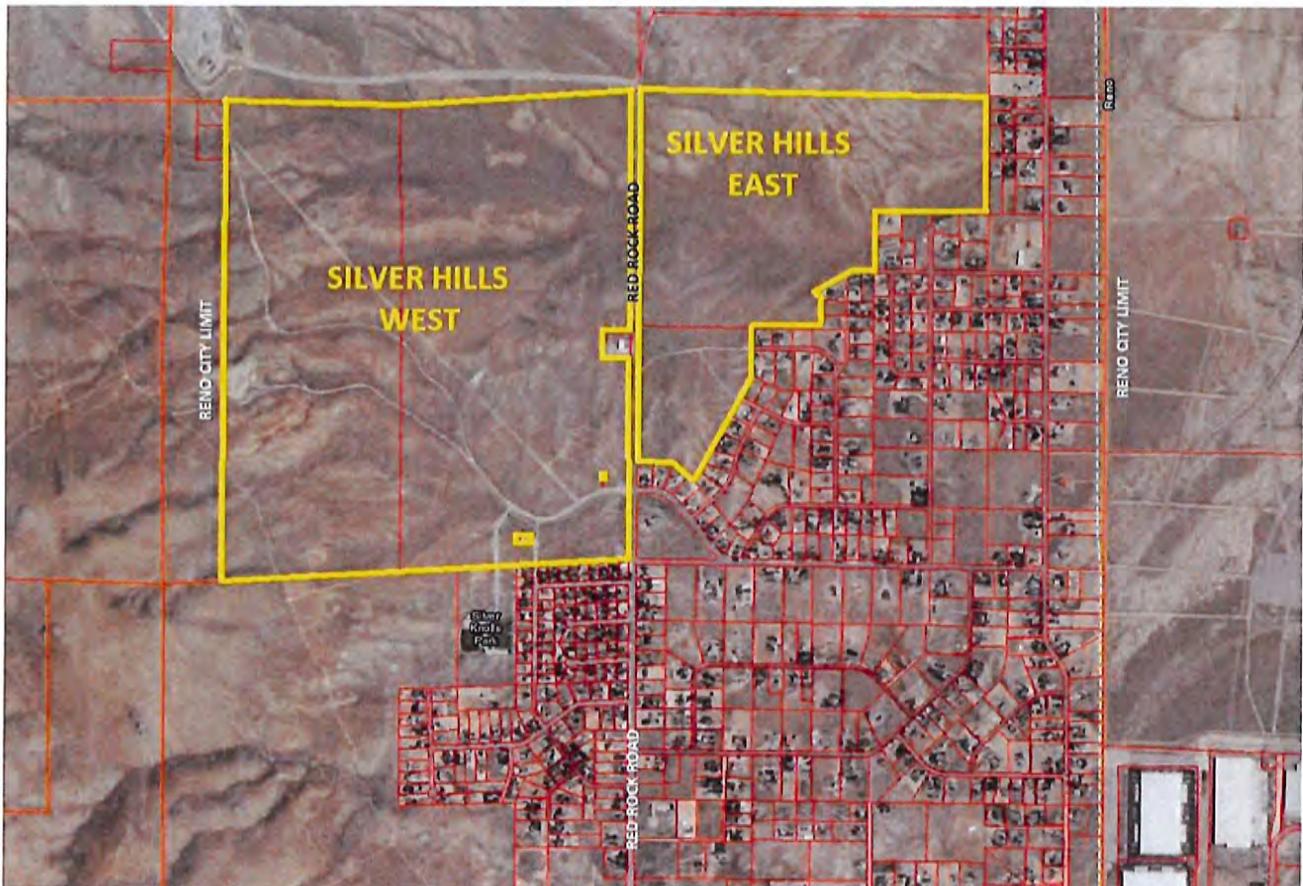


Figure 1-1 – Specific Plan Area



## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 1.2 Statement of Plan and Purpose

The purpose of this Development Standards Handbook (Handbook) is to provide for the orderly development of the Silver Hills Specific Plan Area (Specific Plan) and ensure that the high-quality development contemplated with this Handbook is carried forward through all phases of the project. This is accomplished through the implementation of the uses, design standards, and improvements defined within this Handbook.

Since implementation of public and private improvements will occur in multiple phases, over many years, the standards and guidelines contained herein establish a common framework to guide future tentative maps and improvement plans. Development of Silver Hills is ultimately controlled and restricted by these development standards as well as the applicable policies of the North Valleys Area Plan and requirements of the Washoe County Development Code.

Upon adoption, Washoe County shall review future tentative map and/or development requests in context with the uses and regulations provided herein. The purpose of this Handbook is not intended to limit creativity or prevent variation necessary to respond to unique site conditions, etc. Instead, the Handbook ensures consistency and quality throughout Silver Hills. Additionally, the Handbook includes enforceable standards to ensure that all new development within Silver Hills properly relates to the surrounding uses and existing conditions.

The Silver Hills Specific Plan and this Handbook have been developed to meet the ever-growing need for housing within the North Valleys. Specifically, the plan provides for a wider mix of housing opportunities to meet the needs of a broad range of the area's population. The North Valleys is, and is planned to be, one of the largest employment centers in the region. As such, Silver Hills will serve to provide a jobs/housing balance within the North Valleys. The benefits to this planning approach are numerous and include:

- The opportunity to reduce commute times and commuter trips.
- The ability to live in close proximity to jobs, schools, parks, and open space.
- Creating a sense of community through common design elements.
- The ability to provide housing for multiple segments of the market.
- Preservation of key natural features.
- Provision of parks, open space, public facilities, and community amenities that can be enjoyed by all residents.
- Implementation of "smart growth" concepts and standards.
- Ensuring that new development properly relates to existing uses.
- Providing a high-quality community that residents and Washoe County can be proud of.

Most importantly, the purpose of the Silver Hills Specific Plan is to provide housing that results in a higher quality of life for its residents and those living within the area.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 1.3 Community Theme and Vision

This Handbook serves to adopt a general overall theme for the Silver Hills community which includes unique development standards and the opportunity for innovative concepts such as an agrihood, varied single family housing types, etc. The Specific Plan area is characterized by rolling terrain that afford views across the valley, past Reno-Stead Airport. Although the majority of the property is less than 15% slope, topography varies from flat to steep terrain along the western ridgeline, creating the opportunity to incorporate a “mountain ranch” theme. It is planned to incorporate numerous evergreen plantings along with unique landscape and open space treatments that may include fruit orchards, gardens, ponds, and natural open spaces that accentuate the views, natural terrain, and site features. The use of wood/timbers, stone accents, evergreens, craftsman style architecture, and rustic detailings serve to reinforce a mountain feel within the project. Once again, standards are included later in this Handbook that serve to implement the project theme.

#### 1.3.1 Community Benefits

The Silver Hills Specific Plan establishes guidelines that provide opportunity for unique single family housing types and community amenities. As Silver Hills develops in multiple phases over a 15 to 20 year period, the opportunity to incorporate innovative amenities such as community gardens may occur. As the rapidly growing popularity of concepts such as agrihoods demonstrates, families are eager to reimagine these collaborative efforts in a new setting, with a variety of price points to meet the needs of various life stages. This Handbook establishes the ability to remove the pressure of seeking family-oriented activities outside of the community and invest in community lifestyle, through the provision of parks, open space, trails, and various other community amenity options. This creates a sense of place and community and provides a better quality of life for residents.

There are numerous positive “side-effects” of a master-planned community. By providing community amenities and neighborhood retail opportunities, residents are more likely to recreate and socialize within the community which can also reduce traffic impacts. Additionally, this can reduce crime naturally as neighbors feel connected to where they live and invest in caring about their community.

A central feature of the Silver Hills plan is the provision of significant open space and recreational opportunities. The standards contained herein provide opportunity for open spaces that perhaps could be planted with ancient grains which provide good low water use soil cover/stabilization and can be either harvested or cut and left to regrow the following season. This results in a clean, environmentally respectful design that utilizes precious resources with far greater efficiency by encouraging joint use, reducing overall home maintenance, providing pedestrian access to resident needs, and making an adaptable community. Resident lives can be simplified giving them more time to enjoy friends and family.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Open space and landscaping standards are designed to incorporate smart water recycling and responsible development practices in addition to neighborhood-supporting commercial and the potential for mini-farms or orchards, while placing an emphasis on a walkable neighborhood concept. The Silver Hills Specific Plan respects the surrounding environment by creating housing density with less sprawl, where resources are focused around low maintenance yards, passive solar lot placement (as feasible), solar options, and emphasis on activities within the community. The resource emphasis is placed at the center of the community where the benefit is used and enjoyed by all community members.

With full buildout estimated at 10 - 15+ years, Silver Hills will grow as the need of good community-oriented housing is required. Within Silver Hills land design practices will create retention basins that act also as a green environment for residents with high density plantings and places for children to safely explore. Concepts like a tractor park, a bike and skate park, and natural “mini-parks” such as those placed at the end of cul-de-sacs that invite rather than cut off the sense of community are all envisioned for Silver Hills.

Rather than a bedroom community or suburb of disconnected neighborhoods, Silver Hills will embody the desire for residents to feel a sense of place and community pride. Plantings that use recycled water (to the extent possible) will not only impact the question of how to manage waste water but will reduce soil erosion and transpiration by returning the water into trees, shrubs, and ground cover. The Silver Hills Specific Plan emphasizes recycled water use for common area landscape, natural pathways and potentially “micro” orchards, grapes, berries, and beneficial insect habitat plantings.

### **1.3.2 Sense of Place**

Creating a sense of place is one of the key components in creating a vibrant and balanced community. A sense of place will be developed within Silver Hills through the creation of human-scale environments in which residents will feel both comfortable and safe. Open space and trail connections will tie the community together, encouraging residents to get out and explore their community, interacting with their neighbors. Uniform design standards tie the community together and provide for amenities that encourage both active and passive recreation.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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The east side of Silver Hills (east of Red Rock Road) is characterized by a more rural development pattern. This area is envisioned to “blend” with the established homes and development that exists within Silver Knolls to the south. Thus, larger lots are planned in this area creating a more rural atmosphere. Consistent with existing development patterns, open space areas will primarily consist of buffers and trails allowing for larger homesites. This not only complements existing development within Silver Knolls but will serve as a transition between existing neighborhoods and new neighborhoods within the west side of Silver Hills.

### 1.3.3 Neighborhood Diversity

Silver Hills provides for neighborhood diversity by allowing varied residential dwelling designs and densities in order to support niches of different lifestyle and life stages. The variety in housing options encourages a mix of product types that are ultimately tied together through the incorporation of the design standards adopted within this Handbook. Overall density within the western portion of Silver Hills is maintained at 3 dwelling units per acre but allows for clustering of density in order to encourage flexibility in design and provide for a wider range of housing options that appeal to a variety of resident lifestyles. This concept provides opportunities for residents regardless of their stage in life and serves to support the surrounding employment centers and emerging commercial nodes within the North Valleys.

Neighborhoods east of Red Rock Road will be designed with a more rural theme that complements existing neighborhoods within Silver Knolls. Overall density east of Red Rock Road will be maintained at 1 dwelling unit per acre. Thus, overall density for Silver Hills will be approximately 2.5 dwelling units per acre.

### 1.3.4 Missing Middle

The housing market within Washoe County has what is often referred to as a “Missing Middle.” The Missing Middle is a range of compact and clustered housing types that are compatible in scale with single-family homes that help meet the ever-growing demand for affordable-by-design housing. Unlike the stereotypes commonly associated with affordable housing (poor quality, less desirable locations, etc.), the Missing Middle’s affordable-by-design concept allows a builder to maintain higher quality craftsmanship, enhanced architectural design, amenities, etc. by developing a quality project with a smaller overall footprint. This can be achieved in numerous ways such as reducing yard sizes in exchange for shared common areas and recreational amenities, through clustering which maximizes infrastructure efficiency, etc.

Missing Middle housing types are designed to meet specific needs of shifting demographics and the new market demand for walkable communities and resident amenities. This approach to housing is considered “missing” because very few of these housing types have been built since the early 1940’s due to regulatory constraints, restrictive development codes that prevent flexibility in design, the shift to an automobile-dependent growth pattern, etc. In Washoe County, the need for more affordable housing has reached an all time high with many residents simply being pushed out of the market due to rising home prices. A Missing Middle concept directly addresses this need.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 1.3.5 Implementation

The vision for Silver Hills will be implemented through the adoption and enforcement of the design standards and requirements included within this Handbook. The Washoe County Department of Planning and Building will use this Handbook as a guide for reviewing projects (i.e. tentative maps, special use permits, etc.) proposed within Silver Hills. All new development shall comply with the standards and requirements listed herein, as applicable. In cases where a specific standard is not addressed, the provisions/requirements of the Washoe County Development Code shall be applied.

### 1.4 Relationship to Existing Plans

Silver Hills is located within the North Valleys Area Plan, an element of the Washoe County Master Plan. This Handbook and the standards contained herein are designed for compatibility with the goals, policies, and character management statement of the Silver Hills Suburban Character Management Area, as adopted concurrently with this Handbook, and incorporates input from the community as expressed at numerous community meetings and visioning workshops. The Silver Hills land use plan is consistent with both goals and policies of the North Valleys Area Plan and Truckee Meadows Regional Plan in that it provides for a jobs/housing balance within the area and serves to address the housing needs of the community as a whole through diversification in housing size, style, and density.

Consistent with the Area Plan, the overall density within Silver Hills will not exceed 2.5-dwelling units per acre. Clustering of density will occur within the boundaries of the Specific Plan to accommodate a variety of housing styles and products. However, consistent with the provisions of the Washoe County Development Code, no individual project within Silver Hills (i.e. tentative map area) may exceed the maximum dwelling units per acre permitted within the Specific Plan zone. Furthermore, multi-family housing shall not be permitted within Silver Hills. Attached single-family products such as duplexes, town homes, etc. shall be permitted in areas designated for such on the Land Use Plan adopted with this Handbook and are subject to density limitations outlined in the Washoe County Development Code. Consistent with the Truckee Meadows Regional Plan, the Silver Hills Specific Plan does not increase density on areas of slope in excess of 30%.

Silver Hills provides for consistency with the Conservation Element of the North Valleys Area Plan through the conservation and preservation of open space and prominent ridgelines within the Specific Plan boundaries. Additionally, this Handbook includes standards to address any applicable natural hazards that may arise including, but not limited to geologic hazards, flood zones, etc. The plan also preserves and implements provisions related to utility corridors contained in the Washoe County Master Plan, Development Code, and Truckee Meadows Regional Plan.

A complete traffic impact analysis has been completed for Silver Hills. Improvements triggered by new development within the Specific Plan have been identified and standards included to ensure that improvements are made at the appropriate time and that specific triggers for the improvements are defined. This ensures full compliance with transportation plans adopted by Washoe County and the Regional Transportation Commission.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

Upon final adoption and recordation, this Handbook and its associated content, standards, and requirements shall be deemed consistent with the North Valleys Area Plan as well as with the Truckee Meadows Regional Plan. The Washoe County Board of Commissioners shall be the authoritative body to determine compliance with conformance review by the Truckee Meadows Regional Planning Agency, as applicable.

### 1.5 Silver Hills Land Use Plan

Silver Hills includes a land use plan that allows for single family detached and attached housing at various densities. Consistent with the Suburban Master Plan designation of the Specific Plan Area, overall density within the plan boundaries will not exceed 2.5 dwelling units per acre. Thus, **the maximum number of residential units within Silver Hills is capped at 1,872.**

Figure 1-2 (below) depicts the land use plan for Silver Hills. Land use designations and development standards associated with them are fully defined in the following chapter.

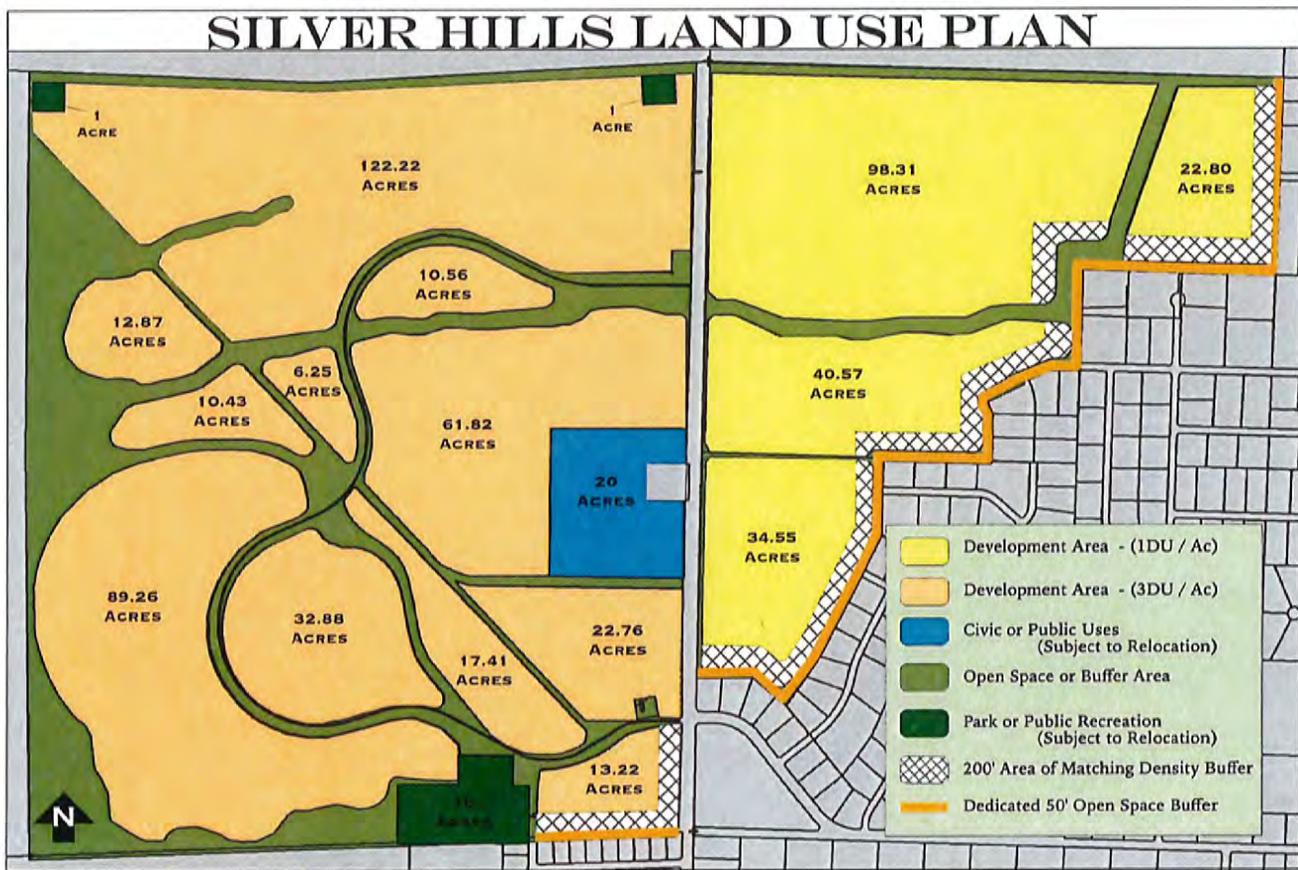


Figure 1-2 – Silver Hills Land Use Plan

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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The Silver Hills land use plan takes on an uncomplicated approach by identifying development areas based on overall suitability. Rather than creating multiple land use categories for residential areas, simplified categories are created based on community character. Specific densities are not designated for development areas. Instead, individual project densities are regulated through the provisions of the Silver Hills Development Standards as defined in Chapter 2, along with site-specific conditions. An exception to this are areas within the Specific Plan located east of Red Rock Road. This area will maintain an overall density of 1 dwelling unit per acre, subject to the provisions included in Chapter 2.

The Development Standards include specific requirements that were derived based on the development suitability analysis. Overall project density is capped at a maximum of 2.5 dwelling units per acre and total units shall not exceed 1,872. Densities within individual projects (i.e. tentative maps) are subject to the standards of the Washoe County Development Code and the requirements for Common Open Space Development, along with supplemental requirements of this handbook.

Open Space, Public Facility/Civic, and Parks/Recreation use categories are defined on the land use plan as well and are also subject to the development standards included within Chapter 2.

Table 1-1 (below) summarizes the Silver Hills land use plan.

**Table 1-1 – Silver Hills Land Use Summary**

Land Use Designation	Area (acres)	Land Use Concept
Residential Development Areas	595.91±	Provides for single-family residential uses at varying densities (as allowed per the Common Open Space Standards) along with limited community-oriented commercial uses, as regulated in Chapter 2.
Public Facility/Civic Use	20±	Reserved for public community facilities such as schools, libraries, fire station, etc.
Open Space	152.41±	Dedicated open or common areas. No development shall be permitted with the exception of recreational facilities, utilities, etc. May be public or private.
Park	12± <sup>1</sup>	Reserved for public park facilities.
<b>TOTAL</b>	<b>780.32±</b>	-----

<sup>1</sup> – Excludes interior neighborhood parks.

### 1.6 Site Suitability

The Silver Hills land use plan was developed based on a complete and thorough analysis of site conditions including topography, access, significant site features, availability of utilities, surrounding conditions, etc.

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

## 1.6.1 Site Analysis

A comprehensive site analysis was completed utilizing the criteria defined in section 110.442.30(2) of the Washoe County Development Code. This includes a comprehensive slope analysis to determine the base criteria for development suitability. Additionally, an opportunities and constraints analysis was completed to identify significant site features, logical access points, natural hazards/constraints, etc. **Adoption of the Silver Hills Specific Plan does not result in additional density on slopes greater than 30%.**

Figures 1-3 (below) and 1-4 (following page) provide the slope analysis and opportunity and constraints analysis for the Silver Hills Specific Plan area.

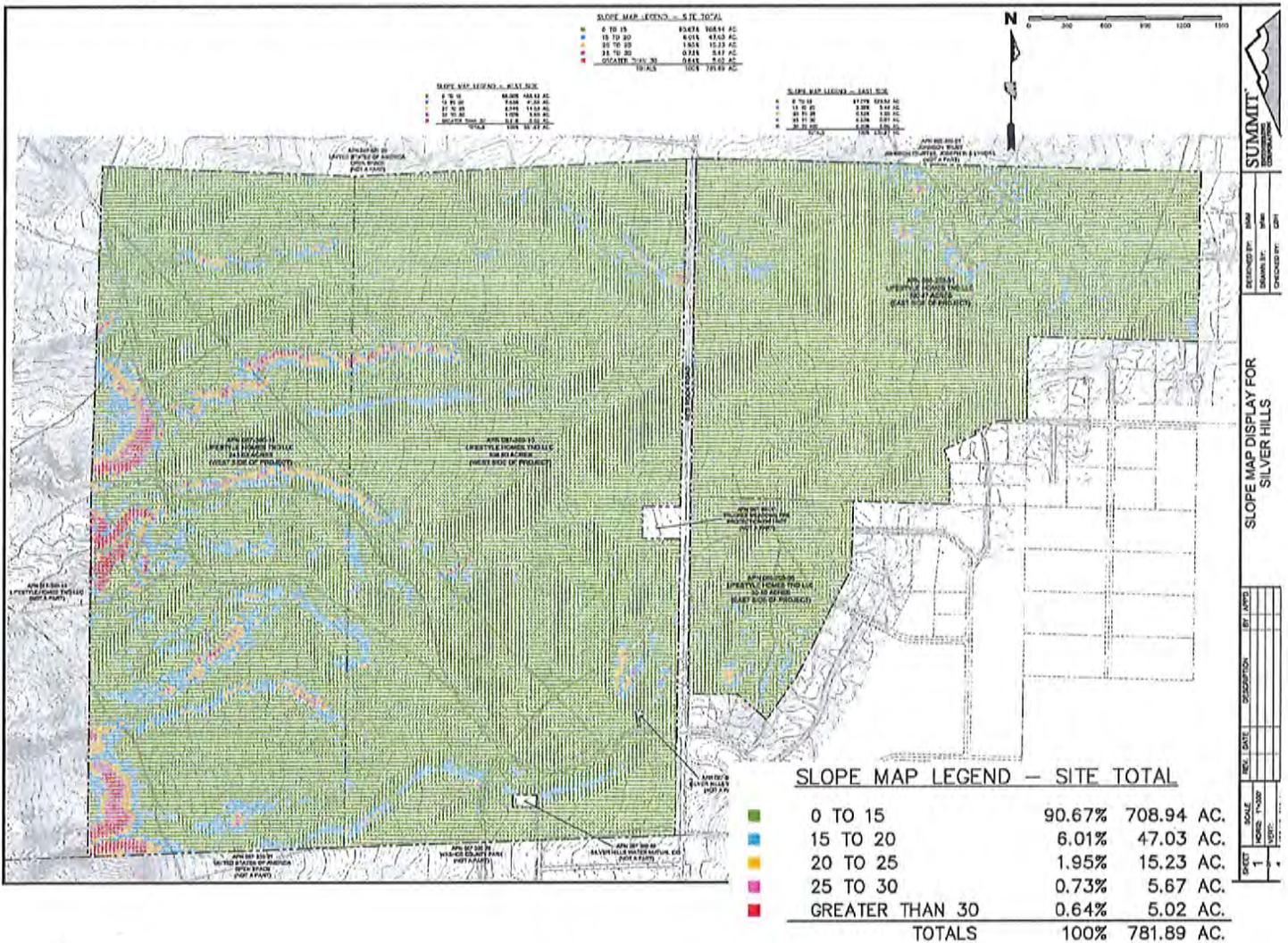


Figure 1-3 – Slope Analysis

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

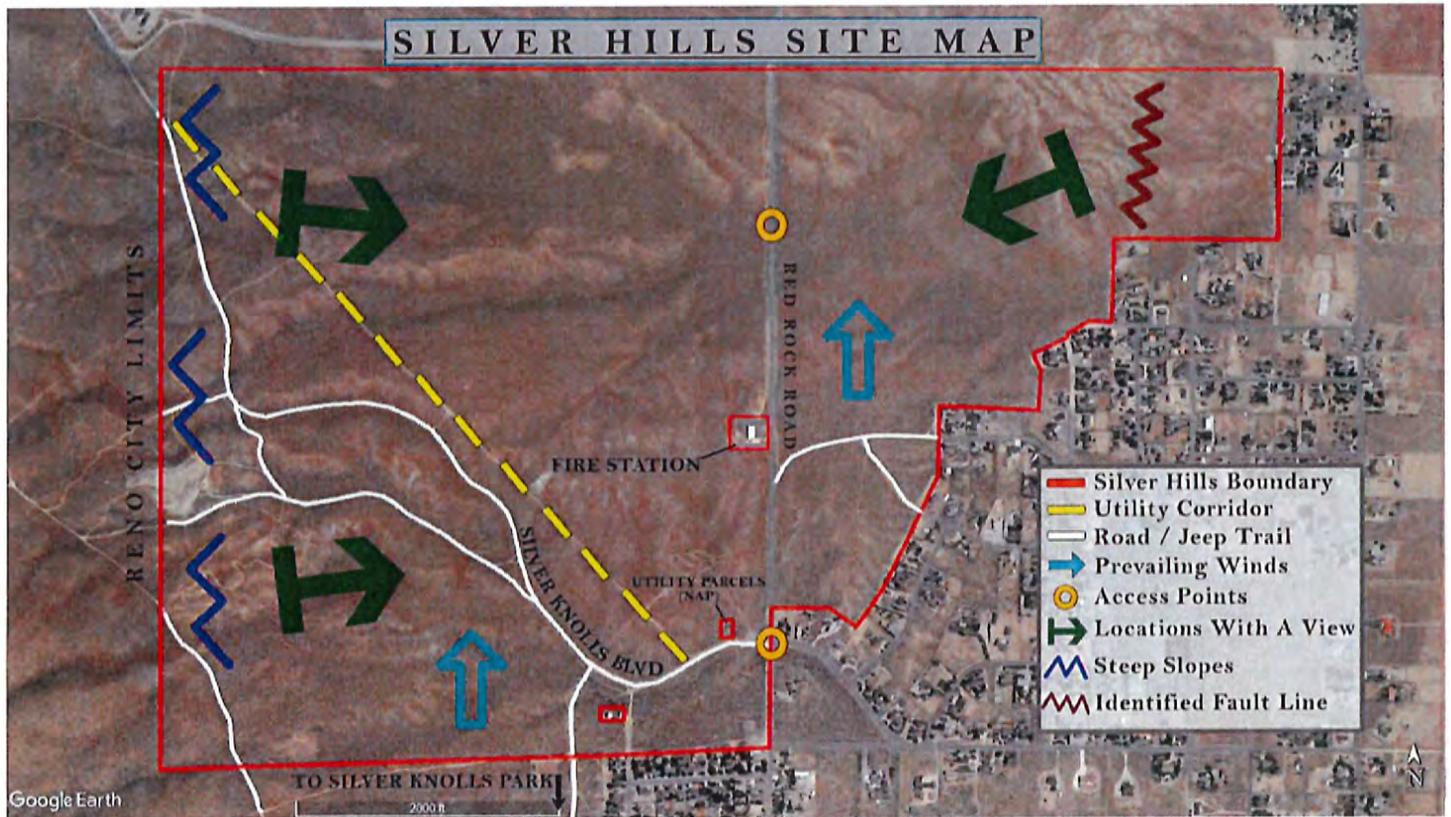


Figure 1-4 – Opportunities and Constraints Analysis

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 1.6.2 Development Code Analysis

Section 110.442.30(2) of the Washoe County Development Code requires a site analysis of the Specific Plan area to determine areas of constraint and common open space, as completed with Figure 1-4. Also, each of the individual considerations from the Development Code is addressed below:

- (a) **Adjacent Land Use** – Adjoining land use includes a mix of vacant, residential, and public facility uses. The Specific Plan area is bordered by public lands to the north and vacant land to the west (within the City of Reno). There is a large BLM parcel to the south along with Silver Knolls Park and approximately 10 developed single-family lots (approximately ½ acre in size) that adjoin the project at the southeast corner of the Specific Plan area. A volunteer fire station also lies adjacent to the plan area along the Red Rock Road frontage. Open space surrounds the entire perimeter of the western Specific Plan area, including a dedicated 50-foot buffer adjacent to existing homes to the south. The east side of the Specific Plan includes vacant land to the north with developed lots to the south and east, averaging approximately one acre in size. As detailed later in this Handbook, density matching standards along with a 50-foot open space buffer are included at the perimeter of Silver Hills in areas that adjoin existing development.
- (b) **Existing Structures** – There are no existing onsite structures. There are two outparcels located internal to the Specific Plan area that include utility infrastructure and structures. However, these parcels are excluded from the Specific Plan.
- (c) **Existing Vegetation** – Existing onsite vegetation is typical of the Nevada high desert and includes a mix of grasses and brush, including sagebrush, rabbit brush, etc. There are no mature trees located within the Specific Plan boundary. There is significant disturbance to native vegetation within Silver Hills that has resulted from off road vehicles, bicyclists, motorcycles, etc. including trails, berms, etc.
- (d) **Prevailing Winds** – Generally, winds blow down the eastern slope of Peavine Mountain and across the site. It is also not uncommon for winds to blow across from the north. Prevailing winds will be a consideration with the design and placement of building envelopes with future tentative map design. As detailed later, there are no uses proposed for the Specific Plan that would generate fumes or foul odors, thus ensuring no downwind impacts. All development must comply with Washoe County District Health Department requirements to ensure proper dust control/mitigation is in place during construction periods.
- (e) **Topography** – As depicted in Figure 1-5, Silver Hills is relatively flat with nearly 91% of the site containing slopes that are 15% or less. Thus, per Washoe County standards, the property is well suited for development. The terrain does rise to the west as it approaches the adjoining ridgeline. The Silver Hills land use plan accounts for the increased slope and incorporates the vast majority of steeper slopes into dedicated open space. Also, no density intensification occurs in areas where slopes are 30% or greater.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- (f) Soil – A preliminary geotechnical investigation has been included as an attachment to the Specific Plan and does not identify any soil conditions that would preclude development at the densities permitted within this Handbook.
- (g) Natural Drainageways – As a relatively flat site, there are no large defined drainageways within the Specific Plan boundaries that constitute a significant natural feature. There are smaller drainages that convey runoff from the west across the site. The Silver Hills Specific Plan along with the Washoe County Development Code establish standards in terms of providing drainage facilities and onsite detention and/or retention. In fact, as detailed later in this Handbook, Silver Hills includes standards that exceed Washoe County code by requiring a net reduction in runoff from new development within the Specific Plan.
- (h) Wetlands and Water Bodies – There are no identified wetlands or water bodies onsite.
- (i) Flood Hazards – FEMA has mapped the Silver Hills Specific Plan area as unshaded zone X. Unshaded X is defined by FEMA as an area of minimum flood hazard, outside the Special Flood Hazard Area (SFHA) or 100-year flood (1% annual-chance storm event), and also higher than the elevation of the 500-year flow (0.2% annual-chance flood).
- (j) Seismic Hazards – The preliminary geotechnical report identifies a potential fault within the plan area. The fault is included within open space and will also be addressed (per Washoe County code) with future tentative maps. As detailed in the geotechnical investigation, the standards included within this Handbook serve to properly address any new construction that will occur in the immediate vicinity of these areas.
- (k) Avalanche and Landslide Hazards – There are no landslide or avalanche hazard areas located within the Specific Plan boundaries.
- (l) Sensitive Habitat and Migration Routes – There are no known sensitive habitats located onsite. However, the site does have the potential for wildlife and deer to traverse the property. To ensure this can continue with the development of Silver Hills, open space corridors are provided throughout the Specific Plan area.
- (m) Significant Views – Silver Hills enjoys views across the valley to the east towards Reno-Stead Airport along with views of Peavine Mountain to the south and the various ranges that surround the area.
- (n) Appropriate Access Points – Access points for Silver Hills were determined based on existing development patterns in the area along with recommendations derived from a comprehensive traffic impact analysis.

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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### **1.7 Handbook Provisions**

#### **1.7.1 General Provisions**

This Silver Hills Development Standards Handbook describes in general terms when, where and how development will occur within the Silver Hills Specific Plan area. It provides ample specificity to establish base qualitative standards for all of phases of the project along with design parameters to which each individual project built within Silver Hills must conform. It is intended to offer design flexibility while at the same time maintaining minimum standards. Chapter 2 of the Handbook contains standards and regulations relative to development, which establish the development standards for Silver Hills. Chapter 3 contains standards and parameters relative to design and architecture which establish the theme and quality of new development within the Specific Plan area.

#### **1.7.2 Binding Effect of Handbook**

Pursuant to NRS 278A.520, NRS 278A.570 and the Washoe County Development Code, this Handbook cannot be modified or otherwise impaired by the action of the County without the consent of the Master Developer (Lifestyle Homes TND, LLC) and any required landowner, except as specified in NRS 278A.410. Similarly, pursuant to NRS 278.0201, the ordinances, resolutions or regulations applicable to Silver Hills and governing the permitted uses in it, the density and standards for design, improvements and construction on it are those in effect at the time of adoption of this Specific Plan and Handbook.

The standards set forth in this Handbook shall, in accordance with NRS 278A.570, supersede any zoning and subdivision statutes that may otherwise apply. In case of a conflict, this Handbook and any associated modifications/conditions required by the Washoe County Board of Commissioners at the time of adoption shall control. When not addressed by this Handbook, the provisions of the Washoe County Development Code shall control.

#### **1.7.3 Individual Project Approvals**

Individual projects within Silver Hills shall be subject to review and approval as outlined in the Washoe County Development Code. This includes tentative subdivision maps, special use permits, variances, etc. Although new development shall be reviewed in context with the standards and requirements of this Handbook, all statutory public review requirements set forth in NRS and the Washoe County Development Code shall remain in full effect and shall be applied to new development requests within Silver Hills.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 1.7.4 Deviations from Handbook Standards

All projects within Silver Hills shall comply with the standards and requirements of this Handbook. However, it is recognized that unusual or unique circumstances may arise from time to time. Therefore, deviations from standards contained herein, not to exceed 20%, may be granted on a case by case basis with the approval of the Director of the Department of Planning and Building. Additionally, any deviation from the standards of this handbook must also be approved by the Silver Hills Design Review Committee (DRC). The Design Review Committee, and its organizational characteristics, shall be established with the Silver Hills covenants, conditions, and restrictions (CC&R's) as proposed by the Master Developer and approved by the Washoe County District Attorney's Office.

### 1.7.5 Modifications to Handbook

Upon adoption and recordation, the standards and requirements outlined within this handbook shall take full effect. Any modification to these standards, land uses, densities, etc. that exceed 20% (refer to section 1.6.4) shall require the review and approval of the Washoe County Planning Commission and Washoe County Board of Commissioners. Modifications to this Handbook or the Specific Plan boundary shall be subject to the review of a Regulatory Zone Amendment (RZA) and the associated requirements and public review defined within the Washoe County Development Code.

### 1.7.6 Density

Gross density within the Silver Hills Specific Plan area shall not exceed 2.5 dwelling units per acre. Density within any one planning area may not exceed that allowed with Common Open Space Development, as defined in the Washoe County Development Code Article 408 or as further restricted through provisions/requirements of this handbook. The maximum number of units within the Silver Hills Specific Plan may not exceed 1,872. The Master Developer shall be responsible for providing a running-total of units to be provided with each individual tentative map request in order to demonstrate compliance with this standard.

### 1.7.7 Permitted Unit Transfers

The Silver Hills land use plan, depicted in Figure 1-2, designates several "bubble" areas for residential uses at varying densities (through Common Open Space Development). The number of dwelling units allowed within any specific land use area is calculated by multiplying the gross acreage for such area by the maximum allowed density for the land use designation for that area.

Permitted units may be transferred from one land use area to another under the following conditions:

- (1) Permitted units may be transferred from one land use area to another within the Silver Hills Specific Plan area. No such transfers will be allowed to or from development areas outside of the Specific Plan.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

- (2) Before and after each transfer, the total permitted units for all land use areas shall not exceed 1,872; densities for residential uses may not be exchanged with or converted to non-residential uses.
- (3) Unit transfers that result in more than 228 total units east of Red Rock Road shall be prohibited.
- (4) Unit transfers that result in more than 1,644 total units west of Red Rock Road shall be prohibited.
- (5) The number of permitted units transferred to any other land use area shall not exceed the maximum density for such area, as defined within the individual land use category (refer to Chapter 2).
- (6) Any proposed density transfer shall be subject to the approval of the Master Developer.

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

## CHAPTER 2 – DEVELOPMENT STANDARDS

### 2.1 Purpose and Compliance

The purpose of Chapter 2 is to set regulatory requirements for the various land uses located within Silver Hills. These requirements include standards for land use, density/intensity, roadway design, landscaping and buffering, trails, fencing, community amenities, etc. All new development within Silver Hills shall comply with the text, policies, standards, and associated tables and exhibits of this Handbook.

The standards contained herein shall supersede those contained within the Washoe County Development Code. However, in instances where this Handbook does not specifically address a standard or remains silent, the requirements of the Washoe County Development Code shall apply.

### 2.2 Land Use Development Standards

#### 2.2.1 Silver Hills Land Use Plan

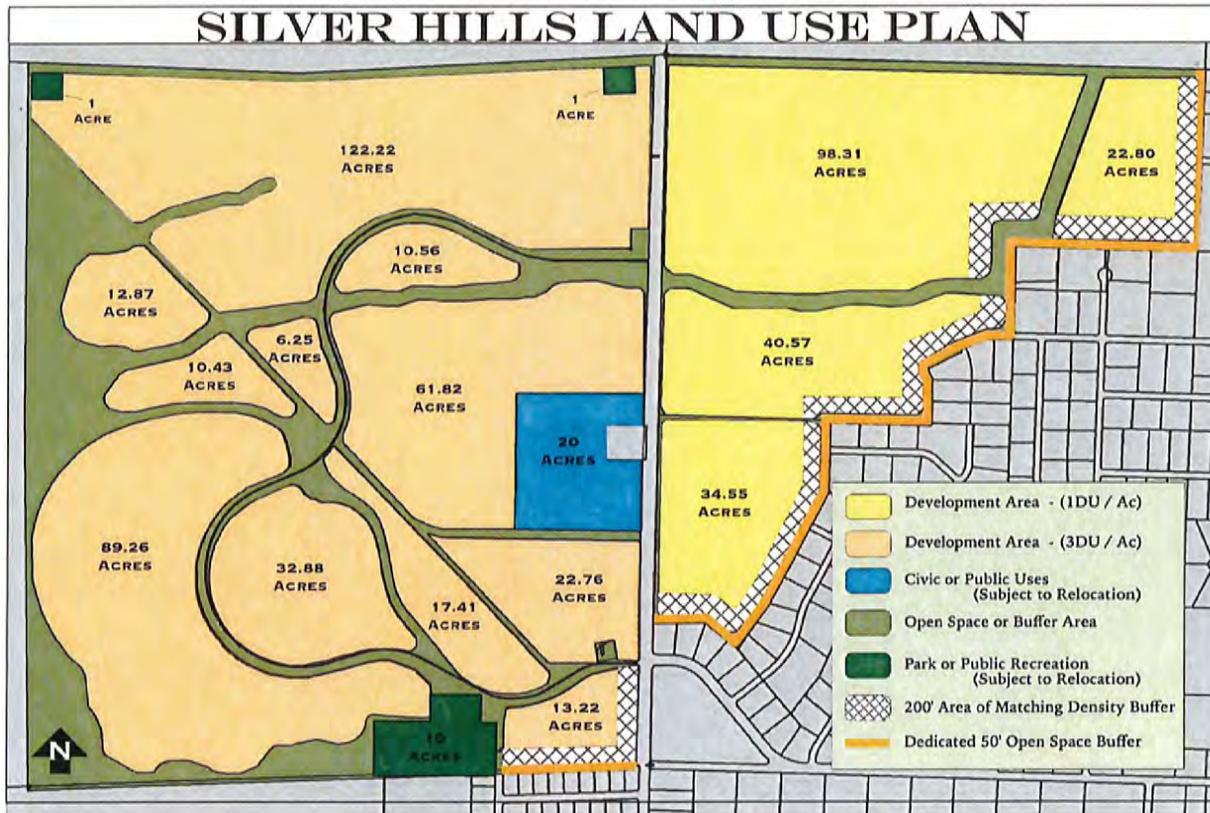


Figure 2-1 – Land Use Plan

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 2.2.2 Land Use Descriptions

Land uses with Silver Hills are identified based on their development suitability. The development suitability was determined based on natural (i.e. slopes, views, etc.) conditions as well as influencing factors such as relationship with existing homes and facilities. Residential development areas have been identified based on this analysis and are intended to provide for a range of single-family housing types.

Density ranges provide flexibility based on market conditions, housing type, etc. Individual projects may be constructed at densities consistent with those permitted under Article 408 (Common Open Space Development) for the Suburban Master Plan Designation. Lot, setback, and design standards contained herein will essentially regulate density and provide for consistency of the envisioned housing within Silver Hills, as defined within this chapter.

The Silver Hills land use plan is essentially separated into two “sides;” west of Red Rock Road and east of Red Rock Road. The overall gross density on the west side shall not exceed 3 dwelling units per acre while the gross density east of Red Rock Road shall not exceed 1 dwelling unit per acre.

In addition to the residential land use/development category, three nonresidential categories are included within Silver Hills. These include Public Facility/Civic Use, Park, and Open Space. Uses such as orchards, community barns, community gardens, recreational facilities, childcare facilities, schools, libraries, utility structures, churches, etc. that are compatible with and oriented towards the needs of residential neighborhoods, may also be allowed (refer to allowed uses – Table 2-2). The following is a description of each of the land use categories included within Silver Hills:

#### Residential Development Areas

The Residential Development Areas identified on the Silver Hills Land Use Plan are intended to provide for a wide range of single family housing types. For example, areas adjacent to existing neighborhoods as well as peripheral areas of the project that may include steeper terrain have the potential for larger lots or custom/semi-custom home sites. In peripheral areas less dense neighborhoods serve to provide a “density transition” between suburban densities and open space areas and/or public lands. The east side of Silver Hills will take on a more rural character and maintains an overall density of 1 dwelling unit per acre. The development areas identified east of Red Rock Road shall include a mix of one-acre and half-acre homesites with half-acre lots not accounting for more than 50% of the total units.

“Mid-range” densities are also permitted within Silver Hills. These areas allow single family detached homes at traditional suburban densities. Lot sizes typically range from 5,000 to 12,000 square feet but may include larger lots in areas adjoining existing development or areas of less intense development. These types of mid-range densities shall generally be located in non-constrained areas with slopes less than 15%.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Smaller lot single family uses are also contemplated within the Specific Plan area and may include cluster development, patio homes, attached single-family, etc. serving to diversify the overall housing mix within the project, provide for new and innovative neighborhood design concepts, and appeal to a wider demographic range of the population.

As noted previously, overall residential density within the Specific Plan Area is capped at 2.5-dwelling units per acre (gross density). This is based on an allowed gross density of 3 units per acre west of Red Rock Road and 1 unit per acre east of Red Rock Road. Individual subdivisions may provide for clustering with higher densities in accordance with the Common Open Space Development regulations included within the Washoe County Development Code. Therefore, this Handbook does not establish minimum/maximum densities for the Residential Development Areas. Instead, density within individual subdivisions will be determined based on market factors and overall development opportunities such as terrain, views, relationship to surrounding areas, etc. An exception to this is the area east of Red Rock Road. Clustering east of Red Rock Road may not result in lot sizes smaller than one-half acre. Furthermore, a minimum of 50% of the total lots on the east side of Silver Hills shall be a minimum of one-acre. This flexibility will allow new housing within Silver Hills to respond to market demands and provide for new and innovative housing options. It also provides a unique ability to internally self-regulate the housing market by meeting actual demands within the marketplace and does not simply provide for a cookie-cutter approach to land development.

The development standards set forth in this Handbook serve to ensure that development within the Residential Development Areas properly relates to both the built and future environments and includes provisions that will “feather” densities from the internal core of the Specific Plan Area to the project periphery. This is achieved through site design standards, provisions for open space, trails, etc.

As mandated by the Washoe County Master Plan, Development Code, and Truckee Meadows Regional Plan, for development areas west of Red Rock Road the minimum lot size within Silver Hills will be 3,700 square feet and the overall unit count may not exceed 3 units per gross acre for a total of 1,644 units. For development areas east of Red Rock Road, the minimum lot size shall be 21,780± square feet and the overall unit count may not exceed 1 dwelling unit per gross area for a total of 228 units. Total units within the Silver Hills Specific Plan shall not exceed 1,872. Multi-family development within the Residential Development Areas shall be prohibited.

### **Public Facility/Civic Uses**

This area consists of 20± acres and generally surrounds the existing volunteer fire station on Red Rock Road. The area is envisioned for public uses that could include an elementary or middle school, expansion of the fire station, a library, etc. There is no residential land use associated with the Public Facility/Civic Use area. However, should no public use be established (or in a formal planning stage) at the 80%-buildout stage of the project, this area may be developed consistent with the Residential Development Area. Additionally, Public Facility/Civic Use areas may be relocated throughout the Specific Plan area in order to address specific community needs, better serve the public, or more properly relate to development patterns, subject to the provisions of this Handbook.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### **Park**

Land designated as Park provides solely for public parks and recreation, including trailheads, and consists of 12± acres. Based on meetings with the Washoe County Regional Parks and Open Space Department, 10± acres of park land will be provided at the southwest portion of the Specific Plan area in order to allow for the expansion of the existing Silver Knolls Park. Additionally, two public trailheads (approximately 1 acre each) will be provided within the western portion of the Specific Plan, providing staging areas and public access to the Silver Hills trail network and adjoining public lands. The Park designation is depicted on the land use plan in schematic format. Final locations will be influenced based on individual projects within the Specific Plan boundaries, input from the Washoe County Regional Parks and Open Space Department, and the surrounding community. The 12 acres established is a minimum and may be increased as the project develops over time.

The 10± acres of Park use adjacent to the existing Silver Knolls park at the southwest boundary of the Specific Plan area may include recreational equipment, sports fields, equestrian staging areas, etc. (subject to Washoe County Regional Parks and Open Space Department input/needs). Trailheads will provide parking and/or staging areas that allow public access to the Silver Hills trail system and adjoining BLM land(s).

As Silver Hills develops, additional park space and developed parks may be provided. Park projects will be presented to the Washoe County Regional Parks and Open Space Department for review. Smaller park facilities such as neighborhood parks may be constructed by the Master Developer and maintained by the Silver Hills Master Homeowners Association (or sub-association), and shall be available for public use. Thus, Park use is permitted within all land use categories within the Silver Hills Specific Plan.

Note: An adequate construction, operation, and maintenance agreement between Washoe County and the Master Developer must be established prior to the construction of park facilities within Silver Hills.

### **Open Space**

The Open Space area includes no development and serves to provide trail corridors, wildlife corridors, community aesthetic enhancement, passive recreation opportunities, and buffers between land uses. Open Space land use is located throughout the Specific Plan area including a dedicated 50-foot (minimum) open space buffer along the exterior boundary of the Specific Plan that shall include a public trail (except on the far west side where steeper terrain exists), suitable for equestrian use (as defined later in this Handbook). Open Space land use may include public or private ownership and may also include orchards, community gardens and barns, drainage channels, public infrastructure, utility corridors, etc.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Table 2-1 (below) summarizes the land use categories within the Silver Hills Specific Plan:

**Table 2-1 – Land Use Summary**

LAND USE	GROSS AREA
<b>RESIDENTIAL</b>	
Residential Development Area <sup>1</sup>	595.91± acres
<b>NONRESIDENTIAL</b>	
Public Facility/Civic Use (PFC)	20± acres <sup>2</sup>
Park (P)	12± acres
Open Space (OS)	152.41± acres
<b>TOTAL</b>	<b>780.32± acres</b>

<sup>1</sup> – Note: Limited Neighborhood Commercial uses shall be permitted within Residential Development Areas. Refer to Section 2.3.

<sup>2</sup> – If no public use is planned or established at the 80% build out stage of the Specific Plan, this area shall revert to residential.

### 2.2.3 Density Matching

In areas where new residential development adjoins an existing neighborhood or platted subdivision density matching shall occur. This shall include comparable lot sizes or increased buffers to ensure that privacy of existing homes and community character is retained. Areas subject to density matching are identified with hatching on the land use plan (refer to Figure 2-1). The required 50-foot exterior open space buffer may not be counted towards density matching requirements. At a minimum, the density match area adjoining existing subdivisions shall extend 150-feet from the open space buffer internal to the Specific Plan area.

Development areas east of Red Rock Road have a more extensive density match requirement. As depicted on the land use plan (Figure 2-1), a 50-foot buffer shall be provided along the perimeter of the Specific Plan boundary. No structures shall be erected within this buffer area. Trails, public facilities such as drainage channels/basins, utility easements, etc. may be located within the buffer area. Additionally, all future residential parcels that abut the 50-foot buffer along the southern and eastern boundary of the Specific Plan area (east of Red Rock Road) shall be a minimum of one-acre in size. All new homes located adjacent to the 50-foot buffer, within the density match area, shall be limited to single story design.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

### 2.2.4 Density/Intensity Standards

Development Density and Intensity standards for each land use suitability area within Silver Hills are defined herein. For residential uses, minimum standards are established based on Washoe County Development Code requirements but are purposely flexible in order to encourage a wide range of single-family home types and promote new and innovative design concepts.

- **Residential Development Areas**

TYPE/DESCRIPTION	<b>Lower Density Neighborhoods</b>	
	Lower density single family neighborhoods provide single family detached homes in areas where comparable densities adjoin and in peripheral areas of Silver Hills. These areas may include custom/semi-custom home sites. Detached accessory dwellings are permitted but shall not exceed 1,200 square feet or 50% of primary residence, whichever is larger.	
	<b>SINGLE FAMILY DETACHED</b>	<b>NOTES</b>
<b>BUILDING INTENSITY</b>		
		If clustering of units with lot sizes less than 15,000 square feet, a minimum of 5% common open space shall be provided. Lots 1 acre or larger may include horses.
Typical Lot Sizes	15,000 square feet to 1 acre	
Minimum Lot Width	100 feet	
Building Height	35 feet maximum	
<b>BUILDING SETBACKS</b>		
Front Yard	30 feet	
Side Yard	10 feet	
Rear Yard	30 feet	
<b>BUILDING PROJECTIONS</b>	Refer to Washoe County Development Code (LDS standards)	
<b>ACCESSORY USES</b>		
Accessory uses shall be permitted pursuant to Washoe County Development Code Article 306		
<b>NOTES</b>		
1 – With Common Open Space		
2 – Lots east of Red Rock Road shall be a minimum of 21,780 square feet		
3 – A minimum of 50% of lots located east of Red Rock Road shall be a minimum of 1 acre in size.		

**SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

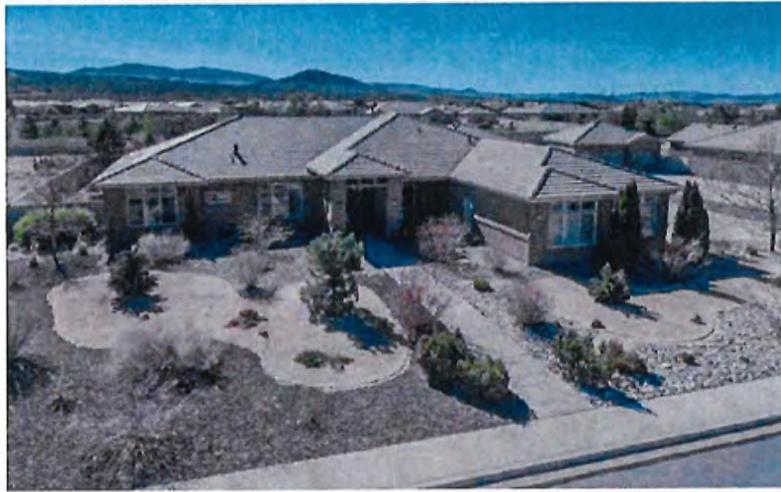
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**Figure 2-2 – Typical Low-Density Neighborhood (West of Red Rock Road)**

**SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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**Figure 2-2A – Typical Low-Density Neighborhood (East of Red Rock Road)**

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- **Mid-Range Single Family Neighborhood**

TYPE/DESCRIPTION	Mid-Range Single Family Neighborhood	
	Mid-range density subdivisions provide single family detached dwellings at typical suburban densities. Densities within these areas shall provide appropriate transitions between adjoining projects. Pedestrian connections (i.e. trails or sidewalks) shall be provided in order to provide community connectivity.	
	<b>SINGLE FAMILY DETACHED</b>	<b>NOTES</b>
<b>BUILDING INTENSITY</b>		
Maximum Net Density (du/ac)	Per the Common Open Space Development standards allowed within Article 408	5% of gross project area shall be dedicated to common open space.
Typical Lot Sizes	5,000 to 15,000 square feet	
Minimum Lot Width	50 feet	
Building Height	35 feet maximum	
<b>BUILDING SETBACKS</b>		
Front Yard	15 feet <sup>1</sup>	
To Front Load Garage	20 feet	
To Side Load Garage	15 feet <sup>1</sup>	
To Alley Load Garage	5 feet	
Front Yard	15 feet	
Side Yard	5 feet	
Rear Yard	15 feet	
<b>BUILDING PROJECTIONS</b>	Refer to Washoe County Development Code (HDS standards)	
<b>ACCESSORY USES</b>		
Accessory uses shall be permitted pursuant to Washoe County Development Code Article 306		
<b>NOTES</b>		
1 – Minimum driveway depth shall be 20 feet along public rights-of-way. Setback to dwelling area may be reduced to 15 feet in order to provide building elevations that are not garage dominant.		

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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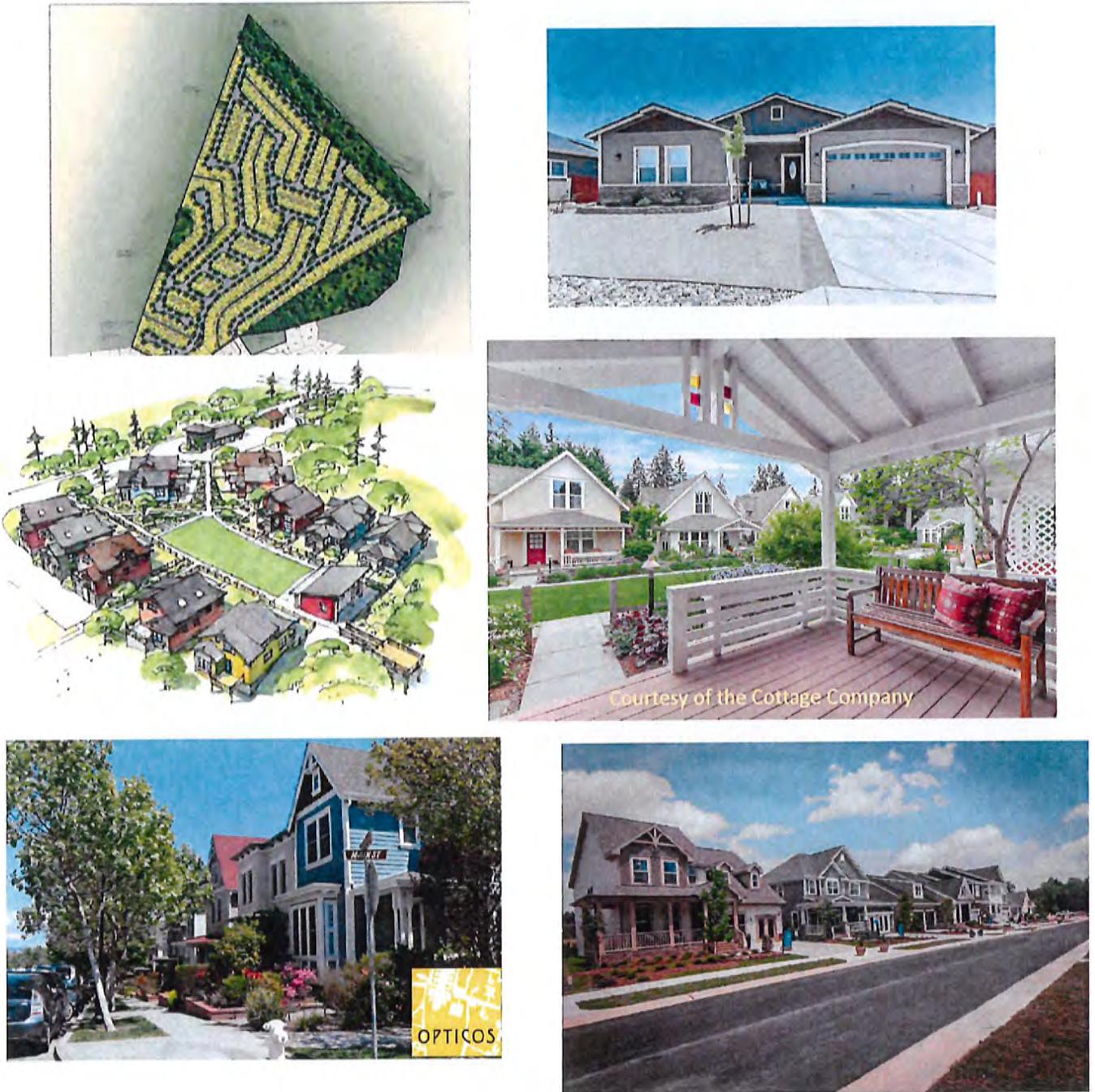


Figure 2-3 – Typical Mid-Range Single Family Neighborhood

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

- Suburban Single-Family Neighborhoods

TYPE/DESCRIPTION	Suburban Single-Family Neighborhoods		
	Suburban Single-Family Neighborhoods are intended to provide a range of single family detached and single family attached products and may include small-lot patio homes, the use of alleyways and community greens, townhomes, and/or duplexes. These neighborhoods are located internal to the Silver Hills Parkway loop road.		
	SF – DETACHED	SF - ATTACHED	NOTES
BUILDING INTENSITY			
Maximum Net Density (du/ac)	Per the Common Open Space Development standards allowed within Article 408	Per the Common Open Space Development standards allowed within Article 408	Single Family attached projects shall include a sub-homeowner's association responsible from common area maintenance, including maintenance of private streets (if any).
Lot Size	4,000 square feet <sup>1</sup>	3,700 square feet	
Minimum Lot Width	30 feet	20 feet	
Building Height	35 feet	40 feet	
LANDSCAPING			
Landscape Requirement		20% of total project area	Landscaped front yard areas maintained by HOA may be included in overall landscape requirement
BUILDING SETBACKS FROM PROPERTY LINES			
FRONT YARD SETBACKS			
To Main Structure w/ Front Entry Garage	10 feet	10 feet	
To Porch	10 feet	10 feet	
To Front Entry Garage (from public ROW)	20 feet	20 feet	
To Side Entry Garage	10 feet	10 feet	

**SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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<b>BUILDING SETBACKS FROM PROPERTY LINES</b>			
To Main Structure w/ Alley Loaded Garage	10 feet	10 feet	
<b>SIDE YARD SETBACKS</b>			10ft. min. bldg. separation
Interior Side Yard	0 or 5 feet	0 or 5 feet	
Side yard to Adjacent Street	10 feet	10 feet	
<b>REAR YARD SETBACKS</b>			* 10 feet min for cluster SFD
To Main Structure	15 feet *	10 feet	
To Alley Loaded Garage	5 feet	5 feet	
To Deep Recessed Garage	10 feet	10 feet	
<b>BUILDING PROJECTIONS</b>	Refer to Washoe County Development Code (LDU standards)		
<b>ACCESSORY USES</b>			
Accessory uses shall be permitted pursuant to Washoe County Development Code Article 306			
<b>NOTES</b>			
1 – May be reduced to 3,700 square feet for patio/cluster homes that share common vehicle courts, alleys, etc.			

It is recognized that future innovative concepts may not necessarily fit within the standard “mold” in terms of design/layout. Therefore, the residential development standards included within Section 2.2.4 may be varied by up to 20% subject to approval by the Master Developer. However, minimum lot size (3,700 square feet), maximum density (14 du/ac with Common Open Space) and required open space may not be varied.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Figure 2-4 – Typical Suburban Single-Family Prototypes

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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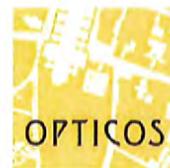


Figure 2-5 – Typical Suburban Single-Family Prototypes

SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

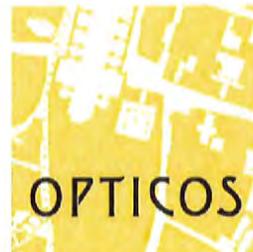
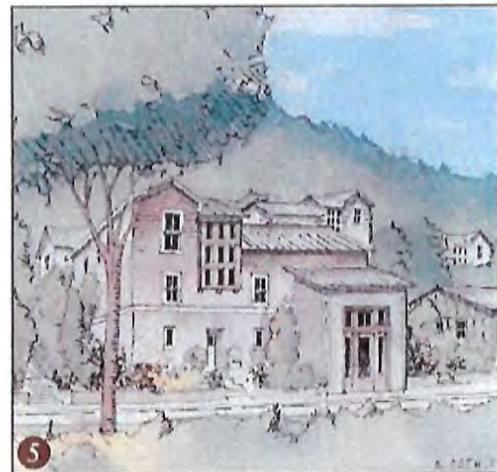
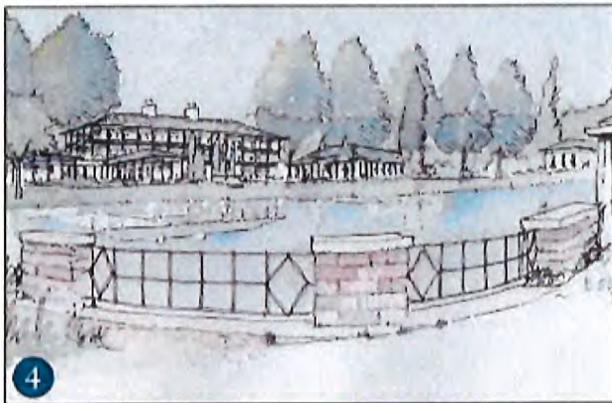


Figure 2-6 - Typical Suburban Single-Family Prototypes

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- **Public Facility/Civic Use**

TYPE	Public Facility/Civic Use
<b>DESCRIPTION</b>	The Public Facility/Civic Use designation provides for public facilities such as schools, libraries, utility structures, fire stations, sheriff substations, etc.
<b>BUILDING INTENSITY</b>	
Building/Facility Height	40 feet maximum
Building Separation	0 feet, or 20 feet minimum
<b>LANDSCAPING</b>	
Landscape Requirement	Minimum of 20% development area <sup>1</sup>
<b>BUILDING SETBACKS</b>	
Front	20 feet minimum
Side	15 feet minimum
Rear	20 feet minimum
<b>NOTES</b>	
1 – Requirement may be reduced to 10% for Washoe County School District facilities.	
2 – Land use may be relocated/reconfigured at the discretion of the Master Developer.	

- **Park**

TYPE	Park
<b>DESCRIPTION</b>	The Park designation provides for the development of active and passive public recreational facilities. <sup>1</sup>
<b>BUILDING INTENSITY</b>	
Minimum Size	10 acres
Building/Facility Height	35 feet maximum
Building Separation	0 feet, or 20 feet minimum
<b>LANDSCAPING</b>	
Landscape Requirement	Site specific to use.
<b>BUILDING SETBACKS</b>	
Collector Roads	20 feet minimum
Internal Local and Private Roads	15 feet minimum
Property Line <sup>2</sup>	10 feet minimum
<b>NOTES</b>	
1 – Park locations may be relocated as development occurs, subject to approval by the Department of Parks and Open Space.	
2 – This includes all property lines within Silver Hills that do not border arterial or collector roads.	

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- **Open Space**

TYPE	Open Space
DESCRIPTION	The Open Space designation allows for passive recreation, landscape buffers, trails and trail corridors, wildlife corridors, utility corridors, drainage facilities, infrastructure, and undisturbed areas.
<b>BUILDING INTENSITY<sup>1</sup></b>	
Building/Facility Height	20 feet maximum
Building Separation	0 feet, or 20 feet minimum
<b>LANDSCAPING</b>	
Landscape Requirement	Site specific to use.
<b>BUILDING SETBACKS</b>	
Collector Roads	20 feet minimum
Internal Private Roads	15 feet minimum
Property Line <sup>1</sup>	10 feet minimum

### 2.3 Permitted and Conditional Uses

Permitted uses, and those requiring an Administrative Review or Special Use Permit within Silver Hills are provided in Table 2-2 - Allowed Uses table (following page). This table organizes potential uses within the land use categories presented within the Silver Hills Land Use Plan.

The following symbols are used in the matrix to indicate whether a proposed use is permitted, or whether an Administrative Review or Special User Permit may be required.

A – Permitted by right.

AR – Administrative Review required

S – Special Use Permit required

AN – Ancillary Use – Uses only allowed when ancillary to a permitted primary use

Empty Cell – Not permitted

The Washoe County Director of Planning and Building shall be responsible for determining the appropriate review board for uses requiring a Special Use Permit (i.e. Board of Adjustment vs. Planning Commission). Any subdivision of a parcel resulting in the creation of more than 4 lots shall be subject to the review and approval of a Tentative Subdivision Map.

Note: The Washoe County Department of Planning and Zoning shall define which residential land use designation to apply to a specific tentative map based on the lot sizes proposed, as defined in the previous tables.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

Uses not listed in Table 2-2 are not permitted within the Specific Plan area. However, in an instance where a proposed use is not listed within Table 2-2 or within Table 110.302.05.01 of the Washoe County Development Code, the Director of Planning and Building may permit such use with the approval of an Administrative Review if such use is found to be complementary to and consistent with the allowed uses and standards contained within this Handbook. Any such use shall also require the consent and approval of the Master Developer and Design Review Committee.

Note: All uses shall be defined per the definitions contained within Article 902 of the Washoe County Development Code. Home-based businesses, as defined and permitted through the Washoe County Business License Division, shall be permitted. Uses noted with an asterisk (\*) shall be subject to the supplemental use standards contained in section 2.3.1 of this handbook

**Table 2-2 – Allowed Uses**

LAND USE DESIGNATIONS	LDSF	MRSF	SFS	PFC	P	OS
<b>RESIDENTIAL USE TYPES</b>						
<b>Single Family Residential Uses</b>						
Attached Accessory Dwelling	A	A	A			
Detached Accessory Dwelling*	A	A				
Detached Accessory Structure	A	A				
Duplex			A			
Group Home	A	A	A			
Model Home Complex	AN	AN	AN			
Single Family, Attached			A			
Single Family, Detached	A	A	A			
<b>CIVIC USE TYPES</b>						
Active Recreation	A	A	A	A	A	A
Administrative Services				AR		
Child Daycare	A	A	A			A
Community Barn	A	A	A	A	A	A
Community Center				AR	AR	AR
Community Farms and Orchards	A	A	A			A
Community Garden	A	A	A	A	A	A
Convalescent Services	AR	AR	AR			
Cultural and Library Services				A		
Education				S		
Family Daycare	AR	AR	AR			
Group Care Facility	AR	AR	AR			
Large-Family Daycare	S	S	S			
Major Public Facilities	S	S	S	S	S	S
Nature Center					A	A
Passive Recreation	A	A	A	A	A	A
Postal Services				S		
Public Service Yard				S		
Religious Assembly	S	S	S			
Safety Services				S		
Utility Services	S	S	S	S	S	S
<b>COMMERCIAL USE TYPES</b>						
Administrative Offices				AR		
Commercial Antennas				S	S	S

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

LAND USE DESIGNATIONS	LDSF	MRSF	SFS	PFC	P	OS
Continuum of Care Facilities - Seniors	S	S	S			
Eating and Drinking Establishments – Convenience*						
Eating and Drinking Establishments – Full Service*			S			
Financial Services			S			
Indoor Sports and Recreation				S	AR	
Neighborhood Centers*			S			
Outdoor Entertainment*				A	A	
Outdoor Sports and Recreation				A	A	A
Personal Storage*			S	S		
Retail Sales – Convenience*			S			
Retail Sales – Specialty Stores*			S			
Satellite Dishes	Refer to Article 324 of WCDC					
Storage of Operable Vehicles*			S			
Wireless Communication Facilities	Refer to Article 324 of WCDC					

### 2.3.1 Supplemental Use Standards

Several of the uses listed in Table 2-2 include an asterisk (\*). These uses, while allowed (subject to applicable entitlements) have additional restrictions defined in this section that are above and beyond the requirements of the Washoe County Development Code. Restrictions on these uses are listed below:

**Agrihood Facilities –** Agrihood facilities, as described throughout this handbook and including components such as barns, greenhouses, orchards, etc. shall be permitted within all land use categories with the exception of PFC and P but shall require the approval of the Design Review Committee unless included concurrent with a tentative map request approved by Washoe County.

**Detached Accessory Dwelling –** Detached accessory dwellings constructed as part of the original house floor plan (i.e. detached casitas, mother-in-law quarters) shall be permitted and may not exceed 1,200 square feet.

**Eating and Drinking Establishments – Convenience–** Coffee shops, delis, or similar, up to 4,000 square feet may be permitted within Neighborhood Centers (see below) with the approval of a Special Use Permit. Establishments operating outside the hours of 6:00 am to 11:00 pm are not permitted.

**Eating and Drinking Establishments – Full Service –** Restaurants, including restaurants with alcohol service, up to 4,000 square feet may be permitted within Neighborhood Centers (see below) with the approval of a Special Use Permit. Free-standing bars, or establishments operating outside the hours of 6:00 am to 11:00 pm, are not permitted.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

Neighborhood Centers – The Silver Hills Specific Plan recognizes that small neighborhood commercial uses can be beneficial and can serve to create a stronger sense of community. For that reason, support retail services, up to 45,000 square feet may be located within the Silver Hills Parkway loop road (defined in Table 2-2 as the SFS zone). Individual commercial uses in excess of 5,000 square feet are prohibited. Neighborhood centers shall incorporate the architectural standards included herein and shall include clustering of smaller buildings rather than a large “strip” building structure (refer to Figure 2-8).

Outdoor Entertainment – Outdoor entertainment such as school events, community concerts and performance, and the like are permitted within the Public Facility and Parks land uses and shall not extend past 10:00 pm. More than 2 events per month at any given facility shall require the approval of a Special Events Permit by Washoe County.

Personal Storage – Personal storage shall be limited to the storage of boats, recreational vehicles, and the like. These areas shall be screened with a 6-foot minimum solid sight obscuring fence. Additionally, a minimum of 15% of the total site area shall be landscaped, including the use of evergreen trees in order to provide year-round screening. Personal storage uses do not count towards the 45,000 square foot limitation on neighborhood commercial/retail use. Personal storage use shall be limited to no more than 15 acres.

Retail Sales - Convenience – Convenience retail is permitted within Neighborhood Centers and may not exceed 5,000 square feet. Additionally, hours shall be limited to 6:00 am to 11:00 pm only. Freestanding convenience stores and service stations are prohibited.

Retail Sales – Specialty Stores – Specialty stores such as boutiques, personal services, salons, and the like shall be permitted within neighborhood centers and shall not exceed 5,000 square feet.

Storage of Operable Vehicles – Storage of operable vehicles shall be limited to the storage of boats, recreational vehicles, and the like and shall be for the exclusive benefit of Silver Hills residents. These areas shall be located behind a minimum 6-foot sight-obscuring solid fence. Storage uses do not count towards the 45,000 square foot limitation on neighborhood commercial/retail use. Operable vehicle storage shall be limited to no more than 15 acres.

### Additional Use Restrictions:

Total commercial area may not exceed 45,000 square feet. Refer to Figure 2-7 for typical neighborhood center concept. Live/work residential units and storage facilities shall not count towards the 45,000 square foot limitation.

Standards of the Neighborhood Commercial (NC) zone shall be applied to any commercial use standard not addressed herein.

Neighborhood commercial uses shall be located within the Silver Hills Parkway “ring” central to the Specific Plan area and shall not extend into peripheral areas of the project boundaries.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Figure 2-7 – Typical Neighborhood Center

**SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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**Figure 2-8 – Typical Retail Concept**

## **2.4 Streetscape Development Standards**

### **2.4.1 Circulation Plan**

Silver Hills will be accessed through an extension of Silver Knolls Boulevard that will circle through the west side of the Specific Plan Area, connecting back to Red Rock Road at the northern end of the project boundary. This roadway, known as Silver Hills Parkway, will be constructed to a collector roadway standard and will include two lanes with a center turn lane at intersections. At the two primary entries along Red Rock Road, the center turn lane will include a landscape island that will include evergreen plantings and shrubs.

As Silver Hills develops with future tentative maps, local roadways will connect with Silver Hills Parkway, providing access to individual neighborhoods. Neighborhoods within the project may be interconnected with local streets but all residential traffic will be directed towards Silver Hills Parkway for primary access in and out of the Specific Plan area.

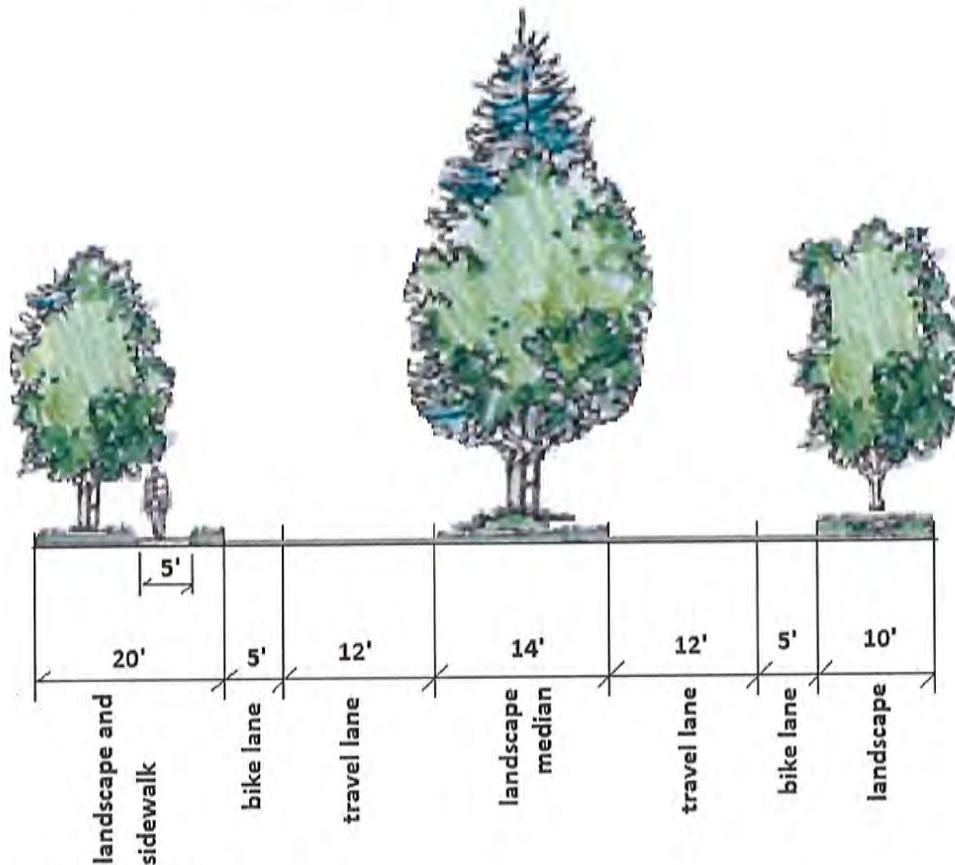
### **2.4.2 Roadway Design**

Development of roadways within Silver Hills will generally conform to the standards defined in the Washoe County Development Code. However, as noted previously, Silver Hills Parkway will include a 100-foot landscape median at its two intersections with Red Rock Road, identifying the project to residents and visitors with distinct entry monumentation (as described later). A cross section of the proposed Silver Hills Parkway is depicted in Figure 2-9 on the following page. The right-of-way section includes two 12-foot travel lanes along with a 5-foot bike lane on each side. A 14-foot center turn lane is provided (with the exception of the 100-foot entry landscape median). Additionally, a 10-foot landscaped common area will be included on one side, with 20-feet on the other (this may vary from side to side depending on site conditions). The 20-foot landscape common area shall include a 5-foot (attached or detached) asphalt or concrete pedestrian path. Roadways east of Red Rock Road shall conform to standard Washoe County standards/details.

As an alternative to Washoe County local street standards, individual builders within Silver Hills may wish to incorporate a modified local street section. Examples include provisions sidewalk on one side of the street, allowing the use of rolled curbs, etc. Any deviation from Washoe County Development Code standards for roadway design must be reviewed and approved by the Washoe County Engineering and Capital Projects Division on a case by case basis at the time of tentative map and/or final design and shall also be approved by the Truckee Meadows Fire Protection District.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

Landscaping and a 5-foot pedestrian path will be provided along Silver Hills Parkway in its entirety. The pathway shall be paved or constructed of concrete and will be located within the common area that will parallel Silver Hills Parkway. The path may be attached or detached from back of curb and may cross from side to side depending on location and site conditions. A striped pedestrian crosswalk shall be required at all crossing points of the 5-foot pedestrian path.



Note: Landscape median length is 100-feet.  
Section includes center turn lane for remainder of roadway section.

Figure 2-9 – Silver Hills Parkway Section

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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### **2.4.3 Access Standards**

RTC access management standards and the Washoe County Public Works design standards shall be used to direct the design of access and layouts for individual projects within Silver Hills at the time of development. Accesses and layouts will be reviewed and approved by the Silver Hills Design Review Committee (DRC) and the Washoe County Department of Planning and Building.

Alleys are an allowed alternative within single-family residential areas of Silver Hills. An alley is a private roadway that is intended to provide access to an abutting property such as a garage or rear yard. Alleys are not intended for general traffic circulation or primary emergency access routes. Alleys shall meet the width requirements per sections 110.436.105 and 110.436.110 of the Washoe County Development Code and shall be maintained by the adjoining property owner (through an easement agreement) or by a sub-association established by an individual builder with the approval of the Silver Hills Master Developer.

### **2.4.4 Silver Hills Parkway Streetscape**

Silver Hills Parkway shall be designed to promote a sense of community through the incorporation of a landscaped median at the project entries as well as landscaping along both sides of the roadway. Additionally, a 5-foot paved pedestrian path will run adjacent to the roadway, within the landscaped common areas. The path may be detached from the roadway section and may cross over to the opposite side of Silver Hills Parkway where topography or engineering requirements dictate.

A project identifying entry feature may be permitted at the primary access points of the Silver Hill Specific Plan area along Red Rock Road. The entry feature serves to help establish the project theme and is expected to be reminiscent of a historic ranch entry. The entry may utilize a mix of timber and stone accents and will include signage to identify the project. Additional details on project entries are included later in this Handbook. A 100-foot long landscaped median shall be located at each access point along Red Rock Road. The median shall be set back from the intersection to provide proper sight distance for drivers. In areas that the landscape median does not occur, a 14-foot center turn lane shall be provided in areas where turning movements occur.

The pedestrian path along Silver Hills Parkway shall be installed with the construction of the adjacent roadway. This applies to landscaping along Silver Hills Parkway as well. Landscaping located within the right-of-way and the landscape buffer adjacent to Silver Hills Parkway shall be maintained by the Silver Hills master homeowner's association (HOA). Additionally, the HOA shall be responsible for the 5-foot pedestrian path that parallels the Silver Hills Parkway right-of-way. Washoe County shall be responsible for the maintenance of the public right-of-way areas.

The following landscape standards apply to Silver Hills Parkway:

- Landscaped common areas shall occur adjacent to both sides of Silver Hills Parkway. At a minimum, one side shall be 10 feet with the other at 20 feet. The 20-foot landscape common area shall include a 5-foot paved (or concrete) pedestrian path.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- A 100-foot landscape median shall be provided at the primary entries along Red Rock Road. The median shall be setback a minimum of 15-feet from the intersection in order to allow proper site distance for drivers.
- Evergreen trees shall be 6' minimum height with deciduous trees at a minimum 1.5" caliper, at time of planting.
- Landscaped common areas adjacent to Silver Hills Parkway may include a mix of xeriscape materials such as decomposed granite, rock mulch, etc. rather than turf.
- At time of planting, all groundcover and shrub areas must have 100% coverage with organic, rock and/or bark mulch, to protect the soil.
- Slope banks shall utilize native and/or adapted species to reduce maintenance and irrigation requirements. Adapted species refers to non-native or exotic plant species that are non-invasive and well adapted to the local climate and growing conditions.
- Large trees shall be defined as those that exceed 40 feet in height and 40 feet canopy diameter at maturity.
- Medium trees shall be defined as those that range from 20 feet to 40 feet in height and 10 feet to 40 feet in canopy diameter at maturity.
- Small trees shall be defined as those ranging from 8 feet to 20 feet in height and 6 feet to 20 feet in canopy diameter at maturity.
- Formal groupings refer to the linear or patterned arrangement of plants at a regular spacing interval.
- Informal and clustered groupings refer to the random or irregular arrangement of plants in groups of 3 or more and spaced a maximum of 60 feet between clusters.

### 2.4.5 Red Rock Road Streetscape

A 25-foot landscape buffer will be provided along Red Rock Road as it traverses the project area. This 25-foot will include enhanced native landscape in order to provide an aesthetically pleasing streetscape and will incorporate elements common to the overall project design, reinforcing a project sense of place. While trees will be included within the buffer, much of it may remain natural. The Red Rock Road frontage (west side) will include a 6-foot-decomposed granite (or similar) path that connects the north and south intersections of Silver Hills Parkway. The path may meander but shall be detached from the right-of-way by a minimum of 5 feet.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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The path along Red Rock Road shall be installed with the first phases of development. This applies to landscaping within the Red Rock streetscape as well. The Red Rock Road streetscape/landscape buffer shall be maintained by the Silver Hills master homeowner's association (HOA). Additionally, the HOA shall be responsible for maintenance of the 4-6-foot (west side) and 6-foot multi-purpose path (east side) that lie within the landscaped common area. Washoe County shall be responsible for the maintenance of the public right-of-way areas.

The 25-foot landscape buffer located on the east side of Red Rock Road shall include native vegetation. Formal plantings within the east side buffer are discouraged. Any new trees shall be planted to protect privacy of existing or new homes and shall not include formal clustering of plant material.

The following landscape standards apply to the west side of Red Rock Road:

- Landscaped common areas (minimum of 25-feet in width) shall occur adjacent to Red Rock Road.
- Located within the 25-foot streetscape shall be a detached 4-6-foot decomposed granite or similar path. These facilities shall be setback a minimum of 5-feet from the Red Rock Road right-of-way.
- Evergreen trees shall be 6' minimum height with deciduous trees at a minimum 1.5" caliper, at time of planting.
- Landscaped common areas adjacent to Red Rock Road may include xeriscape materials such as decomposed granite or rock mulch rather than turf.
- At time of planting, all groundcover and shrub areas must have 100% coverage with organic, rock and/or bark mulch, to protect the soil.
- Large trees shall be defined as those that exceed 40 feet in height and 40 feet canopy diameter at maturity.
- Medium trees shall be defined as those that range from 20 feet to 40 feet in height and 10 feet to 40 feet in canopy diameter at maturity.
- Small trees shall be defined as those ranging from 8 feet to 20 feet in height and 6 feet to 20 feet in canopy diameter at maturity.
- Formal groupings refer to the linear or patterned arrangement of plants at a regular spacing interval.
- Informal and clustered groupings refer to the random or irregular arrangement of plants in groups of 3 or more and spaced a maximum of 60 feet between clusters.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

**Table 2-3- Silver Hills Streetscape Standards**

Roadway	Landscape Buffer	Required Landscape	Pedestrian Amenities
Silver Hills Parkway	10 feet/20 feet	<p><b>Tree Type:</b> Mix of Evergreen and Deciduous</p> <p><b>Pattern/Spacing:</b> Average of 50' on Center</p> <p><b>Other:</b> 60% shrub/40% ground cover mix</p>	5-foot attached or detached asphalt or concrete path <sup>1</sup>
Red Rock Road (applies to west side only)	25 feet/25 feet	<p><b>Tree Type:</b> Mix of Evergreen and Deciduous</p> <p><b>Pattern/Spacing:</b> Average of 70' on Center</p> <p><b>Other:</b> Native ground cover mix</p>	6-foot detached multi-purpose path <sup>2</sup>

<sup>1</sup> – Pedestrian path to be located within 20-foot landscape buffer.

<sup>2</sup> – Design to be consistent with Washoe County Green Book standards.

### 2.4.6 Street Lighting

Lighting within Silver Hills is designed to enhance the quality and safety of the streetscape corridors while maintaining dark skies standards. Lighting located within the right-of-way of collector roads, local streets, and other public common areas will be installed by the Master Developer or individual builders and maintained by NV Energy or Washoe County (for standard poles/fixtures). Lighting located within alleys, associated with commercial or privately maintained parking lots, or non-NV Energy standards, shall be the responsibility of the property owner or a sub-homeowner's association (subject to approval by the Master Developer and Design Review Committee). Any street lights that do not meet Washoe County standards shall be private, and the CC&R's shall indicate operation and maintenance of street lights shall be the responsibility of the homeowner's association or NV Energy (as applicable).

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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This section provides lighting standards for collectors and local streets, as well as pedestrian, landscape and sign lighting within Silver Hills.

The goals of the Silver Hills lighting standards are to:

- (1) Provide a safe level of illumination for both motorists and pedestrians;
- (2) Reinforce the pedestrian scale of the community;
- (3) Provide appropriate lighting in context with the surrounding built environment; and
- (4) Allow for quality lighting design that reflects the theme of the community

### **2.4.7 Collectors and Local Streets**

The following standards apply to collector and local streets within of Silver Hills:

- Any street lights that do not meet Washoe County standards shall be private, and the CC&R's shall indicate operation and maintenance of street lights shall be the responsibility of the homeowners association or NV Energy (as applicable).
- Lighting fixture types shall be of a consistent scale, design and color along street corridors
- Street lighting shall be directionally shaded to reduce spill-over and glare and include "dark skies" standards.
- Light fixture height shall not exceed 20 feet.
- Refer to Table 2-4 for additional lighting standards.
- Street lights shall be maintained by NV Energy or Washoe County. Non-NV Energy standard fixtures and lights within private parking lots or alleyways shall be maintained by individual property owners or a sub-HOA (to the approval of the Master Developer and Design Review Committee).
- All street lights shall incorporate dark skies technologies and fixtures.
- All collector and local roadways shall include NV Energy "decorative" light fixtures (refer to Figure 2-10).
- For local streets, individual builders may utilize non-NV Energy standard fixtures. These fixtures shall be maintained by the HOA (or a sub-HOA) and must be approved by the Master Developer/Design Review Committee.
- Individual projects east of Red Rock Road may reduce required street lighting by up to 50% (based on Washoe County code standards) in order to complement existing adjoining neighborhoods.



**NV Energy Decorative Head Light Fixture**

**Figure 2-10 – Typical Light Fixtures**

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

**Table 2-4 – Streetscape Lighting Standards**

Roadway Designation	Roadway	Location	Model (Luminaire, mast arm and pole)	Standards	
				Placement	Spacing
Collector	Silver Hills Pkwy.	NV Energy Standards <sup>1</sup>	NV Energy approved decorative fixture (see Figure 2-9) <sup>3</sup>	Alternating <sup>1</sup>	Spaced at regular intervals
Neighborhood Local	All public streets within a parcel or subdivision	NV Energy Standards <sup>1</sup>	NV Energy approved decorative fixture (see Figure 2-9) <sup>2,3</sup>	Alternating <sup>1</sup>	Spacing Varies

<sup>1</sup> – Placement and Spacing of street lighting is subject to approval by NV Energy and Washoe County, as specified in the Washoe County Development Code.

<sup>2</sup> – Non-NV Energy fixtures may be used subject to the approval of the Master Developer/Design Review Committee and shall be maintained by the HOA or approved sub-HOA.

<sup>3</sup> - Any street lights that do not meet Washoe County standards shall be private, and the CC&R's shall indicate operation and maintenance of street lights shall be the responsibility of the homeowner's association or NV Energy (as applicable).

### 2.4.9 Entries

The consistent treatment of neighborhood entries will help establish a consistent community character within Silver Hills. Two primary entries will occur along the west side of Red Rock Road and will include a formal entry feature that spans the roadway, providing project identification. The entry feature is expected to be modeled after a traditional ranch gate entry and shall include the use of timbers with stone base accents.

The following standards shall apply to primary entry monuments:

- Maximum height of any roadway span shall be 20 feet. Roof structures may be incorporated into spans (refer to Figures 2-11-2-13) but are not required.
- Decorative lighting such as lanterns or similar may be included on primary entry features.
- Project signage, including the project name and/or logo may be included on the span structure and side base structures.
- All signage shall include internal or indirect illumination. Up-lighting of entries is permitted only when spill-over past the Specific Plan boundary does not occur.
- A formal entry(s) shall not be required for areas east of Red Rock Road.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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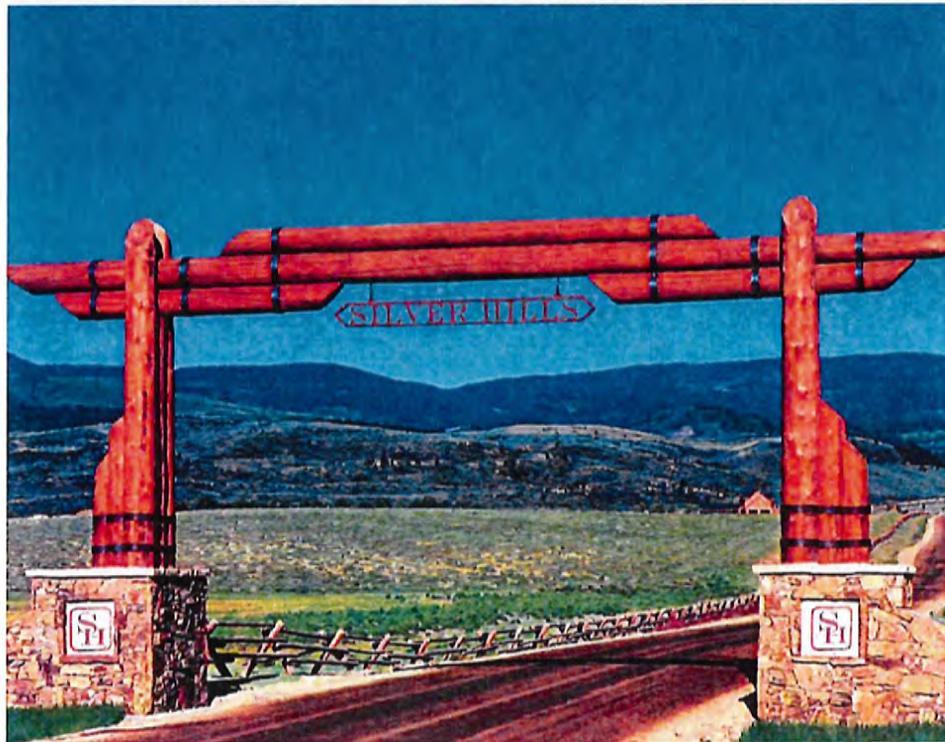
- Project entry structures and all non-County maintained items (signs, landscaping, paths, etc.) constructed within the Washoe County rights-of-way will require a revocable occupancy permit and shall comply with AASHTO clear zone requirements.



Figure 2-11 – Primary Entry Concepts

**SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

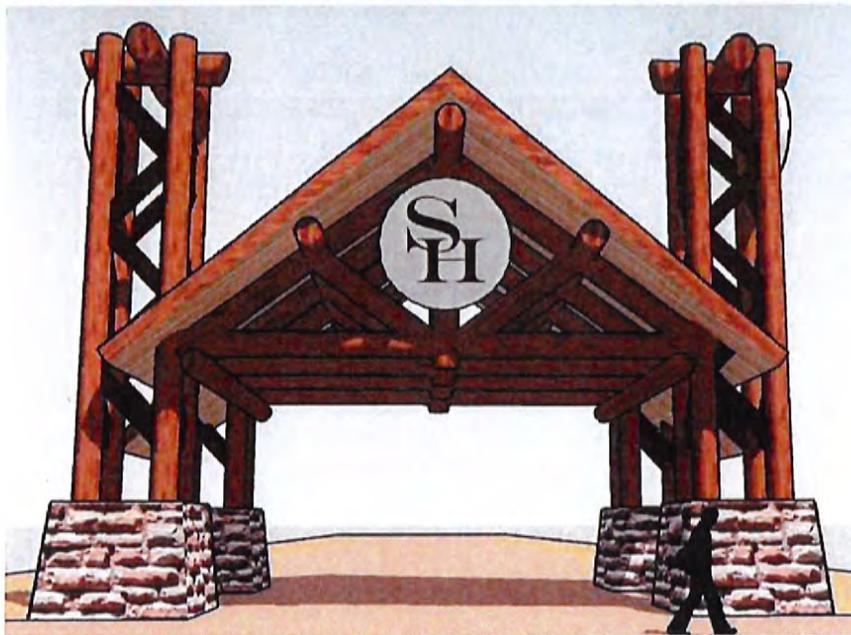
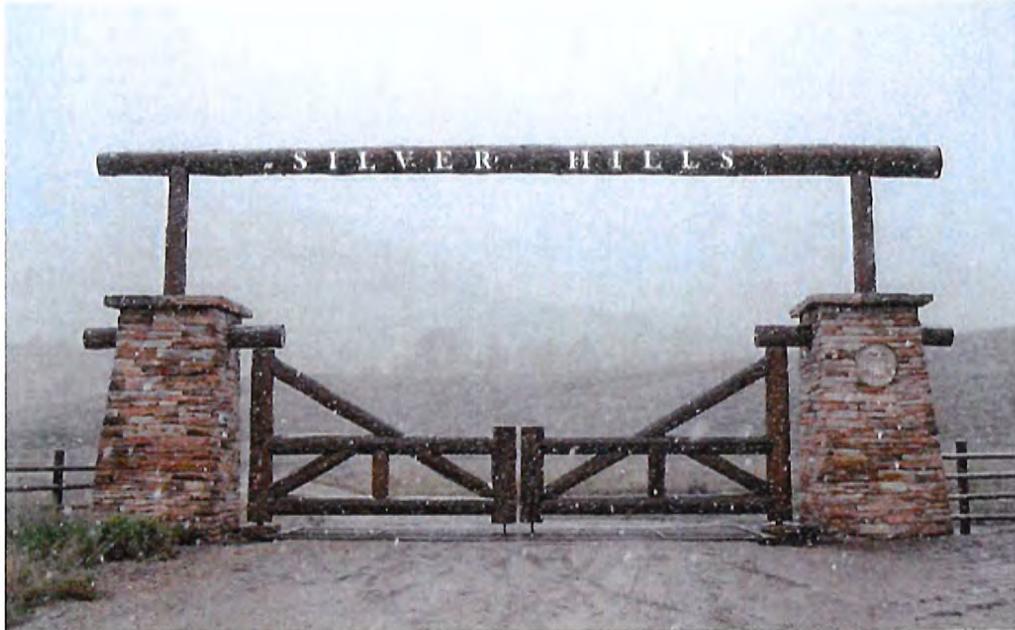
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**Figure 2-12 – Primary Entry Concepts**

**SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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Note: Roof structures (as depicted above) are allowed as an option for project entries.

**Figure 2-13 – Primary Entry Concepts**

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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### **2.4.9 Neighborhood Entries**

Silver Hills will incorporate entry monumentation for all individual neighborhoods within the Specific Plan area. The following standards shall apply to neighborhood entry signs:

- Project entry structures and all non-County maintained items (signs, landscaping, paths, etc.) constructed within the Washoe County rights-of-way will require a revocable occupancy permit and shall comply with AASHTO clear zone requirements.
- A neighborhood entry treatment shall be placed at the primary entrance to each neighborhood.
- Entry monuments shall be located outside the sight visibility triangle of the road intersection.
- Neighborhood entry treatments shall be designed with similar characteristics to that of primary entries, but on a smaller scale. Entry monuments may incorporate the use of stone, timbers, barn wood, etc. in order to carry on the Silver Hills theme.
- Entry monuments shall be located within dedicated common area and not within individual lots.
- Landscaping adjacent to neighborhood entries shall incorporate native materials, predominantly designed to look natural and wild, with some manicured ornamental landscaping where necessary.
- Neighborhood entry landscape treatments shall be reviewed and approved by the Design Review Committee as well as Washoe County (with associated tentative map, Special Use Permit, etc.).
- Neighborhood entries shall not exceed 6 feet in height.
- Up-lighting or indirect lighting of monument signs shall be permitted.
- Neighborhood/project entry signs shall have a consistent design within each project.
- Monument signs shall be maintained by the homeowner's association or a sub-homeowner's association (with the approval of the Master Developer).
- Neighborhood entries are optional for neighborhoods east of Red Rock Road.

**SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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**Figure 2-14 – Neighborhood Entry Concepts**

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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### **2.5 Signs**

Signage within Silver Hills shall be limited to project entries (refer to section 2.4), internal wayfinding signs, and limited commercial signage within the MR zone. The following general standards apply to all signs within the Specific Plan area:

- Signs within Silver Hills shall comply with the regulations governing signs contained within the Washoe County Development Code. Where a conflict exists between these development standards and the Development Code, the standards contained herein shall apply.
- Monument signs shall have a maximum height of six (6) feet. No additional freestanding signs shall be permitted with the exception of directional wayfinding signs or traffic control signs. Pylon or pole signs are specifically prohibited.
- Internally lit signs shall not result in spill-over or glare upon adjoining properties.
- Refer to section 2.5.2 for non-residential sign standards.

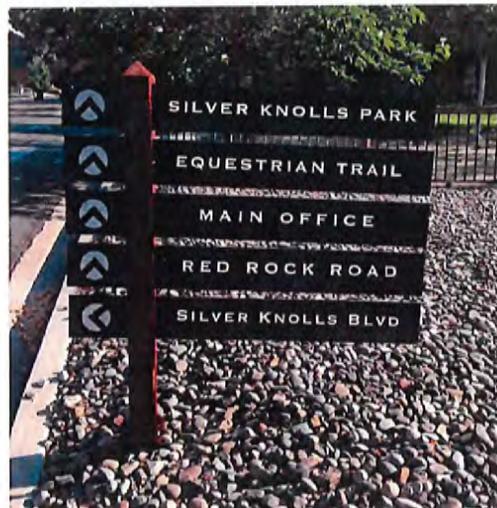
#### **2.5.1 Wayfinding Signs**

A wayfinding sign is a sign that directs the flow of pedestrians or vehicles to community elements such as neighborhoods, parks, schools, etc. The following standards apply to wayfinding signs within Silver Hills:

- Wayfinding signs shall have a maximum height of 6 feet.
- Wayfinding signs shall not be placed within 100 feet of an intersection or nearer than 50 feet from a required regulatory sign (i.e. traffic control sign) on collector roadways.
- Wayfinding signs will be maintained by the Silver Hills homeowner's association and shall be approved by the Master Developer prior to installation.
- Temporary wayfinding signs may be used to identify individual projects, model home complexes, etc. within Silver Hills.
- Wayfinding signs shall be consistent with the concepts/examples presented in Figure 2-15.

**SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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**Figure 2-15 – Wayfinding Sign Concepts**

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

### 2.5.2 Commercial Signs

Limited commercial areas are permitted within residential development areas as detailed previously in this Handbook. It is the intent that commercial areas not be dominated with signage. Rather, signs will be used for business identification and shall be incorporated with building architecture. The following standards apply to commercial uses within Silver Hills:

- Unless specifically addressed within this handbook, signage area shall comply with the standards included in the Washoe County Development Code for the Neighborhood Commercial zone.
- For retail uses, a common monument sign, not to exceed 8 feet in height, shall be permitted with up to 10 individual tenant panels. This sign may be internally illuminated if faced away from residential uses.
- Building signs shall be downlit or indirectly lit. Internal illumination shall be prohibited.
- Roof signs shall be prohibited.
- The use of flashing signs, reader boards, or scrolling message signs shall be prohibited.
- Refer to Figure 2-16 for examples of sign character for limited commercial uses within Silver Hills.



Figure 2-16 – Typical Commercial Signage

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 2.6 Trails

Trails are provided throughout the Silver Hills Specific Plan area and serve to provide pedestrian and equestrian links within the community. Trails are located within open space areas and shall be constructed in phases as adjoining development occurs. There are two primary trail types within Silver Hills; pedestrian trails and multi-use trails. To provide clarification, “pedestrian” shall refer to individuals (walking, running, etc.), and other non-motorized forms of transportation, including equestrian use (as applicable).

Pedestrian trails are intended solely for pedestrian and bicycle use and are located to provide links to neighborhoods and community facilities such as parks and schools. Multi-use trails are located within the perimeter open space buffer and are intended for use by pedestrians/hikers, bicyclists, and equestrian users. Specifically, multi-use trails provide access to public lands that surround Silver Hills and allow for horseback riders to access these lands through the Silver Hills Specific Plan area.

Figure 2-18 provides a backbone trail plan for Silver Hills. It is anticipated that as individual neighborhoods within the Specific Plan develop, links to the primary trail network will be provided within common open space. The intent is to provide pedestrian connections from within individual neighborhoods to the overall trail network, allowing residents to access various parts of the community without interaction with automobiles.

The following trail standards shall apply within the Silver Hills Specific Plan

- Trails shall comply with Washoe County Green Book Standards. Any deviation from such shall be subject to the review and approval of the Washoe County Regional Parks and Open Space Department.
- A 6-foot multi-use trail (decomposed granite or similar) shall be located within the open space buffer on the northern and southern perimeters of the Specific Plan area. This trail shall allow for both pedestrian and equestrian traffic.
- A minimum of two developed public trailheads (approximately 1-acre in size) shall be located west of Red Rock Road within the Specific Plan boundaries. Final trailhead locations shall be determined with input from the Washoe County Regional Parks and Open Space Department.
- A 5-foot paved pedestrian trail shall be located within the utility corridor open space, connecting the western and eastern sides of the project. A continuation of this trail shall provide a connection to Silver Knolls Park located south of the Specific Plan area.
- Refer to sections 2.4.4 and 2.4.5 for trail/pathway standards along Silver Hills Parkway and Red Rock Road.
- Trails shall be constructed in phases as development occurs by the Master Developer or individual project builder.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- Trails shall be maintained by the Silver Hills homeowner’s association.
- As development occurs, the Washoe County Department of Planning and Building shall require trail connections to the master trail system, as applicable in order to provide for neighborhood connectivity.
- An equestrian route through the Specific Plan area shall be maintained during construction.
- Multi-use trails/paths shall be constructed of decomposed granite (or similar) and utilize either a concrete or solid border to define the limits of the trail. Refer to Figure 2-17 below.
- A minimum of one undercrossing, capable of accommodating equestrian users, shall be provided under Red Rock Road, linking the east and west sides of the Specific Plan Area.



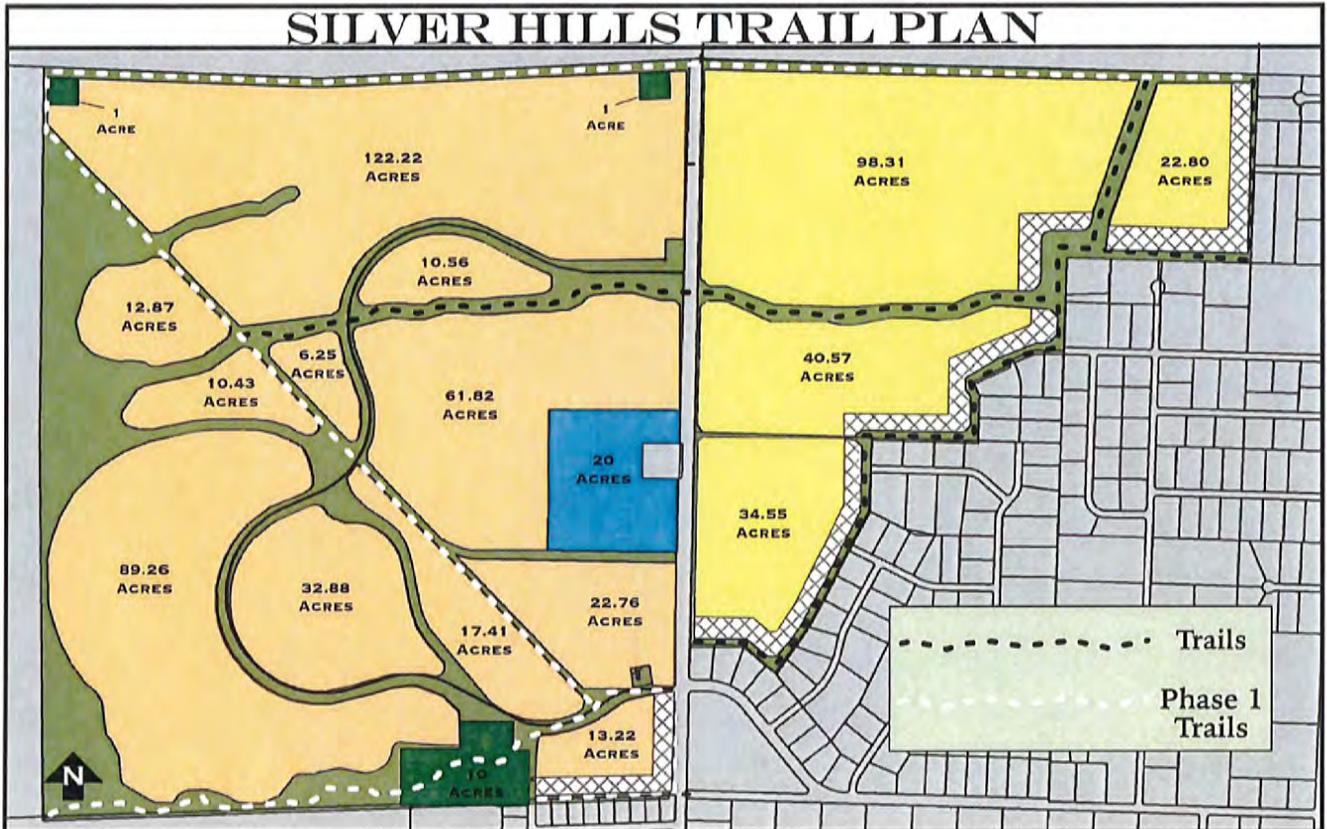
Figure 2-17 – Typical Multi-Use Trail

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- Trails occur within areas of natural landscape. However, plantings of evergreen and deciduous trees, at the Master Developer's discretion, shall be permitted.
- Access points to the trail system shall include barriers such as bollards, gates, or similar to prevent motorized vehicles from accessing the trail network. Use of trails within Silver Hills by motorized vehicles shall be prohibited. Vehicles necessary for trail and common area maintenance are exempt from this standard.
- Trailheads may incorporate access for off-highway vehicles to access public lands but shall prohibited motorized access on trails within the Specific Plan boundary (subject to approval by the Washoe County Regional Parks and Open Space Department).
- Trailheads shall be constructed by the Master Developer and maintained by the Silver Hills Homeowners Association or similar (subject to approval by the Washoe County Department of Regional Parks and Open Space).
- Connections to the trail system from future subdivisions including trail access points shall be reviewed and approved by the Master Developer or Design Review Committee.
- All trails shall be located within dedicated common areas.
- Bollard lighting may be used to illuminate trail access points, at the discretion of the Master Developer.
- Trails located within park areas dedicated to Washoe County shall be maintained by Washoe County.
- Neighborhoods shall be required to consider trail access in their design and provide efficient links to existing BLM trailheads, where applicable.
- A trail head parking area (site to be determined) shall be provided adjacent to public lands and provide adequate area for parking, trailers, and the loading/unloading of off-road vehicles.
- Refer to Figure 2-18 for a master trail system map.

SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS



Trails identified in white (Phase 1 Trails) shall be constructed with initial phase of development for respective development area (i.e. east and west sides).

Note: Trails shown are in addition to pedestrian pathways and multi-use pathways that adjoin major roadways, as detailed in in Table 2-3.

Figure 2-18 – Silver Hills Master Trails Plan

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

### **2.7 Parks**

Silver Hills will provide new park facilities to the benefit of the whole community. A minimum of 12 acres of developed park facilities shall be provided in Silver Hills. This includes 10± acres at the southwest portion of the Specific Plan area, adjoining Silver Knolls Park, along with two 1-acre trailheads. Final trailhead locations and park configuration shall be determined with input from the Washoe County Regional Parks and Open Space Department.

#### **2.7.1 Community/Regional Park**

A minimum of 10 acres are reserved at the southern portion of the Specific Plan area, immediately adjacent to the existing Silver Knolls Park. It is envisioned that this area will serve as an extension of the existing community park and provides for expansion of the facilities for both active and passive recreation, and possibly allow Washoe County to develop Silver Knolls Park to a regional park standard. Additionally, this area has the potential to provide equestrian staging facilities including horse trailer parking, access to equestrian trail heads, etc.

Final design of the park and its associated facilities will be subject to input and direction from the Washoe County Regional Parks and Open Space Department. The park facilities will be constructed by the Master Developer with construction of the 500<sup>th</sup> unit within the Silver Hills Specific Plan and will be reimbursed with park tax funds collected by Washoe County. The community park site will be dedicated to Washoe County for public use and maintained by Washoe County. Any relocation of park area shall be subject to the review and approval of the Washoe County Regional Parks and Open Space Department.

#### **2.7.2 Neighborhood Parks**

Neighborhood parks may be constructed within the Silver Hills Specific Plan area. Neighborhood Parks shall generally be 2 to 3 acres. Construction of neighborhood parks shall be at the discretion of the Master Developer. Maintenance of neighborhood parks shall be provided by the Silver Hills Homeowners Association or sub-association. Park facilities not dedicated to Washoe County may be private and for the use of Silver Hills residents only, at the discretion of the Master Developer.

There is no limit to the amount of neighborhood parks permitted within Silver Hills.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

### **2.7.3 Trailheads**

A minimum of two (2) public trailheads shall be constructed within the Silver Hills Specific Plan area, west of Red Rock Road. Trailheads will be constructed by the Master Developer and maintained by the Silver Hills Homeowners Association. Trailhead facilities shall be a minimum of 1-acre in size and subject to review and approval of the Washoe County Regional Parks and Open Space Department.

Final location and configuration of trailheads, including amenities (i.e. parking, staging areas, etc.) shall be determined with input from the Washoe County Regional Parks and Open Space Department. The first trailhead shall be constructed at or prior to the construction of the 150<sup>th</sup> residential unit west of Red Rock Road, with the second trailhead constructed at or before the 500<sup>th</sup> residential unit west of Red Rock Road.

### **2.7.4 Agrihood Farm**

The standards contained herein contemplate an agrihood/community farm concept as a possible community amenity within open space and common areas. Should this occur, the following standards shall be applied:

- Membership to the community farm may be offered to non-residents of Silver Hills through a Community Supported Agriculture (CSA) program.
- The farm shall include a designated Farm Manager who shall be responsible for the daily operations, planting of crops, and as an advisor to community/farm members. This position shall be appointed and funded by the Silver Hills homeowner's association.
- The HOA may choose to appoint an Activities Director to work with the Farm Manager to provide classes/activities for community/farm members and to coordinate volunteer activities, events, etc.
- The farm may include a greenhouse(s) for resident farm basket production as well as Community Supported Agriculture (CSA)
- Excess crops shall be donated to local food banks or sold to a coop that benefits reinvestment into agrihood facilities.
- The Agrihood Farm may provide a Children's Farm that shall include a small beginning garden environment that includes raised beds, tools, a shared garden shed, and weekly classes for families (may be subject to fees).
- The Agrihood Farm may include a large fruit orchard along with mini-orchards or mini-gathering parks. These facilities may be located outside of the main farm such as at the end of cul-de-sacs within the Specific Plan Area.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- An edible, low water, and beneficial insect and wildlife habitat emphasis shall be placed in all common area landscaping.
- Orchard production within the Silver Hills Agrihood Farm shall benefit the homeowner's association community improvement fund.
- A central pavilion and/or barn is permitted to be located within the farm and may provide a commercial kitchen, meeting rooms, etc. that can be used or rented by residents.
- The use of alternative energy sources such as solar and wind turbine is highly encouraged.
- A "tractor park" that incorporates farm equipment and play areas for children may be incorporated into the Agrihood Farm.

### **2.8 Urban/Wildland/Public Lands Interface**

The Silver Hills Specific Plan area is located within an urban/wildland interface area subject to wildfires. As such, the following standards shall apply:

- New development that abuts open space and/or natural areas shall provide a minimum of 20-feet of defensible open space consistent with standards adopted by the Truckee Meadows Fire Protection District (TMFPD).
- With individual tentative maps, TMFPD shall have the ability to condition site specific fire mitigation requirements such as increased defensible space, specific plant palettes, etc.
- The Silver Hills Homeowners Association shall be responsible for the maintenance of common areas outside of individual lots to ensure weeds and other combustibles are removed in order to maintain a minimum of 20-feet of defensible space from the property line of an abutting unit.
- With new development, access to open space areas shall be coordinated with TMFPD to allow for fire equipment to access open space/common areas during a wildfire event.
- A fire hydrant shall be located at each trailhead adjacent to public lands.
- A vehicular access, for emergency purposes, shall be provided at each adjacent BLM trailhead. These access points should align with existing trails, to the extent possible and may include gates and/or barriers to prevent non-emergency access.
- A vehicle parking and staging area shall be colocated with a trailhead at the border of Silver Hills with BLM/public lands and shall provide ample area for loading/unloading of off road vehicles. Location shall be determined with input from BLM and Washoe County.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 2.9 Mailboxes

Individual mailboxes, if allowed by the United States Postal Service (USPS), shall be paired at driveways to serve adjacent homes. The style of the mailboxes, including address numbers shall be compatible with the architectural styles of the homes and shall be consistent throughout each project within Silver Hills. Mailbox designs shall be approved by the Silver Hills Design Review Committee and the USPS. Mailboxes shall be provided and installed by individual builders prior to the issuance of certificates of occupancy for the individual homes.

When individual mailboxes are not permitted, clustered boxes shall be located in convenient areas conducive to temporary on-street parking. Placement of cluster boxes shall not be near intersections and shall not conflict with individual driveways or utilities. Locations shall be approved by the USPS and the Silver Hills Design Review Committee.

The United States Postal Service (USPS) shall be responsible for the maintenance of mailboxes/mailbox cluster boxes within Silver Hills.

## **CHAPTER 3 – SITE DESIGN AND ARCHITECTURAL STANDARDS**

### **3.1 Overview**

The purpose of this chapter is to establish base standards and design parameters for which future development within Silver Hills shall follow. These standards will guide the development of the Specific Plan area by providing specific design criteria for grading, building orientation, landscaping, lighting, signs, walls and fences, and other design elements that tie the community together, and helping to create the sense of place discussed in Chapter 1.

Architectural standards and guidelines are provided to ensure projects within Silver Hills are attractive, relate to one another, and reinforce the project theme. The pictures contained in this chapter are provided to convey “imagery” of the standards and guidelines but are not intended to require the specific design style depicted. Alternative themes with respect to design and architecture are encouraged in order to promote diversity of housing styles within Silver Hills as a whole.

As new projects (i.e. tentative maps) move ahead within Silver Hills, they shall be reviewed in context with the standards included within this chapter. This includes review by the Silver Hills Design Review Committee (DRC) and Washoe County to determine consistency with site design and architectural standards.

### **3.2 Site Planning Standards and Guidelines**

The purpose of the site planning standards and guidelines is to address general provisions of site development which include building orientation, grading and drainage, parking areas, landscape, lighting, signs, walls and fences, and service areas. Site planning controls the proper placement of buildings and internal roads that service and access the various uses in the community. It addresses the linkages and land use relationships at a human-scale, in order to create a stimulating and visually pleasant community. The goal is to promote pedestrian activity and safety, create visual compatibility with surrounding neighborhoods and minimize negative impacts on the natural environment.

#### **3.2.1 Site Planning and Development Standards**

Site planning, architectural design, and landscape design shall be consistent throughout Silver Hills in order to encourage neighborhoods that fully integrate with one another. There are a variety of methods to accomplish this including the use of consistent fencing, landscape treatments, design elements such as neighborhood entries, etc.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Individual neighborhoods within Silver Hills shall promote visual diversity and avoid monotonous development patterns. Methods to achieve this include, but are not limited to: not repeating floor plans/elevations directly next to each other, providing for a minimum of three distinct elevations for each home plan, designing homes so that the garages are integrated into front elevations, varying setbacks within the neighborhood, including design elements such as porches, overhangs, etc.

### Site Design

The following standards and guidelines promote visual diversity within individual neighborhoods:

- “Home forward” architecture shall be encouraged in the design of new home elevations. This includes integrating the garage into the elevation or placing home elements such as porches, entries, and windows to the front, as depicted in Figure 3-1.



Figure 3-1 – Typical “Home Forward” Design

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- To the extent practical, mirroring of facades shall occur between lots so that garages and entries are adjacent to each other. This creates variations in setback, providing for a more visually diverse streetscape. The pattern shall include breaks so that it creates variation with patterns across the street and does not become overly repetitious. This standard shall not apply to zero lot line products.
- Front elevations that face the street shall integrate garages to the extent possible. Methods to achieve this include off-setting the garage (refer to Figure 3-1), matching the garage architecturally with the primary façade, or incorporating alternatives such as side load or split garages (i.e. two car front load with a separate one car side load garage), alleys, etc. Refer to Figure 3-2.



Figure 3-2 – Garage Integrated Elevations

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- Setbacks shall be varied to the extent possible in order to eliminate a monotonous appearance along the street.
- Neighborhoods that border the community trail system shall provide for a point of connection with final neighborhood design. Connection points can occur at the end of cul-de-sacs or within dedicated public access easements located within common open space. Trail connection points shall be a minimum of 8 feet in width and include a 4-foot multi-purpose path (decomposed granite or similar) that provides a link to the community trail.
- Neighborhoods with smaller lot sizes are encouraged to utilize alleys and provide homes that open up on a community green in order to promote walkability and encourage interaction between neighbors. Refer to Figure 3-3.



Figure 3-3 – Mixed Residential Neighborhood Concepts

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- Alleys within single-family residential developments shall have a minimum width of 20 feet with no parking. Alleys shall not be used as an emergency access road.
- Alleys shall be maintained by the adjoining property owner through an easement agreement or by a sub-association to be set up by an individual builder with the approval of the Master Developer.
- Single family lots that abut common areas and open space shall utilize open rear yard fencing. This is intended to provide a sense of openness within common areas and avoids a “walled off” appearance. A solid 3-base with open top may be permitted as an alternative to open fencing with approval by the Design Review Committee.
- Cottage Court design (as depicted in Figure 3-4) may be incorporated into areas of smaller homesites. This building type consists of smaller, detached structures, providing multiple units arranged to define a shared court which takes the place of a private rear yard. Units shall front onto and be accessed from the shared court.



Figure 3-4 – Cottage Court Concept

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

### Grading

- Design of residential neighborhoods shall be sensitive to the natural terrain. Structures shall be located in such a manner so as to minimize necessary grading and preserve natural site features including drainageways, rock outcroppings, etc.
- Grading of subdivisions or pad sites shall be designed to blend the edges of development with the adjoining natural terrain. This may be accomplished through the use of rockery walls in order to reduce the length of man-made slopes, etc.
- Landscaping and native revegetation shall be the preferred method of slope stabilization as opposed to rip rap on all manmade slopes.
- Graded slopes shall be rounded resulting in smooth, harmonious transitions between the man-made terrain and the natural terrain.
- Graded slopes shall be revegetated prior to the issuance of a certificate of occupancy for new homes. This standard may be phased with the phased development of individual projects (i.e. slopes shall be revegetated concurrently with development within any given phase). If climatic conditions or other circumstances prevent planting at the time of occupancy, a bond shall be provided for landscaping during the subsequent growing season to the satisfaction of the Washoe County Department of Planning and Building.
- Drought tolerant plant species and native reseeding shall be utilized to help minimize erosion.
- Slopes contained within individual lots as a result of terracing shall be maintained by the property on the down slope side.

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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### **Landscaping**

- Individual builders or homeowners shall be responsible for landscaping the front yards of new homes within Silver Hills and shall be completed within one year from the issuance of the final certificate of occupancy.
- Homeowners shall be required to submit front yard landscape designs to the Design Review Committee for review and approval.
- Front yard landscaping, shall include an automatic irrigation system.
- At a minimum, each individual front yard shall include one tree per 400 square feet of yard area.
- Neighborhoods with common yards (i.e. community greens) shall provide trees at intervals not to exceed 30 feet.
- Landscape character may vary from neighborhood to neighborhood. Each neighborhood may use a unique plant palette with the approval of the Design Review Committee. Project entries shall retain a common theme, as previously described in Chapter 2.
- As an alternative to turf, natural xeriscaping and low-water plant materials may be used for front yards and common yards with the approval of the Design Review Committee.

### **Lighting**

- Single family residences shall incorporate exterior lighting that is compatible with the architectural design of the home and includes fixtures that eliminate spill-over of light to adjoining parcels.
- Projects with community greens or common yards may choose to include bollard lighting. Bollards shall not exceed 4-feet in height.
- As detailed in Chapter 2, street lights shall include NV Energy approved fixtures and shall be spaced per Washoe County standards. Neighborhoods with community greens, alleyways, etc. may vary fixture standards with the approval of the Design Review Committee. Non-standard light fixtures may be used with Design Review Committee approval and shall be maintained by the Silver Hills homeowner's association or a sub-homeowner's association.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### Walls and Fencing

- A 6-foot wood or vinyl fence with decorative pilasters (spaced at an average of 150-feet) shall be located at the rear yards of homes that back to Silver Hills Parkway. Final material and pilaster design shall be approved by the Design Review Committee and shall remain consistent throughout the Specific Plan area. Refer to Figure 3-5.
- Fencing along Silver Hills Parkway shall be placed on the property line and shall be maintained by the homeowner's association (exterior) and the adjoining property owner (interior). Fence replacement shall be the responsibility of the homeowner.



Figure 3-5 – Silver Hills Parkway Fencing Concept

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

- Wood privacy fencing may be used for individual lots and shall not exceed 6-feet in height. Refer to Figure 3-6.
- Rear yards adjoining open space may utilize open fencing. Open fencing may include split-rail, wrought iron, or similar and shall be consistent within the entire development. A solid 3-foot base with open fencing above may be permitted with Design Review Committee approval. This standard shall not apply to side yards that abut open space/common area in order to protect resident privacy. Refer to Figure 3-7. No rear yard gates are permitted directly abutting public (BLM) lands.
- Projects with common yards or community greens may include privacy walls, such as courtyard or patio walls, and shall not exceed 4 feet in height. These walls shall incorporate materials and colors consistent with the architecture of the homes.
- A 6-foot solid screen wall or fence may be used to separate any non-residential use from single family homes.
- All walls and fences associated with a project shall be installed concurrently with the project. Fences within residential lots shall be maintained by the lot owner.
- Chain link fencing shall only be permitted with temporary construction yards and is prohibited within individual lots.
- No fencing in excess of 3-feet (split-rail or picket) shall occur within the required front yard setback.

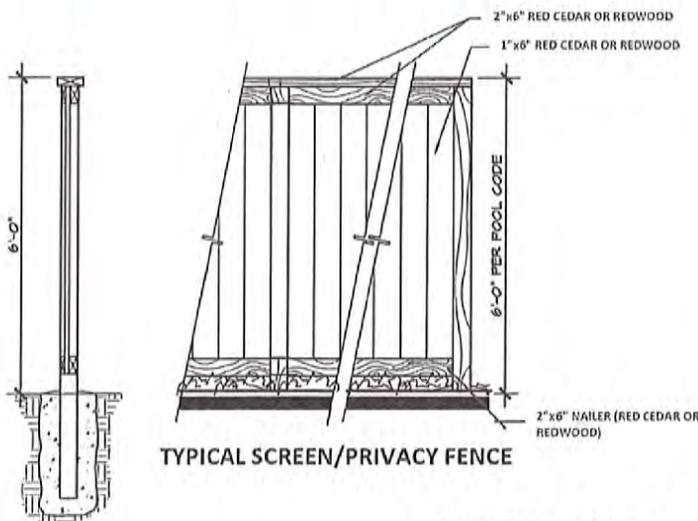


Figure 3-6 – Privacy Fencing Concepts

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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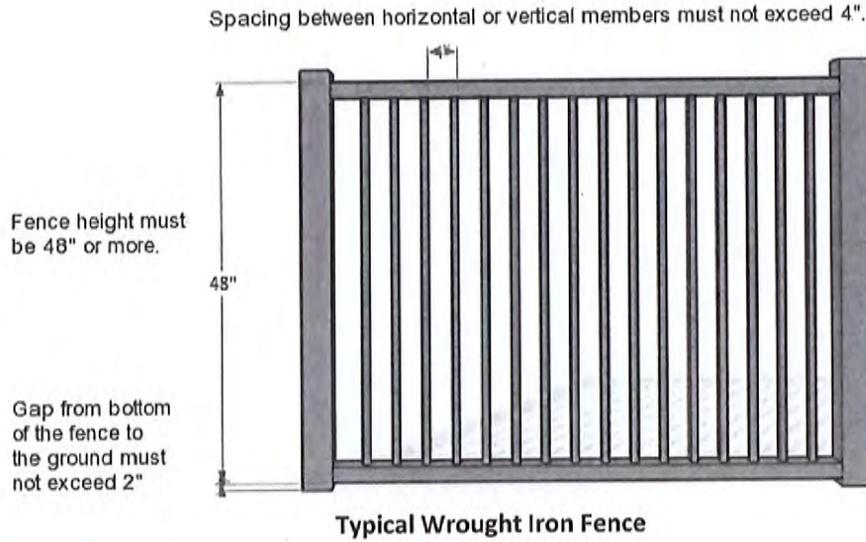


Figure 3-7 – Open Fencing Concepts

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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- Fencing for non-residential uses including neighborhood commercial, public facility, etc. shall conform with fencing standards contained in the Washoe County Development Code.
- Schools and Washoe County park facilities, may incorporate the use of chain link fencing with the approval of the Design Review Committee.

### **3.3 Architecture Standards and Guidelines**

#### **3.3.1 Background**

The purpose of these architectural guidelines is to provide general design criteria and guidance for the development of the neighborhoods within Silver Hills. The guidelines are not intended to be restrictive, but rather promote both visual compatibility and variety within the Specific Plan area by utilizing complementary traditional architectural styles. The intended result is a high level of design direction and quality.

#### **3.3.2 Architectural Theme**

As discussed in Chapter 1, Silver Hills evokes an overall mountain ranch theme which is also consistent with the agrihood concept. The theme is reinforced with evergreen plantings that will occur along Silver Hills parkway, etc. Traditional ranch and craftsman architectural styles will reinforce the overall theme and feel of the project and are complementary to the existing environment that surrounds Silver Hills. In order to allow for variety, deviations to the architectural theme, including farmhouse or more eclectic designs, shall be permitted and can complement differing styles through the inclusion of common design elements. The ultimate goal of these standards is to create a high quality, attractive community that provides diverse housing choices to suit the variable tastes and needs of future residents.

The application of these architectural guidelines and standards to individual development projects will be reviewed and approved by the Design Review Committee (DRC) and the Washoe County Design Review Committee. New interpretations of these classic combinations of materials are encouraged as they relate to a general feeling of neighborhood unity. The following sections provide guidelines and standards that will aid in the creation of a community of which residents can be proud to call home.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 3.4 Single Family Architectural Standards

A key element of the Silver Hills architectural guidelines is to create a streetscape possessing both function and visual variety. The guidelines are intended to provide variety in appearance as well as a sense of individuality for each structure. Projects where identical buildings line the streets without variation in form and mass are prohibited.

It is recognized that all architectural styles are open to interpretation in design. Therefore, these standards are not intended to limit creativity or prevent certain types of design. Instead, they should be viewed as a baseline for review in terms of quality, general theme, etc. Deviations may be permitted with the review and approval of the Silver Hills Design Review Committee and Washoe County Design Review Committee.

#### 3.4.1 Building Mass and Form

- Facades of buildings styles shall make use of expressive structural elements such as brackets and columns, variable window types, a mixture of materials and distinctive porches.
- A minimum of three (3) distinctive floor plans shall be used within each individual subdivision within Silver Hills. A subdivision with twenty (20) or less lots may have less than three (3) distinctive floor plans.
- The architectural detailing similar to that of the front elevations may be utilized on all sides of the home.
- Any building addition or additional building(s) (over 200 square feet) on a property shall match the main structure in building design, materials, roof pitch and architectural character.
- The exterior mass and form of residential architecture should be varied within neighborhoods to improve the streetscape. This can be accomplished through (but is not limited to) varied setbacks, floorplans, facade detailing, massing and rooflines.

#### 3.4.2 Roof Form

- Roofs shall include variations in plane. This can be achieved with the use of elements such as hipped roofs, gables, dormers, porches, etc. Flat roofs are highly discouraged unless incorporated as an element to the overall architectural scheme of the building. Refer to Figure 3-8.
- Acceptable roof materials include concrete tile or architectural grade asphalt shingles. Metal roofing may be used to accent architectural features but shall not be the prominent roofing material.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Figure 3-8 – Typical Roofline Variation

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 3.4.3 Materials and Colors

- Changes in materials and color are encouraged to provide visual interest and shall logically related to one another in order to avoid abrupt changes or conflicting architectural styles.
- Building materials and color schemes shall be consistent with a ranch theme and include the use of wood siding, cement fiber board, and/or stucco with accents such as stone or brick.
- The use of wood beams and/or timbers is encouraged on elevations and is reflective of the overall “upscale rustic” type of ranch style architecture.
- Color palettes for new homes shall include muted earth tones such as browns, beiges, whites, pale yellows, light greens, etc. reflective of a typical ranch style.
- The use of bright and vivid colors is prohibited.

### 3.4.4 Building Articulation

- Front elevations and those facing streets shall include significant articulation in order to avoid the appearance of flat planes. Methods for providing articulation include porches, dormers, bay windows, building offsets, recessed entryways, etc.

### 3.4.5 Accessory Structure and Uses

- Rain gutters shall be colored and/or painted to match the roof trip so that they are not visibly obtrusive to the main elevation. This standard may be waived with the approval of the Design Review Committee if the gutters serve as a distinctive architectural element of the home.
- Solar panels located on roofs shall either be architecturally integrated (i.e. solar tiles) or located to not be visibly obtrusive from the street.
- Patio covers and shade structures shall be approved by the Design Review Committee and shall be painted/colored to complement the primary structure. Such structures shall meet the minimum setbacks for the zone in which they are located. Refer to Chapter 2 for setback standards.
- Mounting of satellite dishes and/or antennas on the front elevation of homes shall be prohibited.
- Detached structures (where allowed – refer to Chapter 2) shall be painted to match the primary structure and are subject to the setback standards for that district.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- Sheds that extend above the fence line and are visible from the street shall be prohibited. Sheds extending above the fence line shall be screened from view of adjoining residences and approved by the Design Review Committee.
- Parking of recreational vehicles, boats, and the similar may only be permitted within side yards if fully screened behind a 6-foot minimum fence.
- Accessory dwelling units (as permitted within Chapter 2) shall be integrated with the overall design of the primary structure such as the example included in Figure 3-9.
- Multi-generational single-family housing that includes an attached accessory dwelling shall be permitted per the standards included in Chapter 2. Refer to Figure 3-10.



Figure 3-9 – Typical Accessory Dwelling

SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

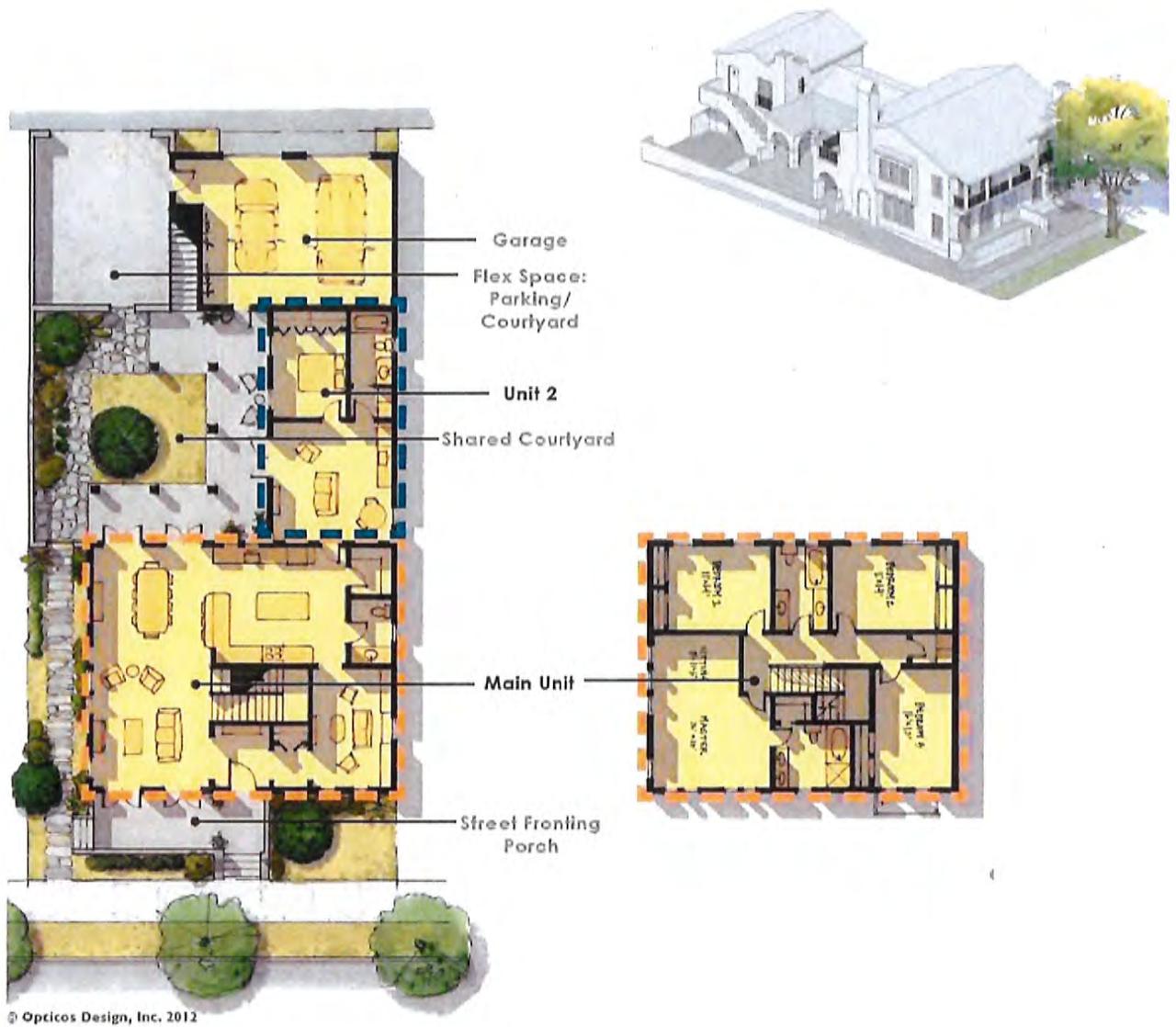


Figure 3-10 – Multi-Generational Housing Concept

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 3.5 Non-Residential Standards

Non-residential uses within Silver Hills are fairly limited and include limited neighborhood commercial uses, personal storage (intended to benefit residents of the Specific Plan area), schools, and public facilities. In general, the site planning and architectural standards provided in the Washoe County Development Code shall pertain to all non-residential uses within the Specific Plan boundary. However, the following supplemental standards shall also apply.

#### 3.5.1 Non-Residential Supplemental Standards

- Neighborhood commercial uses shall be broken into a series of smaller buildings rather than grouped into larger structures. Refer to Figure 3-11.
- Commercial buildings shall be limited in size and location based on the supplemental use standards described in section 2.3.1.
- Elevations for commercial buildings shall be residential in nature and incorporate elements as detailed in section 3.2. Refer to Figure 3-11.
- Commercial architecture shall be consistent with the residential standards included in section 3.2.
- In areas where non-residential uses adjoin residential uses, a 6-foot solid wall or fence shall be installed at the property line.
- Personal storage facilities and outdoor storage, subject to the supplemental standards and restrictions called out in section 2.3.1, shall be screened with a solid masonry wall. The wall shall incorporate colors earth tone colors and include decorative pilasters (as approved by the Design Review Committee) approximately every 40 feet for expanses visible from a public right-of-way.
- Agrihood facilities (if incorporated) such as barns shall be incorporated with the overall architectural theme and include common elements such as batt and board siding, rock accents, or similar rustic farm feel. Refer to Figure 3-11 for typical barn/agrihood concepts.
- Greenhouses associated with the agrihood “commons” shall be exempt from the architectural standards but shall be limited to no more than 5,000 square feet. Refer to Figure 3-13 for greenhouse concepts.
- Metal barn structures may be permitted within agrihood areas subject to approval by the Design Review Committee.

SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Figure 3-11 – Commercial Architecture/Scale

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

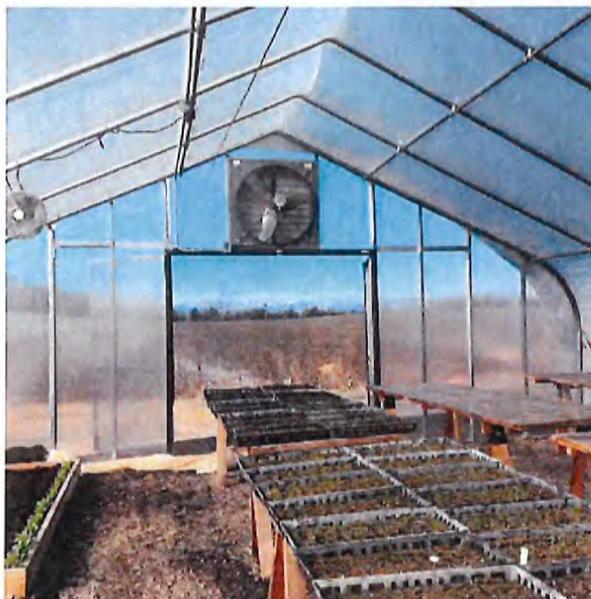
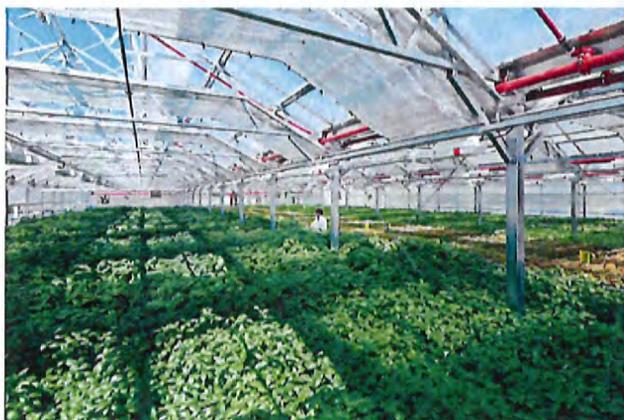
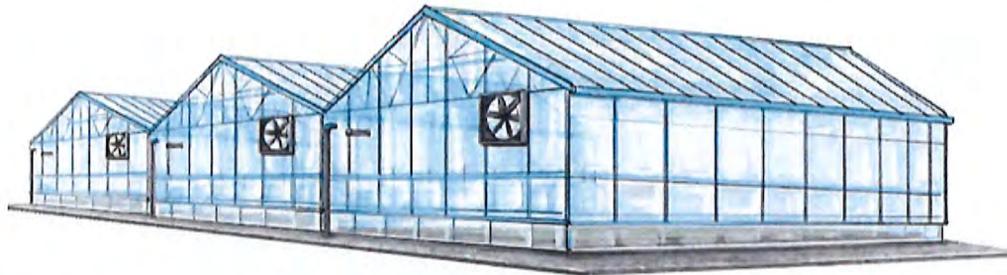
If agrihood facilities are developed within Silver Hills, Figures 3-12 and 3-13 depict facilities that are consistent with the standards contained herein.



Figure 3-12 – Typical Agrihood Building Concepts

**SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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**Figure 3-13 – Typical Agrihood Greenhouse Concepts**

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- All non-residential building elevations must be reviewed and approved by the Silver Hills Design Review Committee.
- School and public park facilities/structures shall be exempt from the architectural guidelines and shall conform with the standards included in the Washoe County Development Code.
- When reviewing public facilities (i.e. schools, libraries, etc.), the Washoe County Design Review Committee shall consider the requirements of this chapter in making recommendations on project architecture.
- Non-reflective metal roofing may be permitted on commercial and agrihood buildings with the approval of the Design Review Committee. Refer to Figure 3-12 for an example of acceptable metal roofing.
- Buildings such as churches and community centers shall incorporate elements of the design guidelines contained herein in order to reinforce the project theme. This includes elements such as earth tone colors, acceptable roofing materials and pitches, use of stone, brick, or similar, etc. Refer to Figure 3-12.
- Facades of non-residential buildings shall include articulation to avoid long monotonous planes. Methods of articulation include, but are not limited to the use of faux windows, overhangs, trellises, awnings, pilasters, columns, etc.
- The use of pre-engineered metal buildings may be permitted with the approval of the Design Review Committee. Any metal building must comply with the roof standards contained within section 3.2 and include at a minimum a brick or stone wainscoting along with non-metal accents such as stucco, EIFS, etc. Refer to Figure 3-14 for example.
- Church steeples shall be subject to the design provisions (i.e. height) of the Washoe County Development Code.

**SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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**Figure 3-14 – Typical Non-Residential Structure**

**CHAPTER 4 – PHASING AND INFRASTRUCTURE**

**4.1 Phasing**

It is anticipated that Silver Hills will develop over the course of many years and may take 15 to 20 years for complete buildout. There are a variety of factors that will contribute to the ultimate timing of construction within the Specific Plan area. These include, but are not limited to; market conditions, timing of infrastructure and improvements, subsequent review and entitlements, etc.

Generally, phasing is anticipated to commence along the Red Rock Road frontage, moving east and west into the Specific Plan Area. Final phasing will be determined based on market demands.

Although market conditions will ultimately dictate phasing, it is anticipated that Silver Hills will develop in up to 20 individual phases. Each phase will include up to 150 units with an estimated buildout of 15 to 20 years for the entire project.

**4.2 Open Space, Trails and Parks**

Much of the open space within the Specific Plan area is natural open space, drainageways, etc. that will remain undisturbed with the exception of areas which will be developed with the Agrihood concept as further outlined in Chapter 2 of this handbook. Improvements such as trails will follow the same development pattern as other infrastructure elements. As development projects are constructed adjacent to areas where trails and/or other improvements are planned/called out, the segments of these improvements adjacent to the development areas will occur.

Silver Hills will provide new park facilities to the benefit of the whole community. A minimum of 12 acres of developed park and trailhead facilities are planned. This includes a 10-acre addition to Silver Knolls Park as well as two 1-acre trail heads west of Red Rock Road. Park areas are subject to relocation (subject to Washoe County Regional Parks and Open Space Department approval) based on final community design/layout, input from reviewing agencies, etc.

A minimum of 10 acres are reserved at the southern portion of the Specific Plan area, immediately adjacent to the existing Silver Knolls Park. It is envisioned that this area will serve as an extension of the existing community park and provides for expansion of the facilities for both active and passive recreation. Additionally, this area has the potential to provide equestrian staging facilities including horse trailer parking, access to equestrian trail heads, etc.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Final design of the park and its associated facilities will be subject to input and direction from the Washoe County Regional Parks and Open Space Department. The park facilities will be constructed by the Master Developer with construction of the 500<sup>th</sup> unit within the Silver Hills Specific Plan and will be reimbursed with park tax funds collected by Washoe County. The community park site will be dedicated to Washoe County for public use and maintained by Washoe County.

A total of two public trailheads shall be constructed west of Red Rock Road. Trailheads will be a minimum of 1 acre in size and shall be coordinated with the Washoe County Regional Parks and Open Space Department in terms of amenities and facilities. The first trailhead shall be constructed at or prior to the 150<sup>th</sup> residential unit west of Red Rock Road with the second trailhead constructed at or prior to the 500<sup>th</sup> unit west of Red Rock Road.

### **4.3 Utilities/Infrastructure**

#### **4.3.1 Sanitary Sewer**

All new units and uses within the Silver Hills Specific Plan area will require connection to sanitary sewer facilities. Sanitary sewer service for the Silver Hills Specific Plan is somewhat unique in that it will be provided by a mix of future County sewer facilities and existing and future City of Reno sewer facilities. The design peak flow rates for the various development types differ between entities as shown on the attached table of flows (refer to Table 4-1).

The City of Reno, operates and maintains the nearest available public sanitary sewer system to the project. The terminus of these facilities is an existing 12" diameter sanitary sewer trunk line located at the existing western terminus Echo Avenue.

Note that sewer designs are preliminary and will be refined with subsequent tentative maps. All improvements are subject to the review and approval of the Washoe County Engineering and Capital Projects Division. The use of pump stations and force mains may be permitted as necessary within the Specific Plan area.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### ▪ **Alternative 1**

Future county gravity sewer mains will be constructed from the eastern project limits to the City facilities at two different locations, necessitated by the topography of the site and the future proposed grading.

- **Alignment Number 1** - The first alignment will be from the northeast midpoint of the project along Blackhawk Road to Osage thence south along Osage to the extension of Echo Avenue and then east to the point of connection to the existing City of Reno sewer system (refer to Figure 4-1).

This alignment will consist of approximately 9,000 lineal feet of gravity sewer main. All but the portion within the future extension of Echo Avenue is located in public right of way and the extension of Echo encompasses property owned by the Applicant.

The peak flow for the first 5,600 lineal feet of this main from the Blackhawk-boundary to the Osage–Silver Hills intersection is estimated at 1.64 MGD. This rate includes both estimates of future development areas on vacant land and anticipated hookups from residences currently served by septic systems adjacent to the alignment. From the Silver Hills intersection to the south the injection of an additional 0.63 MGD will be placed into the main resulting in the last 4,200 feet of the main needing a capacity of approximately 2.27 MGD (peak capacity).

- **Alignment Number 2** - The second alignment will commence at the southeast boundary of the project and follow Silver Knolls Boulevard to its intersection with Osage Road where it will intersect with alignment number 1 a length of approximately 4,870 feet (refer to Figure 4-2). The peak flow for this segment is anticipated to be 0.63 MGD. The phasing of the project will determine which of these alignments will be constructed first.

The design of both of these alignments will be required to take into consideration future sewer hookups of adjacent properties shown as outlined areas on attached Figure 4-3. Methods of reimbursement will be left to future negotiations with the affected parties.

### ▪ **Alternative 2**

Alternative 2 would require the securing of rights of way from Osage Road to the east along the projection of both Blackhawk Road and Silver Hills Boulevard to the Reno-Stead airport property. This alignment would then parallel the western Airport boundary for which a right of way would have to be obtained. To date, the applicant has been unable to secure these accesses from either the airport or the private property owners.

If these rights of way were to be secured, the major portion of the facility would be constructed within the City of Reno on airport property requiring approximately 9,700 feet of main (refer to Figure 4-3). This portion of the infrastructure would be designed and constructed using City of Reno standards and flow rates. Once again, all sewer facility design can potentially incorporate oversizing based upon future negotiations with the public entities and private property owners.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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Future county sewer mains will connect to an existing City of Reno 12" diameter trunk main stubbed off the west end of Echo Avenue. The portion of the existing City of Reno sanitary sewer system that will provide service to the project consists of an 18" sewer interceptor in Moya Blvd. (from Lear Blvd. to Echo Ave.), the existing City of Reno Lear Boulevard Pump Station located at the northeast corner of the intersection of Lear Boulevard and Moya Boulevard, the force main extending from the Lear Pump Station to the east, and existing gravity sewer pipes further to the east. The existing City of Reno sanitary sewer system currently conveys sewer from the west end of the Stead Industrial area in an easterly direction to the existing Reno/Stead Water Reclamation Facility (RSWRF) located at 4250 Norton Street near the intersection of Military Road and Lear Boulevard. An analysis of the existing City facilities including mains, the Lear Pump Station and associated force main may be required in order to ensure capacity for the proposed Silver Hills Development. It is assumed for the purposes of this summary that the Reno/Stead Water Reclamation Facility (RSWRF) will have or will be able to increase its capacity to serve the proposed project.

The proposed on-site sanitary sewer system for the Silver Hills Development will consist of 8" to 12" mains and manholes in accordance with Washoe County standards.

**Table 4-1 - Sewer Design Criteria for City of Reno and Washoe County**

Design Criteria	City of Reno	Washoe County
Peak Flow in Mains (8"to10")	350 gallons per capita per day	
Peak Flow in Trunks (>10"<18")	250 gallons per capita per day	
Average Daily Residential Flow		270 gallons per day (A)
Peak Flow - Single Family Residential for Mains (8" to 10" pipe)	1,050 gallons per day	810 gallons per day(A)
Peak Flow - Single Family Residential Flow for Trunks (>10"<18")	750 gallons per day	810 gallons per day (A)

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

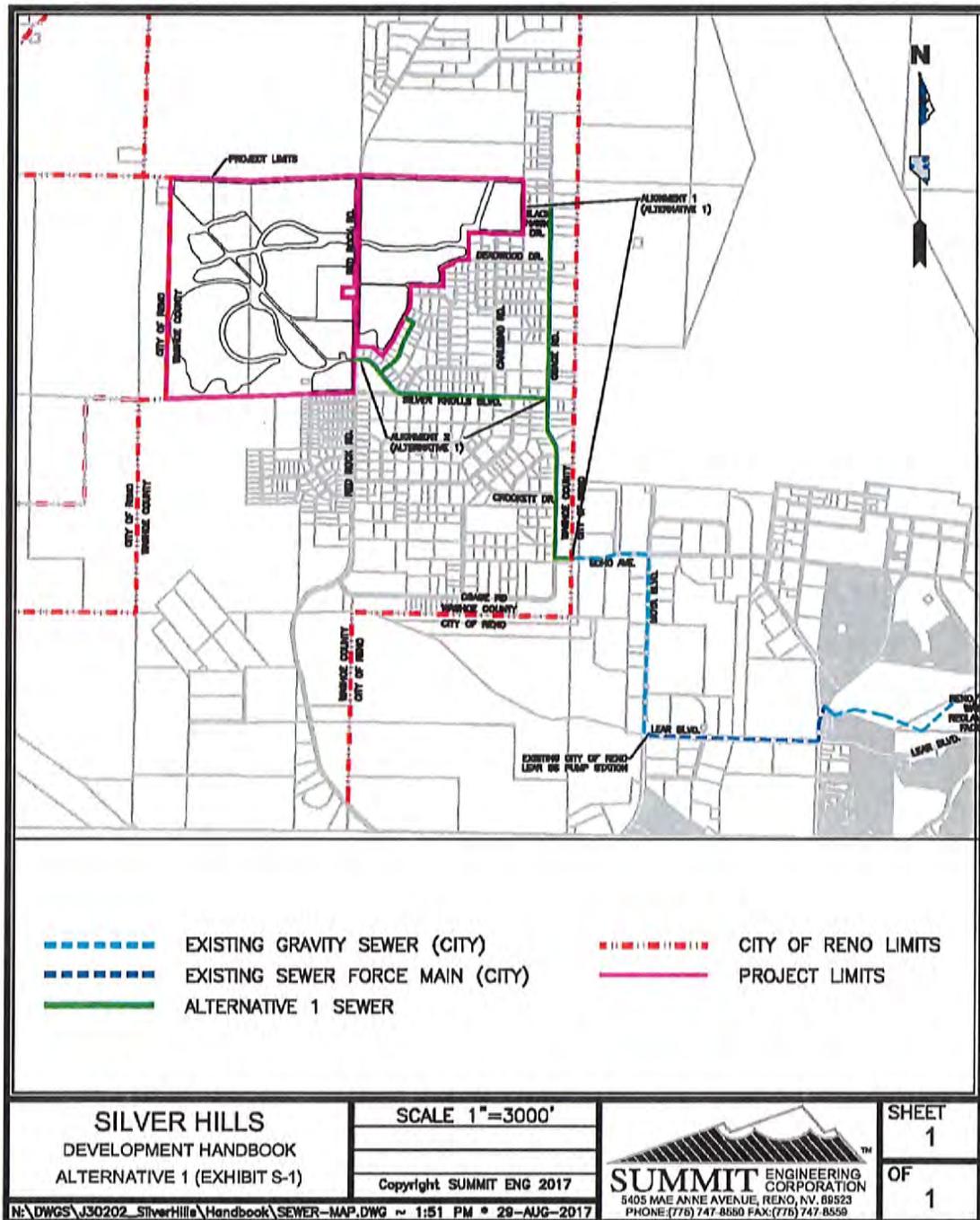


Figure 4-1 – Sewer Alternative 1

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

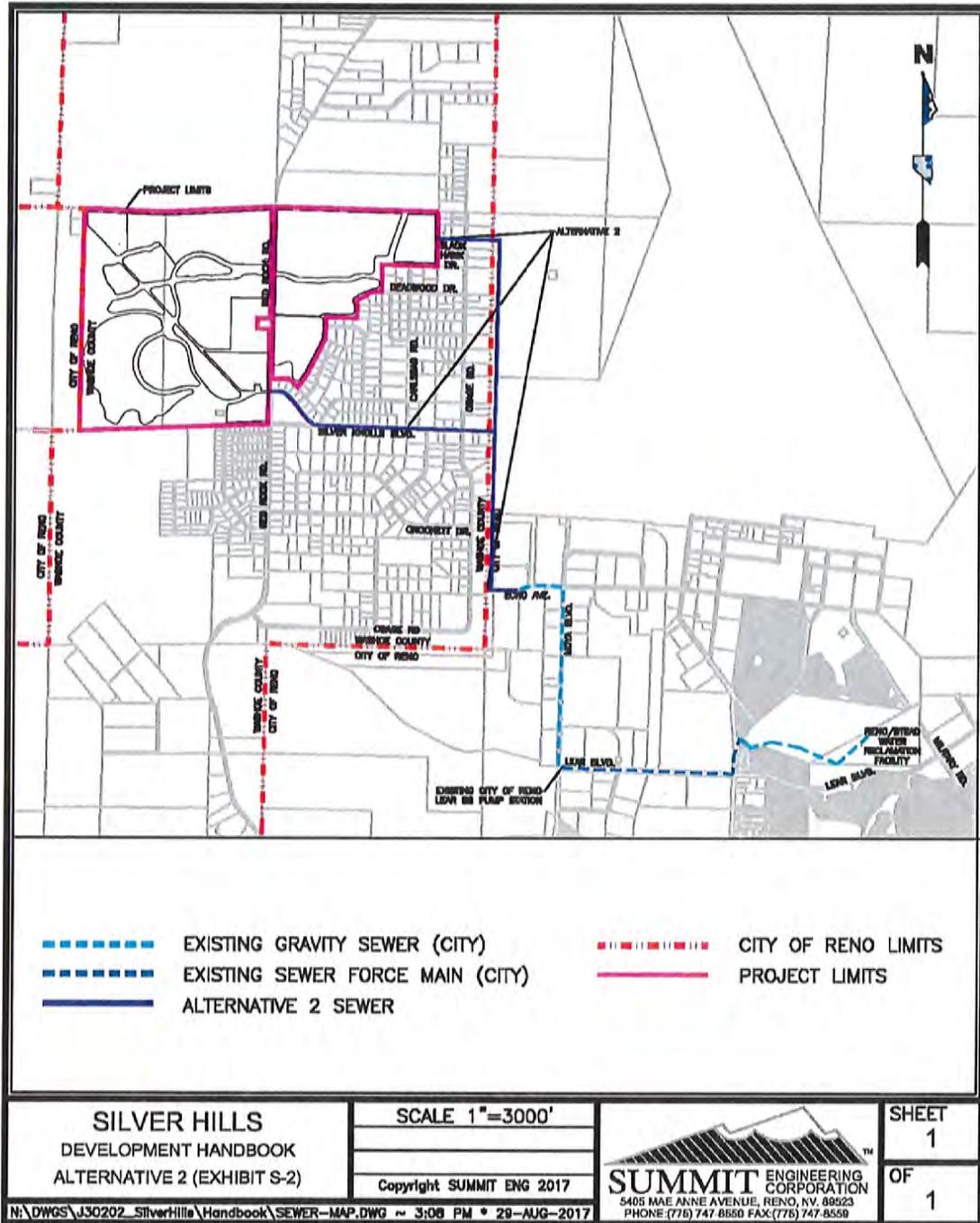


Figure 4-2 – Sewer Alternative 2

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

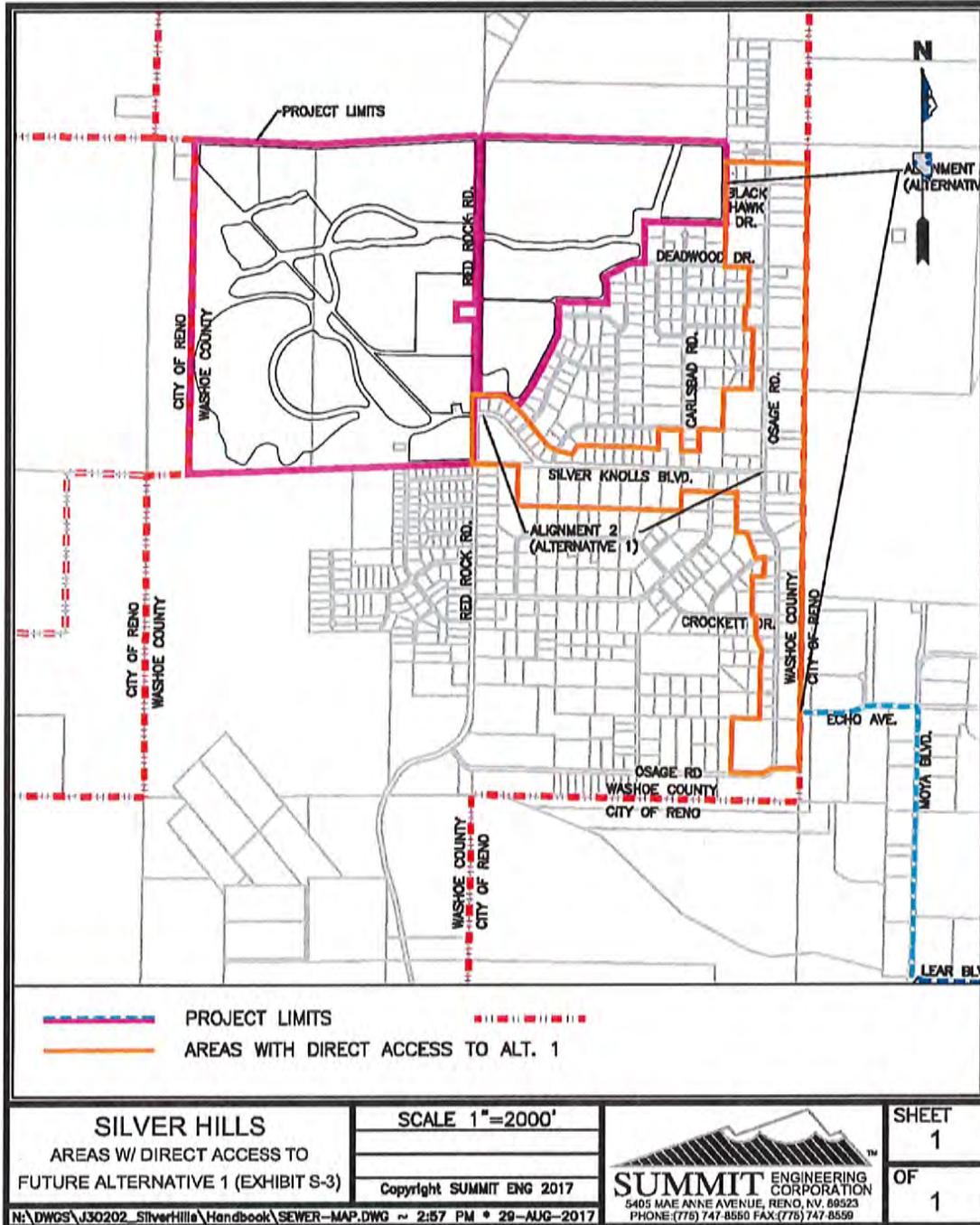


Figure 4-3 – Sewer Future Alternative 1

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 4.3.2 Water

The nearest existing water facilities to the project site is the Silver Knolls Water Company. There are existing Silver Knolls Water Company facilities within and adjacent to the project limits. However, the Silver Knolls Water Company is a small water system that is not capable of providing service to the Silver Hills project. The Silver Hills Development shall be annexed into the service territory of the Truckee Meadows Water Authority (TMWA) which currently exists to the southeast of the site. A TMWA Discovery will need to be prepared to provide service planning and an initial estimate of the required backbone water facilities necessary to provide service to the project.

In 2015, a TMWA discovery was prepared for a smaller project located on the same property. Although prepared for a different project, it is assumed for this purpose that many of the same requirements with oversizing will be necessary for the current proposal. The nearest TMWA facility to the site is a 12" diameter main located adjacent to the Army Aviation well to the east of the site within the confines of the Reno Stead Airport property (refer to Figure 4-4). From this location, a 3,500-foot main will need to be constructed to the boundary of the property.

An on-site booster pump station will need to be constructed in the northeastern portion of the site along the eastern boundary. From the booster station site and depending on the ultimate layout of the project, a parallel feeder main will need to be constructed to the northwest corner of the site.

A tank (or tanks) will be required and to obtain the elevation necessary will need to be located off-site. A suitable location for the tank (APN 556-120-07) is owned by the Developer and is adjacent to dedicated right of way. Naturally, due to terrain and the elevation of the tank, various pressure reducing stations will need to be incorporated into the ultimate design.

Water rights dedication will be required for the project, the amount of which cannot be anticipated at this time but will be one of the results of a future TMWA discovery application. The dedication rates will be based upon Rule 7 or a modification thereof when final demands are determined.

All improvements and plans are subject to the review and approval of the Washoe County Engineering and Capital Projects Division and Department of Water Resources.

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

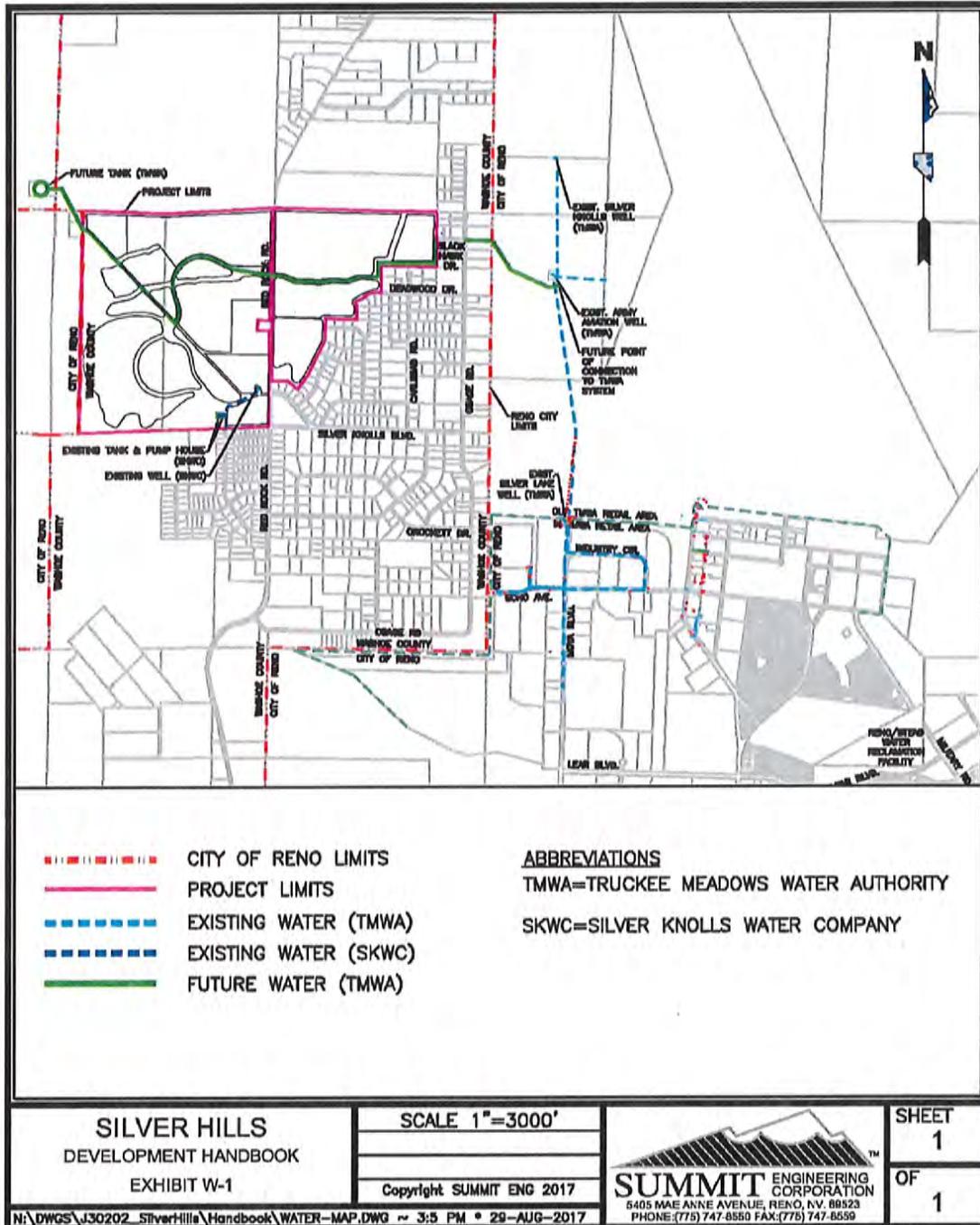


Figure 4-4 – Potable Water

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 4.3.3 Effluent

The Silver Hills Specific Plan area shall be allowed to utilize treated effluent for watering of common areas, parks, etc. Use of effluent shall be subject to applicable agreements with Washoe County, City of Reno, and the Truckee Meadows Water Authority.

At the time of adoption of this Specific Plan, infrastructure related to effluent use is not in place in the Red Rock/Silver Knolls area. Any use of effluent within the Silver Hills Specific Plan area shall be subject to separate agreements and/or improvements. This Specific Plan shall not limit or restrict the use of effluent for irrigation in any way. The Silver Hills project as well as various adjacent sites intend to use, at a minimum, all effluent generated on a yearly basis. The use of the effluent for allowed irrigation purposes is critical for the development of the parks, open space and Agrihood areas proposed as part of this plan. It is understood by all parties that effluent reuse is part and parcel to the development of a sustainable project. Not only will the use of the effluent reduce the need for storage in the existing surface water storage facilities (therefore reduce future flooding possibilities) but it will reduce the requirement for potable water sources for irrigation.

It must also be understood that the delivery of the effluent will be subject to the construction of a return flow pipeline to the vicinity of the site. Such a facility could very feasibly be constructed to remove excess effluent from the overtaxed storage facilities currently existing in the area. A proposal for a dam to the north of the Silver hills site has been discussed with City staff as a method to reduce flooding concerns currently existing.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 4.3.4 Storm Water Management

The Silver Hills Development will include the construction of an on-site storm drain system to collect and convey runoff in accordance with Washoe County standards. A trail system will be incorporated into the open space corridors to provide recreation opportunities and to provide pedestrian connectivity within the project and to the existing adjacent Silver Knolls Park (ref. Trail Plan). The open space corridors will also serve as storm water management areas including adequate area for both conveyance of offsite and on-site runoff through the site as well as adequate areas for both detention and retention to assure that a minimum of 125 percent of the increased stormwater from the site will be either retained or detained onsite thus lessening the current peak discharges at completion of construction.

When a specific phase of the project is being developed, it must incorporate any adjacent trails or open space as indicated on the trail plan which will necessarily include required storm drainage facilities.

The on-site storm drain system will include a combination of the following: drainage channels, detention or retention basin as required, culverts, catch basins, manholes, and pipes. The on-site storm drain system will be designed to maintain the rate of runoff leaving the site to a level that is at or below pre-development conditions.

The site in the pre-development condition, along with a larger watershed to the west of the site, drains in an easterly direction. There are various ephemeral drainages that cross through the project site that convey runoff in an easterly and southeasterly direction. There are no known existing seeps or springs within the limits of the project. Runoff from the Silver Hills Development, and other properties to the west and east of the project, is eventually discharged to Silver Lake. Storm water retention basins will be required in order to maintain runoff rates below pre-development rates. The project shall incorporate Low Impact Development (LID) design in accordance with Washoe County Development Code requirements, to the satisfaction of the Engineering and Capital Projects Division.

SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

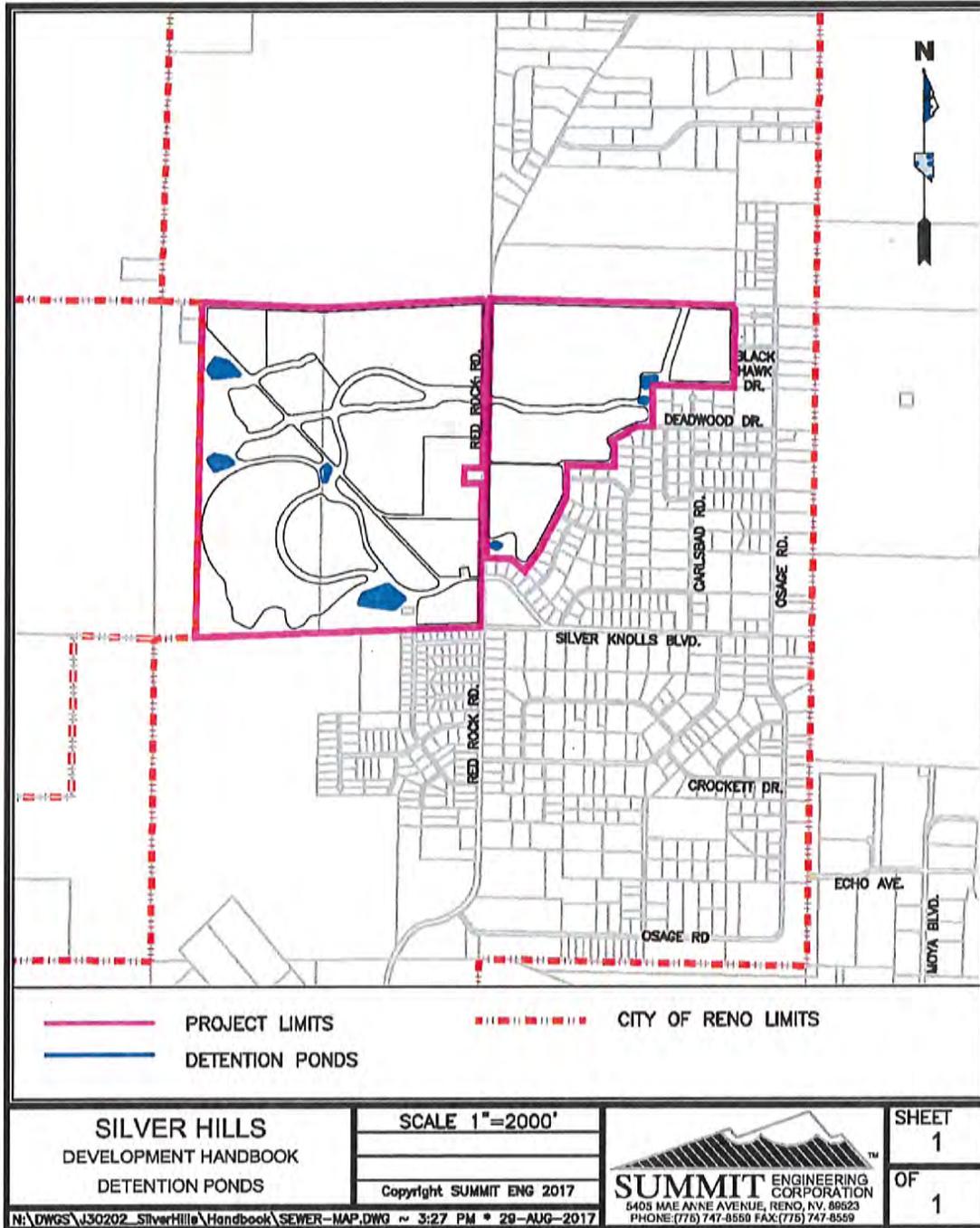


Figure 4-5 – Detention Pond Schematic

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 4.3.5 Roadways

Silver Hills will include a hierarchy of roadways including arterials (Red Rock Road), Collectors (Silver Hills Parkway), residential collectors, and local streets. Standards for arterials and residential collectors shall follow the adopted road sections specified in the Washoe County Development Code and Public Works Design Manual. Standards for Silver Hills Parkway (collector) are defined in Chapter 2. Similarly, individual builders within Silver Hills may choose to utilize standard Washoe County details for local roadways or utilize the modified standard detailed in Chapter 2.

Regional roadway improvements called out in the Silver Hills Traffic Impact Analysis dated September 15, 2017, along with conditions placed on improvements by the Washoe County Board of Commissioners shall be implemented per the recommendations and stipulations of those documents.

### 4.3.6 Natural Gas

As shown on the attached Figure 4-6, an existing 8" high pressure gas line currently traverses the entire portion of the site west of Red Rock Road. Although no application for service has been submitted to NV Energy because of the preliminary nature of the development, this line will be able to serve the first phases of the development. During the progression of the phased development, if the line must be upsized or somehow looped, it will be accomplished as required by the utility at that time.

### 4.3.7 Cable and Telephone

Telephone and cable services will be provided by AT&T. The main supply of the service will be from a fiber optic line which currently runs along Red Rock Road and also traverses the western portion of the project (refer to Figure 4-6). Based upon contact with Mr. Lyles of AT&T the following information was received:

*"We (AT&T) will have enough fiber capacity to serve this development, however everything beyond the intersection at Red Rock and Silver Knolls will require new infrastructure. How we go about building this will largely depend on what NVE has existing in the area, where their tie in point is, and how they intend to serve the new development."*

Extensions from the existing line which is currently in existence on the west side of Red Rock Road has always been anticipated and will be incorporated into the various phases of the development as they come on line.

Spectrum (Charter) also provides cable and television service within the region and may serve the Specific Plan area in addition to AT&T, allowing residents additional options.

# SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

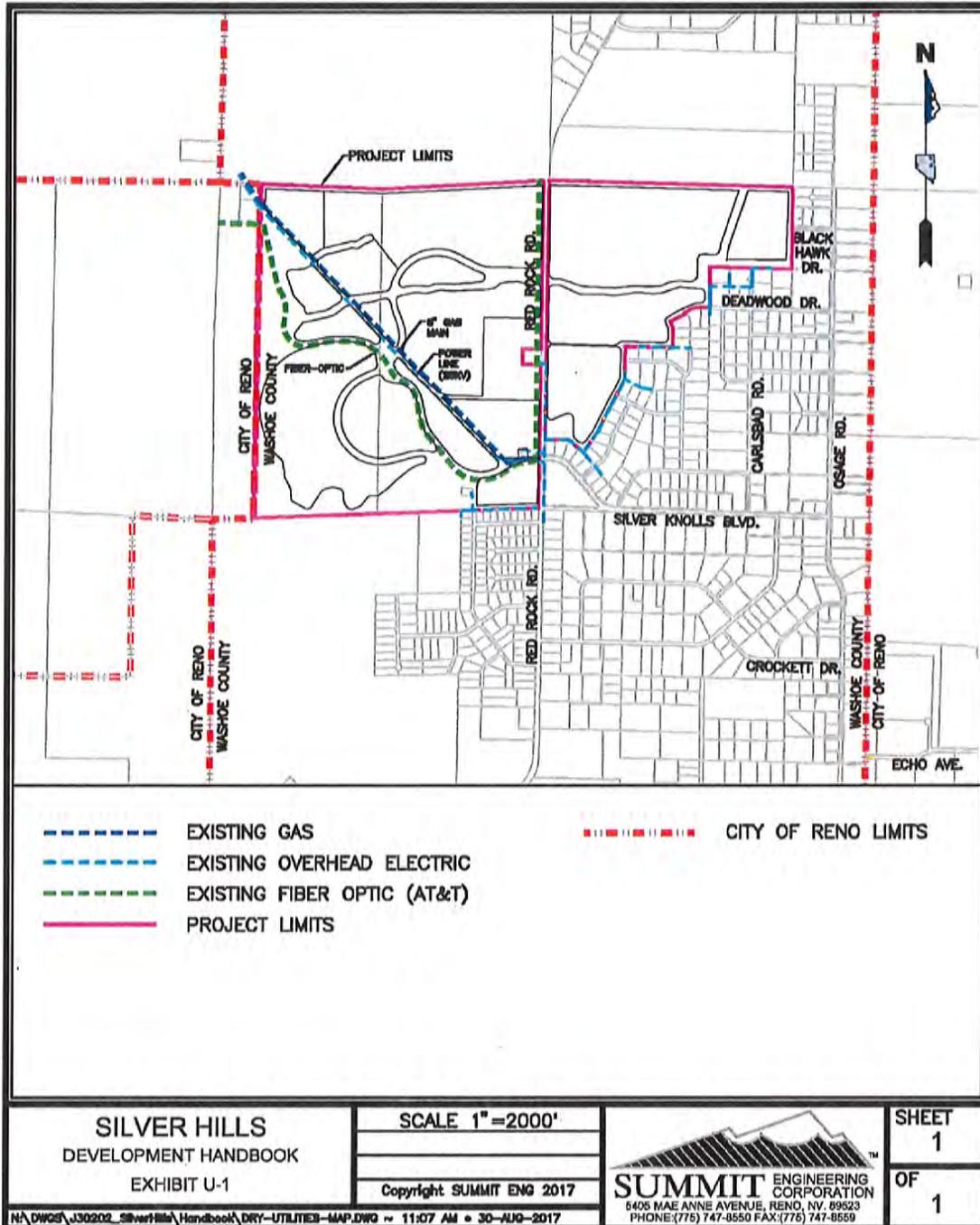


Figure 4-6 – Dry Utilities

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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### 4.3.8 Electric

As with other public utilities, no specific plan for electric utilities has been developed. An application for service must be submitted to NV Energy which has not been done. Numerous electrical facilities currently exist both on and surrounding the site as shown on the attached area layout from NV Energy

### 4.4 Site Grading

As shown on the attached slope map, the site is highly developable with over 90% of the total site having slopes between 0% and 15%. The majority of the areas with slopes over 30% are small pockets located along drainages which will be left as undeveloped open space. There will be no reason to attempt to develop the site outside the grading standards allowed in Washoe County Code 110.438.

Site grading plans for this phased development shall be provided with each Tentative Subdivision Map as required by Washoe County Code. All grading (in combination with landscaping) will be done to accommodate the unit types anticipated and, in a method, as sensitive as possible to the protection the resulting views from the surrounding areas.

### 4.5 Fire Protection

The Silver Hills Specific Plan area lies close to midway between two existing Truckee Meadows Fire Protection District stations; Cold Springs located at 3680 Diamond Peak Drive and Stead located at 10575 Silver Lake Drive. Additionally, there is an existing volunteer fire station located immediately adjacent and central to the Specific Plan area on the west side of Red Rock Road.

Current response times are consistent with TMFPD policy. Additionally, the Specific Plan dedicates 25 acres of Public Facility land use immediately adjacent to the current volunteer station on Red Rock Road. It is anticipated that up to 5 acres could be dedicated to Washoe County in order to transition the volunteer station to a full-time manned facility. Timing and demand for improvements to the Red Rock volunteer station is dependent on a variety of factors including the phasing of new development within Silver Hills as well as approved projects to the north and south. Therefore, the Master Developer shall work with TMFPD to determine if and when new improvements are required and shall enter into any agreements necessary as a supplement to this Development Standards Handbook.

TMFPD shall have reviewing authority over new development, including tentative maps within the Specific Plan Area. Therefore, if an individual project is not within a satisfactory emergency response time, TMFPD shall have the ability to condition supplemental mitigation measures such as fire sprinklers.

SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

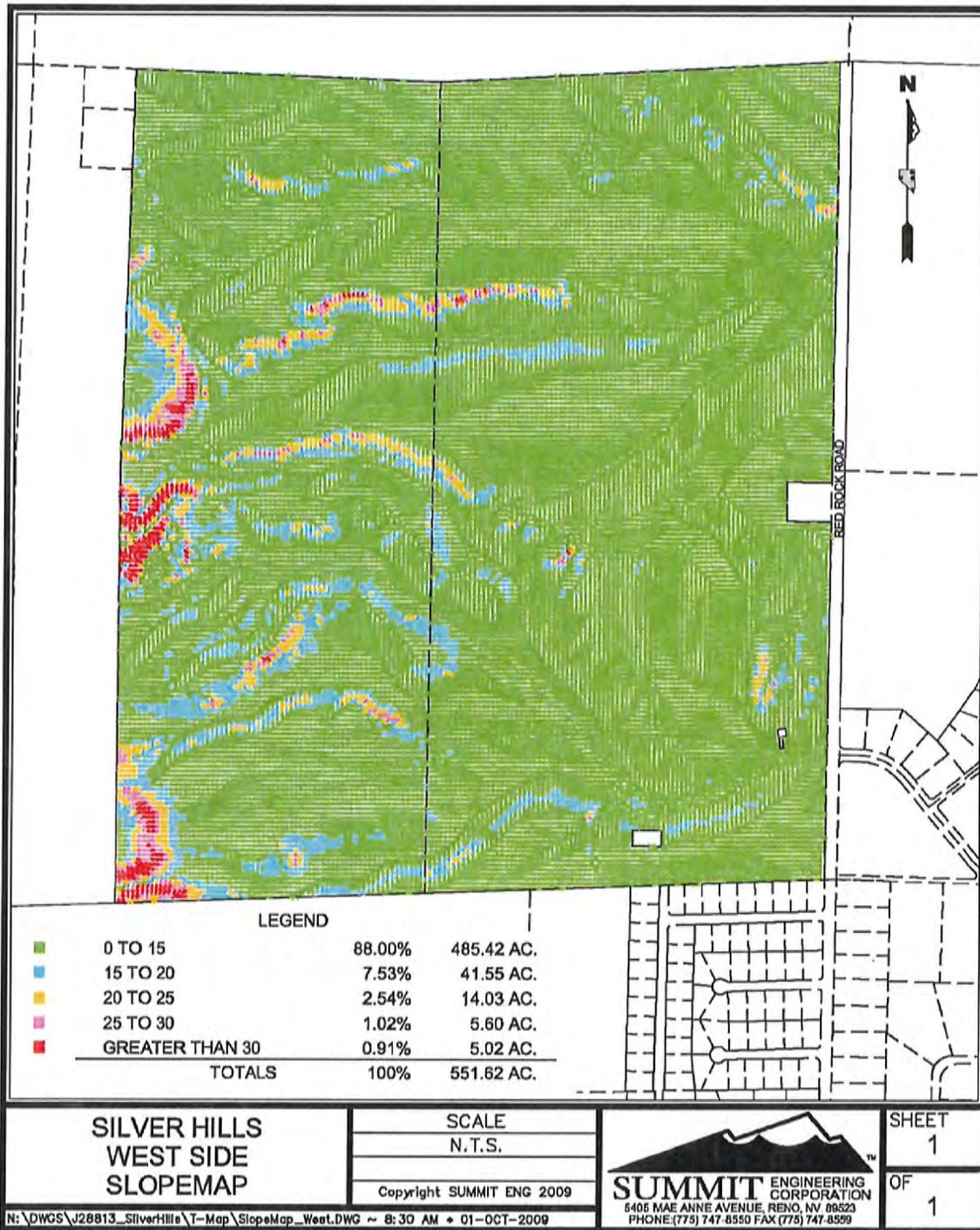


Figure 4-7 – West Side Slope Analysis

SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

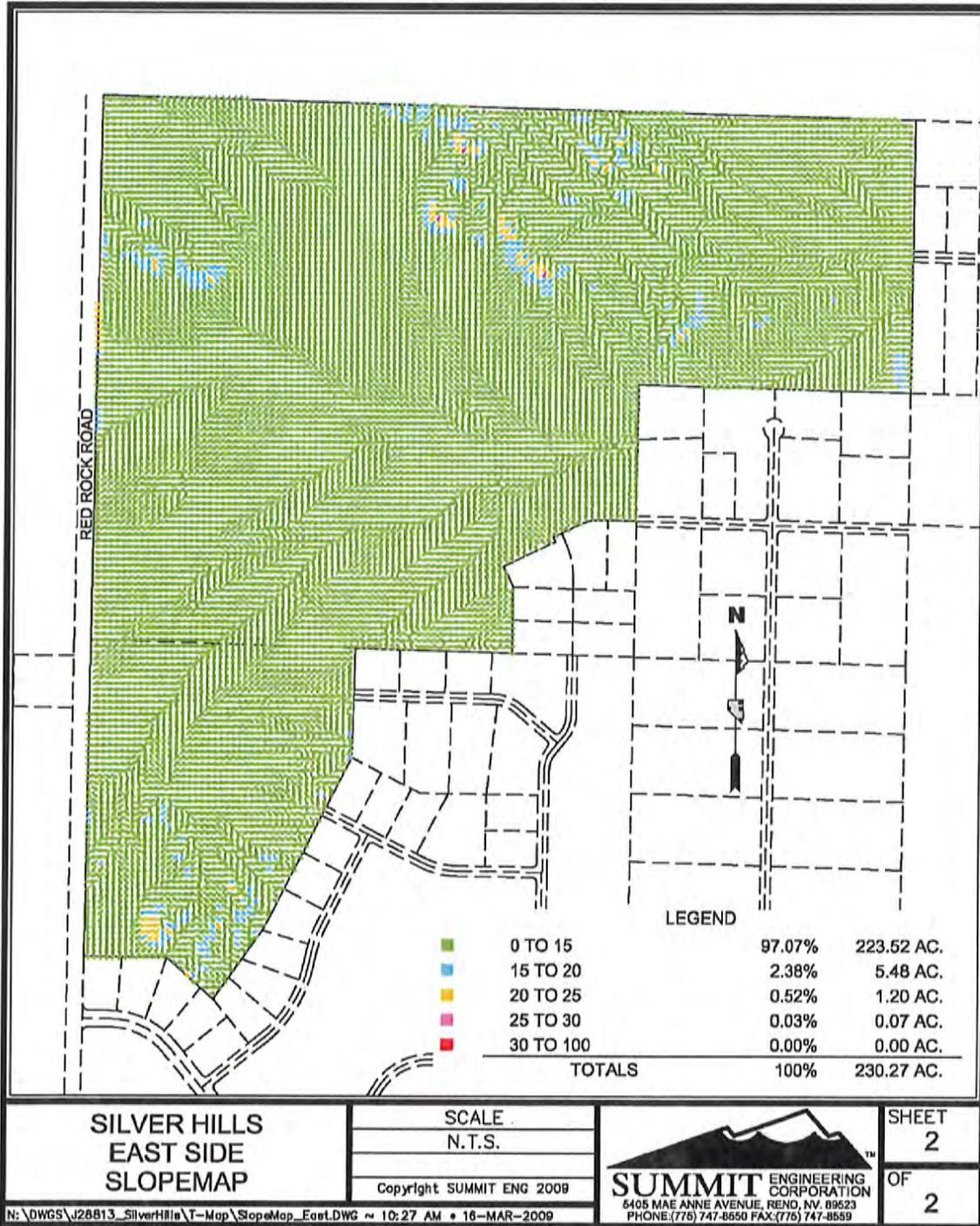


Figure 4-8 – East Side Slope Analysis

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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### **4.6 Police Protection**

The Washoe County Sheriff's Office provides police services in the area of Silver Hills. Existing patrols are already occurring within the area. As Silver Hills and the surrounding approved projects are constructed, it may be possible to co-locate a Sheriff substation within the Public Facility zone. This would have to be coordinated with other projects of regional significance in the area such as Evans Ranch, Stonegate, etc.

## **CHAPTER 5 – CONSTRUCTION, OPERATION, AND MAINTENANCE**

### **5.1 Clean Job Site**

As construction occurs within Silver Hills, individual developers/builders shall ensure that construction sites, including standing and storage areas, are maintained in a clean and orderly fashion. Any hazardous materials shall (i.e. gasoline, paints, etc.) shall be stored in proper OSHA approved containers and in accordance with all applicable County, State, and Federal standards/permits.

### **5.2 Protection of Vegetation During Construction**

Natural vegetation outside of the limits of grading for any given project within the Silver Hills Specific Plan area shall be protected from damage during construction. Any common or open space areas that are disturbed during construction (i.e. extension of utilities, construction access, etc.) shall be fully restored. This means open space areas will be revegetated with native vegetation and developed/improved common areas shall be returned to their prior (or better) level (i.e. landscaping, irrigation, etc.).

### **5.3 Temporary Protective Fencing**

Construction that is adjacent to any open space areas, areas of public activity (i.e. trails, parks, etc.) or adjacent to significant natural features shall be required to erect temporary protective fencing to ensure that these areas are not disturbed and that public safety is upheld.

### **5.4 Erosion Control Plan and Storm Water Pollution Prevention Plan (SWPPP)**

Per Washoe County Development Code and Nevada Division of Environmental Protection (NDEP) policy/regulation, all construction projects are required to have an Erosion Control Plan and Storm Water Pollution Prevention Plan (SWPPP) in place prior to all grading activities. The Erosion Control Plan(s) shall be reviewed and approved by the Washoe County Department of Planning and Building and the Washoe County District Health Department while, the SWPPP shall be approved by the NDEP. This standard applies for any and all land-disturbing activities that occur within the Specific Plan area.

### **5.5 Temporary Structures and Signs**

Temporary structures such as construction trailers, portable offices, temporary sales offices, etc. shall be reviewed by the Master Developer and/or the Design Review Committee as to their location, hours of operation, etc. To the extent possible, construction trailers shall be located away from public rights-of-way, trails, and active common areas. All temporary structures shall be removed within 30 days of the completion of work or issuance of final certificate of occupancy (as applicable).

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

Individual projects within Silver Hills shall be permitted two 32 square foot temporary project identification sign. The purpose of this sign is to identify the project and may include builder name, selling price, contact information, phasing announcements, financing source, etc. This sign may not replace the required project entry monument (refer to Chapter 2) and shall be removed concurrently with the sale of the final home within that particular neighborhood. All temporary signs shall be reviewed and approved by the Master Developer or the Silver Hills Design Review Committee.

Security fencing associated with temporary structures and construction is permitted. This includes the use of chain link and barbed wire fencing on a temporary basis. Fencing shall be limited to no more than 6 feet in height and shall be removed concurrently with the temporary structure.

### **5.6 Model Home Complexes**

Model Home Complexes shall comply with the following standards:

- The location of model home complexes and details regarding parking, lighting, landscaping, fencing, signing and hours of operation shall be reviewed and approved by Master Developer and the Washoe County Department of Planning and Building.
- Model home complexes/sales offices shall operate between the hours of 7:00 am to 6:00 pm, 7 days per week.
- Any temporary sales office and/or model home complex shall cease operation with the sale of the final home in the subdivision. Additionally, all temporary signs, etc. shall be removed concurrently.
- Accessible parking shall be provided per Washoe County Development Code standards for all model home complexes.
- Temporary parking lots, subject to ADA standards shall be permitted with new model home complexes and shall be removed concurrently with the sale of the final unit within the subdivision.
- Temporary open view fencing is permitted within the front yard setbacks of model home complexes and shall be removed with the sale of the final unit within the subdivision. Acceptable fencing includes wrought iron or split rail and shall not exceed 4 feet in height.
- Lighting for model home complexes may be provided for safety and security purposes and shall be approved by the Master Developer and/or the Design Review Committee. Temporary security lighting shall be removed with the sale of the final unit within the subdivision.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- Lighting of temporary parking lots, other than bollard lighting limited to 4 feet in height, shall be prohibited.
- Temporary flags and flag poles shall be permitted within model home complexes subject to review and approval of the Master Developer and/or Design Review Committee. All flags and flag poles shall be removed with the sale of the final unit within the subdivision.

### 5.7 Construction Yards and Hours

As construction commences within Silver Hills, construction yards will be necessary. A construction yard is a temporary area used for the storage of materials, supplies, tools, equipment, etc. The following requirements will apply to all projects within the Silver Hills Specific Plan area:

- Construction hours, including activity within construction yards, shall be limited to 7:00 am to 8:00 pm weekdays and 9:00 am to 6:00 pm on weekends.
- To the greatest extent possible, new construction yards shall be located away from existing residences.
- Construction yard location shall be reviewed and approved by the Master Developer and/or the Design Review Committee.
- Construction yards shall be subject to applicable Washoe County permits, including a Washoe County District Health Department dust control permit.
- Construction yards shall be removed and sites returned to a natural or developed state with issuance of the final certificate of occupancy within the subdivision(s) they serve.
- All construction yards shall be kept in a neat and orderly fashion. All materials, equipment, etc. shall be kept behind a 6-foot minimum fence. Acceptable fencing includes wood or chain link and may include barbed wire.
- Temporary pole lighting is permitted within construction yards for security purposes. All fixtures shall be shielded to ensure spill-over and glare does not occur on adjoining properties.
- An onsite resident may be permitted within temporary living quarters (modular unit or recreational vehicle) within active construction yards for security purposes.
- The project contractor shall be responsible for obtaining applicable permits and enforcement of these standards.

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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### **5.8 General Construction Standards**

- Construction hours shall be limited to 7:00 am to 8:00 pm weekdays and 9:00 am to 6:00 pm on weekends.
- Individual builders shall be responsible for obtaining all required permits such as dust control, SWPP, etc.
- Roadways within construction areas shall be kept free of debris such as scrap materials, nails, etc. and shall be swept on a regular basis.
- Adequate dumpsters shall be provided within construction areas to ensure debris does not spill over into streets or blow off-site.
- Builders shall designate to the Master Developer and Washoe County a project contact person responsible/authorized to correct problems regarding the project on a 24-hour/7 days a week basis.
- Fencing may be erected around construction sites on a temporary basis. This may include chain link at a maximum of 6-feet.
- The Master Developer and subsequent Homeowners Association(s) shall include the implantation of Best Management Practices to prevent the spread of noxious weeds during construction activities.

### **5.9 Common Area Maintenance**

Silver Hills will include a significant amount of common area and open space. This includes both private and public common areas. In general, private common areas will be located within individual subdivisions and may include neighborhood greens, private recreational amenities, private streets, etc. Public common areas include dedicated open space, trails, drainageways, utility corridors, etc.

#### **5.9.1 General Maintenance Standards**

- Concurrent with the approval of the first tentative map or development permit (i.e. road construction), the Master Developer shall submit a final Three-Year Maintenance Plan to the Washoe County Department of Planning and Building for review and approval. The plan shall fulfill the requirements of Section 110.442.35(2) of the Washoe County Development Code. The maintenance plans shall be reviewed and updated, as necessary, by the Washoe County Department of Planning and Building every 3 years.
- Prior to or concurrent with the issuance of the first building permit, the Master Developer shall demonstrate that a master homeowner's association has been formed and articles of incorporation are filed with the Nevada Secretary of State.

## SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS

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- The Silver Hills Homeowners Association shall be responsible for the ongoing maintenance of all public common areas within the Specific Plan Area. This includes vegetation, preservation of watersheds, debris and litter removal, trail maintenance, maintenance of community signs and amenities, landscape maintenance, maintaining public access where applicable, noxious weed abatement, etc.
- The Silver Hills Homeowners Association shall be responsible for the permanent maintenance of public common/open spaces.
- As an alternative to a Homeowner's Association, an alternative legal instrument may be formed to provide for the ongoing permanent maintenance of common/open space areas and community amenities. Acceptable instruments include a Landscape Maintenance Association (LMA) or Landscape Maintenance District (LMD) subject to the approval of the Master Developer and Washoe County.
- The Silver Hills Homeowner's Association or any subsequent entity charged with the task of maintenance shall comply with the regulations set forth in NRS 278A.120 through 278A.190.
- Except for dedicated public parks within the Specific Plan area, Washoe County shall not be responsible for common or open space areas within Silver Hills.
- The Master Developer and subsequent Homeowners Association(s) shall include the implantation of Best Management Practices to prevent the spread of noxious weeds during construction activities.

### 5.9.2 Private Open Space and Common Areas

- Private Open Space and common areas such as neighborhood greens, private streets, etc. shall be maintained by a sub-homeowner's association specific to an individual neighborhood.
- Sub-homeowner's associations must comply with all applicable rules and regulations, including any adopted covenants, conditions, and restrictions (CC&R's), included within the Specific Plan and shall require approval from the Master Developer and Washoe County.
- The Silver Hills Homeowners Association may choose to maintain private common areas through an agreement with a sub-HOA or individual builder. This shall be subject to approval of the Master Developer and/or Silver Hills Homeowners Association Board of Directors.
- The Master Developer and subsequent Homeowners Association(s) shall include the implantation of Best Management Practices to prevent the spread of noxious weeds during construction activities.

## **SILVER HILLS – SPECIFIC PLAN DEVELOPMENT STANDARDS**

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### **5.9.3 Agrihood Farms and Facilities**

- Agrihood facilities (i.e. orchards, barns, greenhouses, etc.) and common areas shall be maintained by the master homeowner's association.
- As an alternative to a typical homeowner's association, Silver Hills may incorporate its own advisory board that will oversee agrihood operations and maintenance.
- The Master Developer and subsequent Homeowners Association(s) shall include the implantation of Best Management Practices to prevent the spread of noxious weeds during construction activities.

Exhibit Y

Master Plan Amendment Case Number WMPA17-0010

And

Regulatory Zone Amendment Case Number WRZA17-0005

Silver Hills



**WASHOE COUNTY**  
**COMMUNITY SERVICES DEPARTMENT**  
 Engineering and Capital Projects

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**INTEROFFICE MEMORANDUM**

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**DATE:** June 27, 2019

**TO:** Roger Pelham, Planning and Building Division

**FROM:** Leo R. Vesely, P.E., Engineering and Capitol Projects Division

**SUBJECT:** **WMPA17-0010 and WRZA17-0005**  
**APN 086-203-05, 086-232-31, 087-390-10 & 13**  
**SILVER HILLS MPA & RZA**

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The Silver Hills Specific Plan Development Standards Handbook (Handbook) has been revised not to propose changes to sections of the Development Code (Code) that are administered by the Engineering and Capital Projects Division. Instead, any desired modification to standards shall be proposed and reviewed at the tentative map stage of the entitlement process.

Please note that the Silver Hills Traffic analysis will need to be updated to reflect the proposed development of Silver Hills East that was not addressed in the Silver Hills Traffic analysis submitted with this application. The updated traffic analysis will need to be incorporated in future tentative map applications.

Also, an inter-local agreement between Washoe County and the City of Reno for sanitary sewer service will be required.

As revised, we see no significant CSD-Engineering (public works and utility) service impacts.

LRV/lrv



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## MEMORANDUM

WASHOE COUNTY REGIONAL PARKS AND OPEN SPACE  
PLANNING DIVISION



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**TO:** Roger Pelham, Senior Planner

**FROM:** Sophia Kirschenman, Park Planner

**DATE:** June 25, 2019

**SUBJECT:** Master Plan Amendment Case Number WMPA17-0010 (Silver Hills) and Regulatory Zone Amendment Case Number WRZA17-0005 (Silver Hills)

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Washoe County Regional Parks and Open Space (Parks) has reviewed a memo sent by the Rubicon Design Group (the "Consultant") on June 17, 2019 along with the updated Design Standards Handbook (Handbook) addressing Parks staff's initial comments (dated June 3, 2019) related to proposed Master Plan Amendment WMPA17-0010 and Regulatory Zone Amendment WRZA17-0005. The applicant has addressed many of Parks' initial concerns, but several outstanding issues remain and this memo will serve to identify those items. Below, please find the Consultant's response to Parks' initial comments in italics, and a discussion of the remaining issue following in regular type:

1. *Your initial comments raised concern about increased density on the west side of Silver Hills. As we discussed, gross density on the west side is limited to 3 dwelling units per acre. It is planned to cluster units in order to provide a more diverse offering of single family unit types. However, it has always been the intent to cluster more intense use including smaller lots and commercial uses central to the project site. The concept is to "feather" density with the most intense development occurring within the Silver Hills loop road. Please refer to page 2-2 of the updated Design Standards Handbook which explains how lower intensity development will occur around the periphery of the project. This is in addition to the planned open space, buffering, and lot matching. Furthermore, we have added a standard within the Supplemental Use Standards that clearly restricts any neighborhood commercial uses to within the ring road. Based on our conversation, I believe this addressed your concerns raised in in paragraph 2 of your June 3, 2019 review letter.*
  - a. Pages 2-2 and 2-3 of the updated Handbook support the description provided above. However, the current Handbook provides a high degree of flexibility. While the intent may be to "feather" density with most intense development occurring within the Silver Hills loop road, the Silver Hills Land Use Plan (Figure 1-2) shows that an overall gross density of three dwelling units per acre is permitted throughout Silver Hills West, including areas directly adjacent to public lands and open space. Parks staff recommends updating Figure 2-1 to clearly define where higher densities are allowed and where lower densities will be required to ensure that any resource pressures on the surrounding public lands are minimized.
2. *Comments 4 and 5 – Handbook standards have been updated to reflect the use of Green Book standards. This includes the incorporation of 6-foot pedestrian path along the east side of Red Rock Road.*

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## MEMORANDUM

WASHOE COUNTY REGIONAL PARKS AND OPEN SPACE



PLANNING DIVISION

- a. Section 2.4.2 of the updated Handbook describes the inclusion of 5-foot bike lanes and 5-foot pedestrian paths. Again, this is inconsistent with the Washoe County Green Book Standards and must be updated.
3. *Comment 6 – "Pedestrians" have been defined as individuals and non-motorized forms of transportation per your comment under "a." Furthermore, the Trails section of the handbook and associated tables are updated to reflect Green Book standards. Lastly, figure references have been updated per your comment 6c.*
  - a. The intent of Parks' original comment regarding "pedestrians" and "pedestrian trails" was to determine whether 5' or 6' wide lanes would be appropriate. Given that the Consultant is defining "pedestrian" as any individual using a non-motorized form of transportation, including equestrian use, it seems as though the applicant is referring to "pedestrian trails" as multi-use trails. Thus, 6' wide trails are required throughout. The handbook must be updated to reflect this requirement and ensure consistency with the Washoe County Green Book Standards.

In addition to the concerns identified above, Section 2.7.1 of the updated Handbook states that park facilities will be constructed by the Master Developer and will be reimbursed with Residential Construction Tax (RCT) funds. While the use of RCT funds is certainly an option as the proposed facilities are consistent with the Washoe County Parks Master Plan, the use of RCT funds is not guaranteed. In order to use RCT funds, the developer would need to enter into an agreement with Washoe County. Parks requires that this section be updated to say that park facilities may be reimbursed with RCT funds collected by Washoe County, pursuant to a future agreement established between Washoe County and the Master Developer.