



Planning Commission Staff Report

Meeting Date: September 1, 2015

Subject: Master Plan Amendment Case Number MPA15-001 and
Regulatory Zone Amendment Case Number RZA15-001

Applicant: Garret Leahey & Company, Inc.

Property Owner: Washoe Ability Resource Center

Agenda Item Number: 8B

Summary: (1) To amend Policy SUN.1.3 within the Sun Valley Area Plan to allow the Medium Density Urban (MDU) Regulatory Zone within the Sun Valley Suburban Character Management Area; (2) To change the Master Plan Category on one ±10 acre parcel to Urban Residential (UR); and (3) To change the Regulatory Zone Designation on the same ±10 acre parcel to Medium Density Urban (MDU).

Recommendation: Approve, recommend adoption, and authorize Chair to sign the attached resolutions

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Description

Master Plan Amendment Case Number MPA15-001 and Regulatory Zone Amendment Case Number RZA15-001 – Hearing, discussion, and possible action:

- (1) To adopt by resolution an amendment to Sun Valley Area Plan Policy SUN.1.3 to allow the Medium Density Urban (MDU) Regulatory Zone (up to 21 dwelling units per acre) in the Sun Valley Suburban Character Management Area;
- (2) To adopt by resolution an amendment to the Sun Valley Master Plan Map, changing the Master Plan Category from Suburban Residential (SR) to Urban Residential (UR) on the subject parcel addressed as 5100 W. First Avenue, Sun Valley (APN: 085-820-31); and
- (3) Subject to final approval of the associated master plan changes, to approve a resolution recommending an amendment to the Sun Valley Regulatory Zone Map,

changing the regulatory zone designation from Public/Semi-Public Facilities (PSP) to Medium Density Urban (MDU) on the subject parcel addressed as 5100 W. First Avenue, Sun Valley (APN: 085-820-31).

To reflect changes requested within this application and to maintain currency of general area plan data, administrative changes to the Sun Valley Area Plan are proposed. These administrative changes include a revised map series with updated parcel base and updated applicable text, and other matters properly relating thereto without prejudice to the final dispensation of the proposed amendments.

- Applicant: Garret Leahey & Company, Inc.
- Property Owner: Washoe Ability Resource Center
- Location: 5100 W. First Avenue, Sun Valley; across the street to the east of Lois Allen Elementary School; at the intersection of W. First Avenue and McGuffey Road.

- Assessor's Parcel No: 085-820-31
- Parcel Size: ± 9.9 acres
- Existing Master Plan Category: Suburban Rural (SR)
- Proposed Master Plan Category: Urban Residential (UR)
- Existing Regulatory Zone: Public/Semi-Public (PSP)
- Proposed Regulatory Zone: Medium Density Urban (MDU)
- Area Plan: Sun Valley
- Citizen Advisory Board: Sun Valley (Inactive)
- Development Code: Article 820, *Amendment of Master Plan*
Article 821, *Amendment of Regulatory Zone*

- Commission District: 3 – Commissioner Jung
- Section/Township/Range: Section 19, T20N, R20E, MDM,
Washoe County, NV

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Explanation of a Master Plan Amendment

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

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

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

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

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

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

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

When making a recommendation to the Washoe County Commission, the Planning Commission must make at least three of the findings as set forth in Section 110.820.15, Review Procedures, of the Washoe County Development Code, unless a military installation is required to be noticed, then a finding of fact pursuant to subsection 6 of Section 110.820.15 is also required. If there are findings contained in the Area Plan in which the subject property is located, then the Planning Commission must make all of these findings in addition to the above-referenced findings. The Planning Commission adopts a Master Plan Amendment by resolution approved by a vote of two thirds of the total membership of the Planning Commission. The adopted Master Plan Amendment is then certified and recommended by the Planning Commission to the Board of County Commissioners. By a simple majority vote, the Board of County Commissioners may, after a public hearing, adopt such parts of the Master Plan Amendments as may practicably be applied to the development of the County. The Board of County Commissioners must affirm, modify or reverse the findings of the Planning Commission. If the Board of County Commissioners desires to change or add to an amendment adopted by the Planning Commission, it must refer the change or addition to the Planning Commission for a report.

After adoption by the Washoe County Commission, as described in Chapter 278 of the Nevada Revised Statutes (NRS), a Master Plan Amendment must be found in conformance with the Truckee Meadows Regional Plan. The purpose of the Regional Plan is to provide a collaborative structure that will serve the Truckee Meadows well into the future. Four modules within the Regional Plan focus goals and policies on the coordination of master planning in Washoe County as it relates to land use, infrastructure provision, resource management, and plan implementation.

Explanation of a Regulatory Zone Amendment

The following explains a Regulatory Zone Amendment, including its purpose, and the review and evaluation process involved.

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

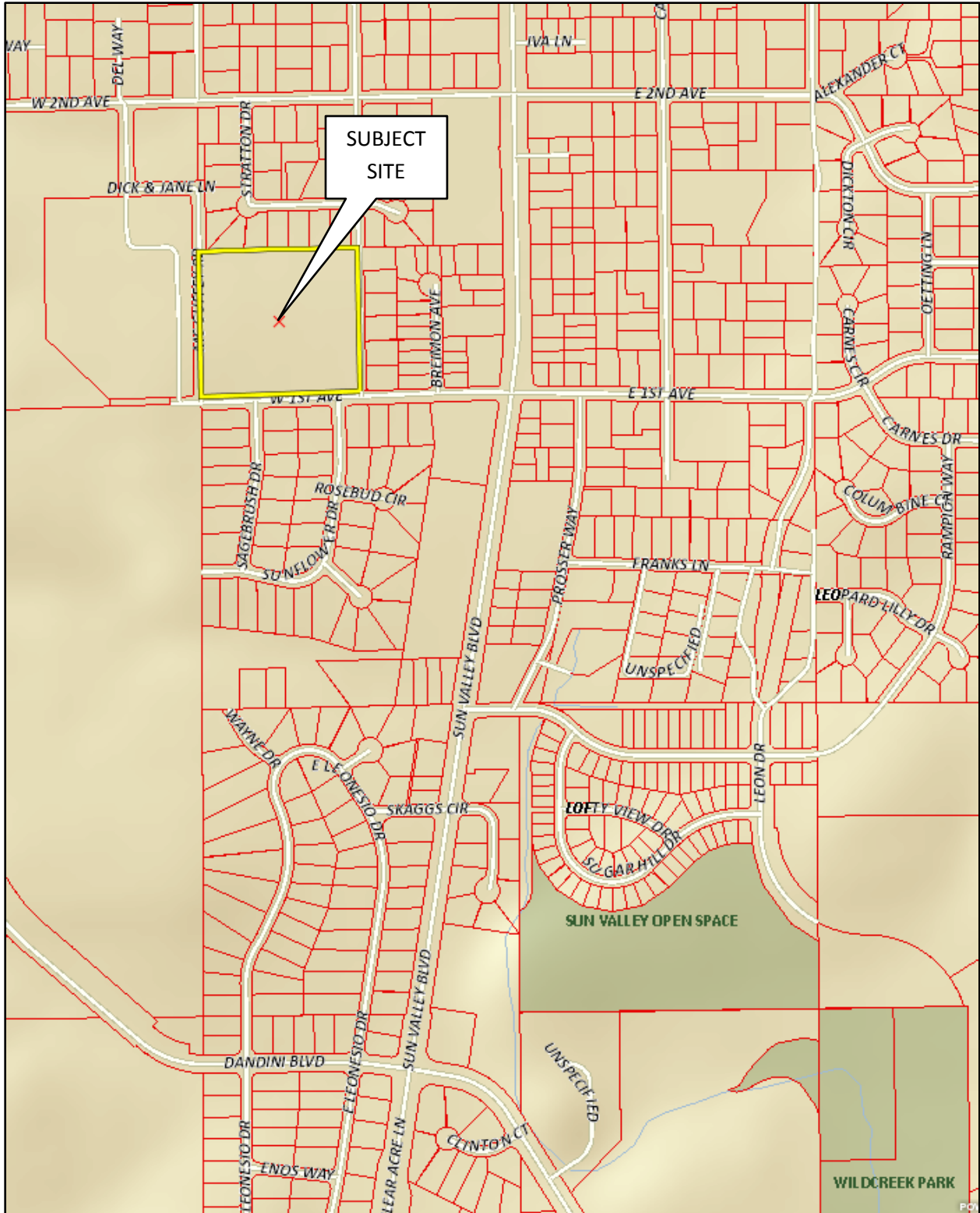
Regulatory Zones are designed to implement and be consistent with the Master Plan by ensuring that the stability and character of the community will be preserved for those who live and work in the unincorporated areas of the County. A Regulatory Zone cannot be changed if it conflicts with the objectives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

Evaluation of the proposed Regulatory Zone Amendment involves review for compliance with countywide policies found in Volume One of the Washoe County Master Plan and applicable

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

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

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



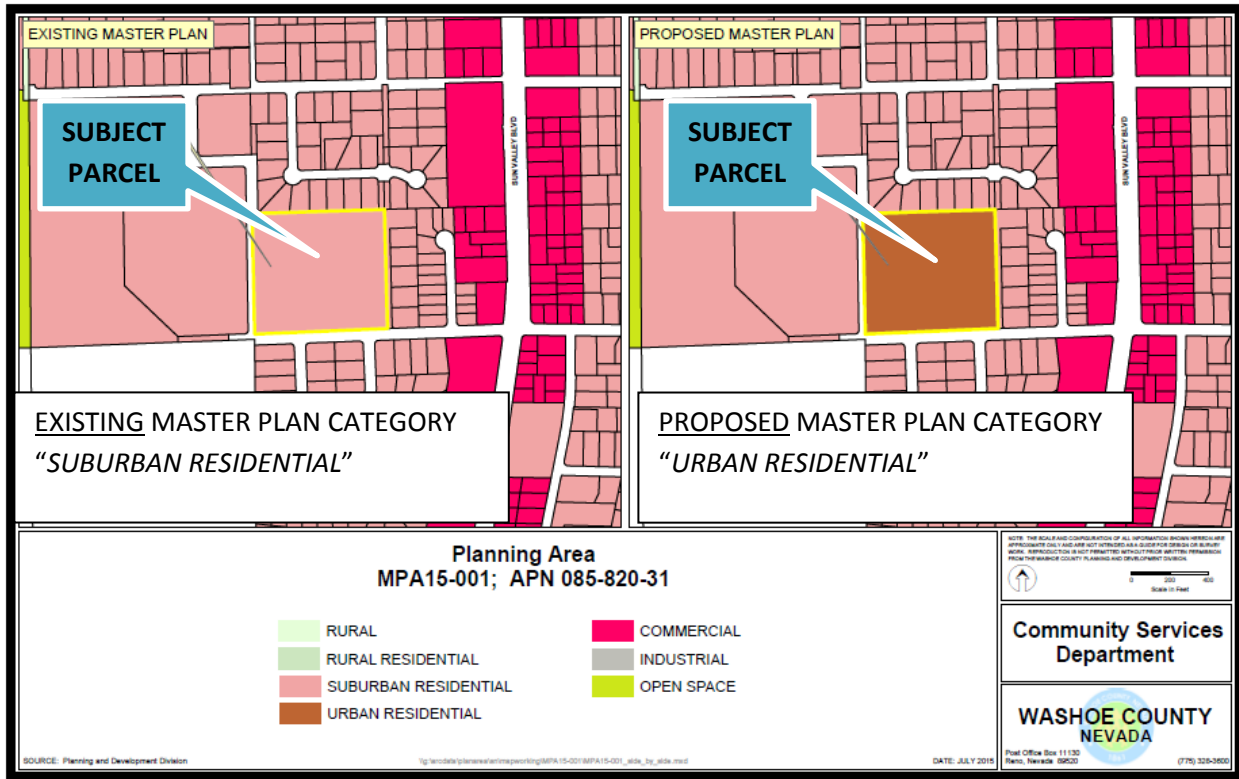
Vicinity Map

Proposed text amendment for Sun Valley Area Plan Policy SUN.1.3

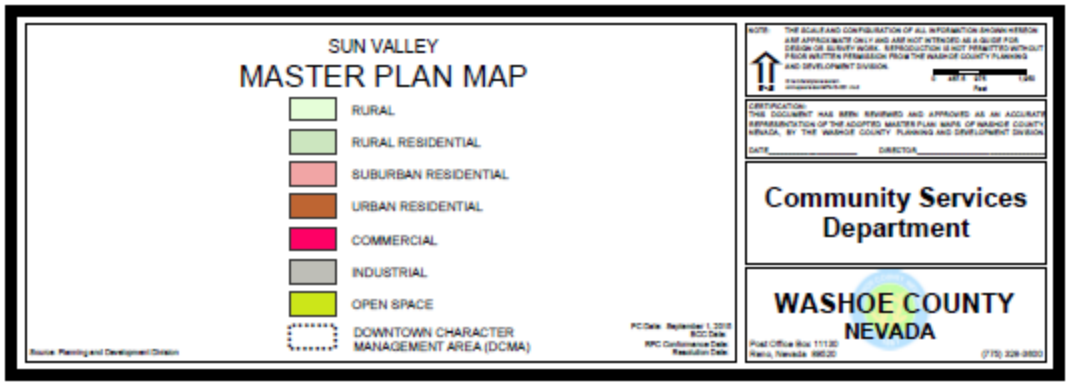
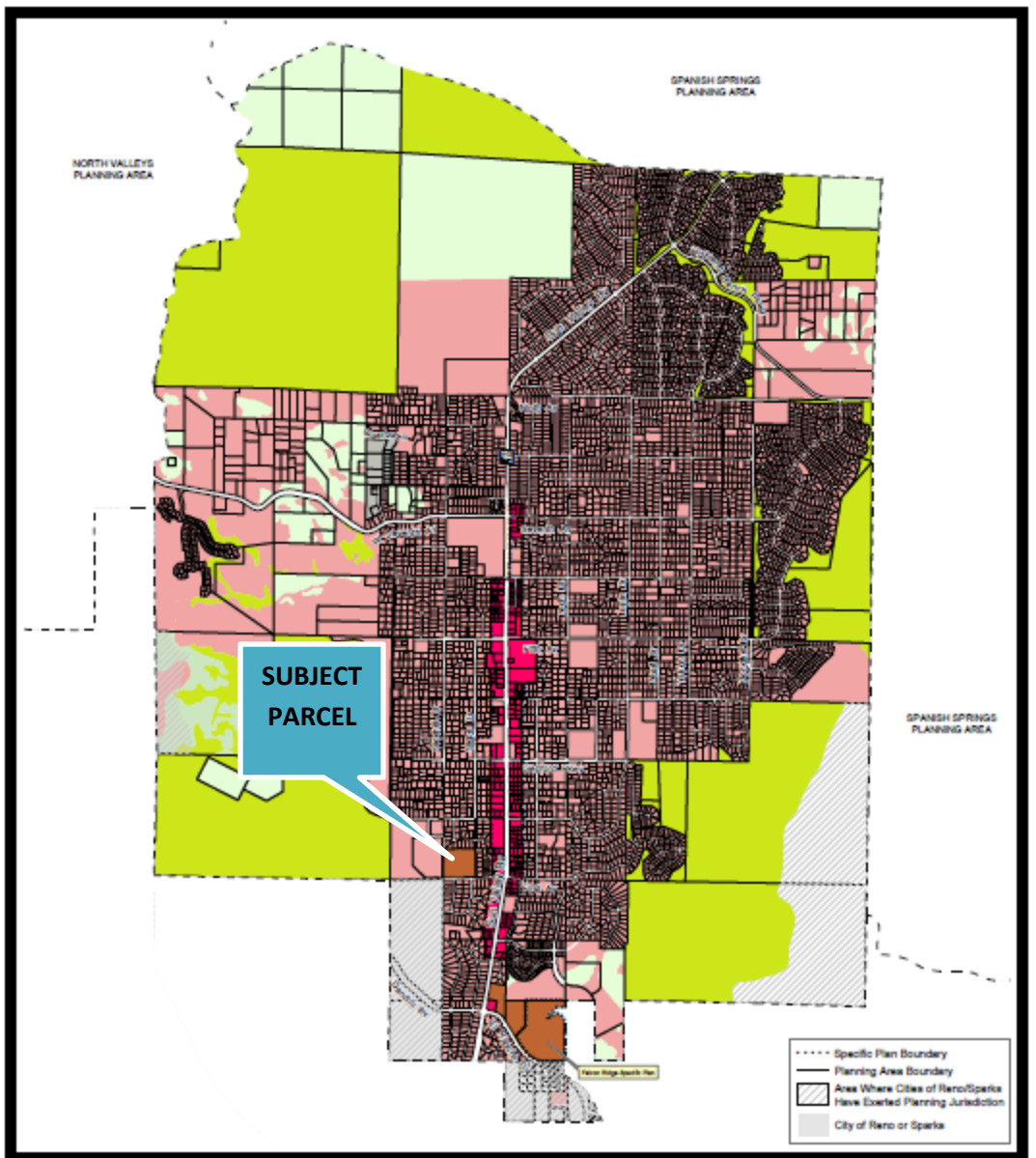
The proposed text amendment to Sun Valley Area Plan Policy SUN.1.3., a part of the Washoe County Master Plan, is provided below. Medium Density Urban has been added as Item “e” (bolded for clarification purposes) to the list of Regulatory Zones that would be allowed in the Sun Valley Suburban Character Management Area.

SUN.1.3 The following Regulatory Zones are permitted within the Sun Valley Suburban Character Management Area:

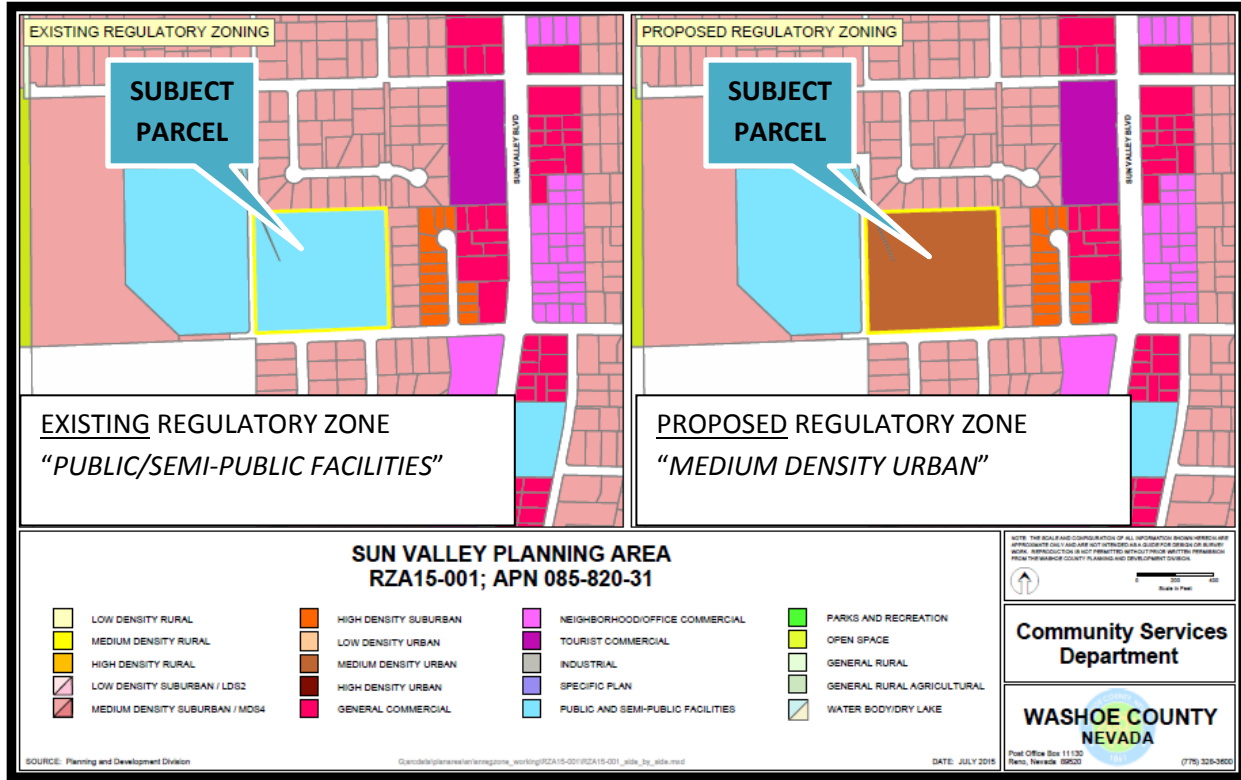
- a. High Density Rural (HDR – One unit per 2.5 acres).*
- b. Low Density Suburban (LDS – One unit per acre).*
- c. Medium Density Suburban (MDS – Three units per acre).*
- d. High Density Suburban (HDS – Seven units per acre).*
- e. **Medium Density Urban (MDU – Twenty-one units per acre).***
- f. Neighborhood Commercial/Office (NC).*
- g. General Commercial (GC).*
- h. Industrial (I).*
- i. Public/Semi-Public Facilities (PSP).*
- j. Parks and Recreation (PR).*
- k. General Rural (GR).*
- l. Open Space (OS).*



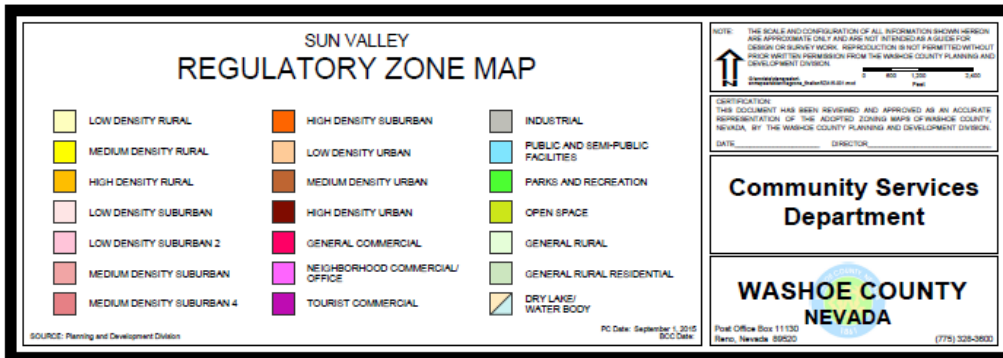
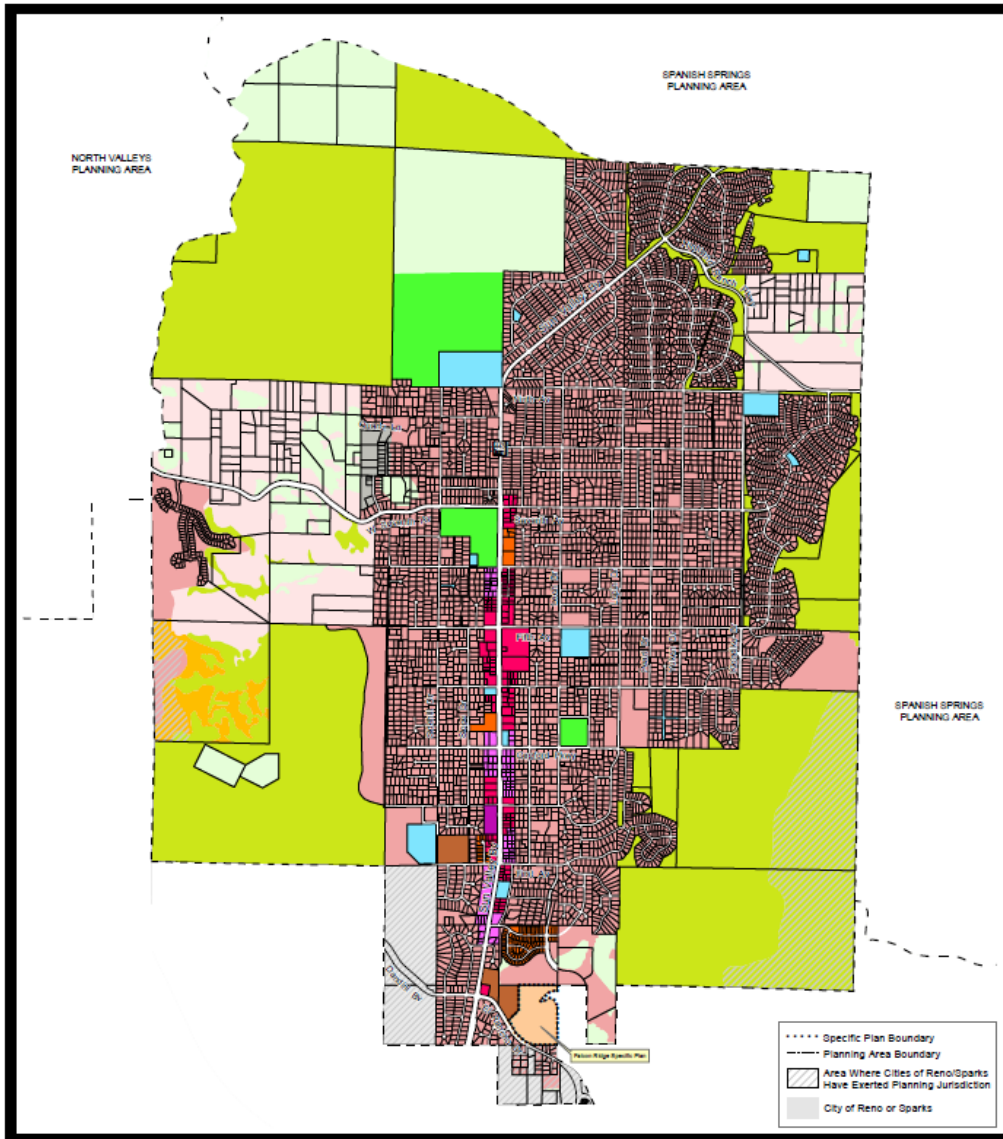
Existing and Proposed Master Plan Categories on Subject Parcel



Proposed Sun Valley Master Plan Map



Existing and Proposed Regulatory Zones on Subject Parcel



Proposed Sun Valley Regulatory Zone Map

Analysis

The subject ±10 acre parcel is located in the Sun Valley Suburban Character Management Area (SCMA). The parcel currently has a Master Plan Category of Suburban Residential (SR) and a Regulatory Zone of Public/Semi-Public Facilities (PSP). The applicant is requesting that the Master Plan Category on the subject parcel be amended to Urban Residential (UR) and the Regulatory Zone be amended to Medium Density Urban (MDU) in order to develop an apartment complex (multi-family use-type). The MDU regulatory zone allows 21 units per acre, which would result in a maximum potential of a 207 unit multi-family apartment complex on the subject ±10 acre parcel. In order for the Master Plan category and the Regulatory Zone to be changed, an amendment to Policy SUN.1.3 of the Sun Valley Area Plan (a part of the Washoe County Master Plan) is required to allow the Medium Density Urban regulatory zone (MDU) in the SCMA. Currently, Policy SUN.1.3 of the Sun Valley Area Plan limits the highest residential density in the SCMA to seven units per acre, which is allowed in the High Density Suburban (HDS), regulatory zone.

The Sun Valley Character Statement in the Sun Valley Area Plan identifies the SCMA as a designated area for growth. The Washoe County Master Plan states that the Urban Residential Master Plan Category is intended to incorporate municipal services, make use of transit services and be in areas near schools and parks. The subject parcel is surrounded by development and is considered as an infill parcel. It is about one tenth of a mile from an RTC bus route on Sun Valley Boulevard and is surrounded by existing water and sewer lines provided and maintained by the Sun Valley General Improvement District (SVGID), and is across the street from Lois Allen Elementary School.

Compatibility

The subject property is located within the SCMA, which is the designated growth area for Sun Valley. The subject parcel is immediately surrounded on three sides (north, south and east) by parcels with Medium Density Suburban (MDS) zoning and to the west is Lois Allen Elementary School, which is designated with Public/Semi-Public Facilities (PSP) zoning. *Table 3: Land Use Compatibility Matrix* of the *Land Use and Transportation Element* within the Washoe County Master Plan identifies the proposed regulatory zone of Medium Density Urban (MDU) as having a “Medium” compatibility rating with both the MDS Regulatory Zone and with the PSP Regulatory Zone. Approximately 170 feet to the east of the subject parcel are 15 parcels designated with High Density Suburban (HDS) zoning, which has a “High” compatibility rating with the proposed MDU regulatory zone.

Services and Facilities

Water and Sewer: Development on the subject parcel addressed as 5100 W. First Avenue will be served by SVGID for water and sewer services. SVGID advised staff that they do not need a Feasibility Study related to future development (see SVGID’s comments in Attachment F).

Storm Drainage: Any impacts created by the development of the subject parcel must comply with generally applicable codes at the time that development takes place.

Washoe County Schools: The Washoe County School District (WCSD) stated that most schools in the District will be experiencing enrollment increases in the upcoming school year as a result of high residential growth in Washoe County. The subject parcel is zoned for Allen

Elementary, Traner Middle, and Hugh High Schools. The WCSD stated Allen Elementary and Traner Middle Schools are two of the schools in the District facing increasing enrollment pressures, as each school is very close to full capacity, and both will exceed full capacity with additional students anticipated from future development. In the event of an over-capacity situation at any school in the District, the primary option available to the WCSD is to bus students to the nearest school with available capacity. The WCSD's comments, in their entirety, are included with this staff report as Attachment F.

Traffic: According to the submitted traffic impact study (Attachment G) dated June 26, 2015, the proposed amendment will result in an increase in traffic to the site which will be reviewed and evaluated upon development of the site. The study states that no additional mitigation is necessitated by the proposed amendments. The Washoe County Traffic Engineer commented that the submitted traffic study states that the level of service at the intersection of W. First Avenue and Sun Valley Boulevard is within the level of service standards of Washoe County and the Regional Transportation Commission (RTC). RTC stated that their agency would like to review the site plan when development is proposed. The Nevada Division of Transportation (NDOT) stated that they have no comments at this time. Comments from the Washoe County Traffic Engineer, RTC and NDOT are included in their entirety as Attachment F.

Fire Protection: The Truckee Meadows Fire Protection District (TMFPD) provides emergency and fire protection services for the Sun Valley area. The TMFPD stated that with the available staffing and resources currently in place, they are almost at capacity for calls for service at the Sun Valley fire station. The TMFPD stated that the density allowed in MDU zoning at 21 units per acre will create stress on the TMFPD to provide services in the Sun Valley area. The TMFPD station is located approximately 1.5 miles to the north of the subject parcel on the southwest corner of Quartz Lane and Sun Valley Boulevard. TMFPD's comments are included in this staff report as Attachment F.

Washoe County Master Plan

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

HOUSING ELEMENT – Volume One of the Washoe County Master Plan

Goal One: Remove regulatory barriers to increase the availability of affordable and workforce housing for all

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.

Policy 1.5: Encourage development at higher densities where appropriate.

Program 1.5: The County will utilize its higher density zoning designations to allow for the most efficient use of land that has infrastructure in place or where the installation of infrastructure is planned. The County will consider installing minimum density requirements in mixed-use and/or high density areas.

Staff Comment: (Policies 1.1, 1.5 and Program 1.5): With unprecedented growth projected for the region, the proposed amendments will allow more flexibility in housing opportunities, specifically for those who cannot afford to buy a home. The subject parcel has infrastructure available with the Sun Valley General Improvement District (SVGID) being the providers for water and sewer.

Goal Two: Preserve and rehabilitate existing affordable and workforce housing.

Policy 2.1: Encourage neighborhood revitalization in existing areas through housing rehabilitation for both renter- and owner-occupied units with special attention on the Sun Valley region.

Staff Comment: This is an infill parcel and future development would revitalize the surrounding residential neighborhood. With the proposed Master Plan and Regulatory Zone amendments, an apartment complex could be developed on the subject parcel with a maximum potential density of 207 new renter occupied units in the Sun Valley area.

Goal Three: Provide Developer Incentives.

Policy 3.4: Promote affordable and workforce housing in secondary transit-oriented development (TOD) corridors.

Policy 3.5: Promote development of affordable housing near services, transportation routes, schools, jobs, and child care by establishing mixed-use districts and higher density areas.

Staff Comment: (Policies 3.4 and 3.5): Adopting the proposed amendments would support high density housing close to an RTC bus route. The subject parcel addressed as 5100 W. First Avenue is close to Sun Valley Boulevard, which offers some commercial services, is zoned for Allen Elementary, Traner Middle, and Hugh High Schools, and is in a neighborhood that has existing water and sewer services.

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

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

LUT.1.1 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).

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

Staff Comment (LUT.1.1 and LUT.1.4): The subject site is a ± 10 acre parcel located in the Sun Valley SCMA (a designated area for growth) which would offer urban development densities if the proposed amendments are adopted. The proposal will allow more apartments to be included in the Sun Valley area, helping to fill a housing shortage in a growing community. About one-quarter of a mile to the south within the SCMA is a parcel with MDU zoning that is developed with an 83 unit apartment complex (per Washoe County Assessor's Office). The subject site is within walking distance (one-tenth of a mile) of Sun Valley Boulevard, which is within the Sun

Valley Downtown Character Management Area and has commercial businesses and an RTC bus route.

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

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).

Staff Comment: The proposed amendments would be consistent with responsible growth within a SCMA, and at a time when housing is needed in the Truckee Meadows Region due to anticipated growth in the region.

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

Staff Comment: The proposed amendments will support an increase in housing on a vacant parcel in a SCMA that has existing infrastructure in place.

LUT.3.4 Strengthen existing neighborhoods and promote infill development.

- a. Identify and assist in revitalizing older maturing neighborhoods to ensure their long-term stability.
- b. Promote commercial revitalization.
- c. Capital Improvements Program (CIP) expenditures should be directed to infrastructure development in existing areas with inadequate services.
- d. Promote funding resources such as the Nevada Brownfields Program to redevelop properties.
- e. Create density bonuses and other innovative development tools to encourage infill in targeted areas.

Staff Comment: The subject ± 10 acre site is an infill parcel in a residential neighborhood. The future development of an apartment complex would strengthen the existing residential neighborhood which has existing infrastructure, public transportation, public schools, and nearby commercial services.

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

Staff Comment: The proposed amendments are essential for investment in a neighborhood that is designated for growth because it is in the SCMA, and where an undeveloped ± 10 acre parcel sits surrounded by water and sewer infrastructure, and is close to public transit and the downtown commercial corridor along Sun Valley Boulevard.

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.

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

Staff Comment (LUT.4.1, LUT.4.3): The proposed amendments would support a higher density residential development in a neighborhood in the Sun Valley SCMA consisting of existing single family dwellings in a designated growth area. This type of infill development would offer more affordable housing choices in the Sun Valley planning area.

Goal Five: Development occurs where infrastructure is available.

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

Staff Comment: The subject parcel would be infill development. Existing water and sewer services are provided by the Sun Valley General Improvement District (SVGID). The existing neighborhood is served by Truckee Meadows Fire Protection District, Washoe County School District, and the Washoe County Sheriff's Office. These public agencies and others reviewed the amendment requests and voiced no objection to the proposal. The Truckee Meadows Fire Protection District stated they are close to capacity now with their current level of staffing in Sun Valley, and the School District stated that with the increase in residential growth in the County, many of the schools in the District are at or near capacity, including Allen Elementary and Traner Middle Schools. Meeting the ongoing growth management challenge in a growing and dynamic community is an issue for many public agencies.

Community Design

Goal Seventeen: Future plans should begin to move away from traditional codes and begin to create and implement form-based codes and other sustainable design practices.

LUT.17.3 A variety of dwelling units such as houses, townhouses, and apartments are all encouraged.

Staff Comment: The proposed amendments would supplement existing apartments located on the corner of El Rancho Drive and Sun Valley Boulevard, by allowing for another apartment complex, which would provide more diverse housing opportunities in the Sun Valley Suburban Character Management Area.

Goal Eighteen: Suburban communities and neighborhoods, through design, will provide a safe and healthy environment.

LUT.18.5 Promote the development of walkable communities that meet the daily needs of their residents and reduce the need for automobile trips.

Staff Comment: The subject parcel is within walking distance of an RTC bus route and Sun Valley Boulevard, which is within the Downtown Character Management Area; an area designated for mixed uses of office, commercial and multi-family residential land uses.

Goal Twenty-One: The design of communities and neighborhoods creates a strong sense of place.

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

Staff Comment: The proposed amendments will allow future development with a potential maximum density of 207 apartment units in the SCMA, which is a designated growth area. The neighborhood within the SCMA will not be degraded by such development. About one-quarter of a mile to the south within the SCMA is a parcel with MDU zoning that is developed with an 83 unit apartment complex (per Washoe County Assessor's Office).

Goal Twenty-Three: Development respects natural constraints and available resources.

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

Staff Comment: The Sun Valley Area Plan Development Suitability Map identifies the subject parcel as most suitable for development.

Sun Valley Area Plan

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

Land Use

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

SUN.1.3 The following Regulatory Zones are permitted within the Sun Valley Suburban Character Management Area:

- a. High Density Rural (HDR – One unit per 2.5 acres).
- b. Low Density Suburban (LDS – One unit per acre).
- c. Medium Density Suburban (MDS – Three units per acre).
- d. High Density Suburban (HDS – Seven units per acre).
- e. Neighborhood Commercial/Office (NC).
- f. General Commercial (GC).
- g. Industrial (I).

- h. Public/Semi-Public Facilities (PSP).
- i. Parks and Recreation (PR).
- j. General Rural (GR).
- k. Open Space (OS).

Staff Comment: The applicant is requesting an amendment to this policy to allow Medium Density Urban zoning (MDU - 21 units per acre) in the Suburban Character Management Area, which is a designated growth area in Sun Valley. Currently, the maximum residential density allowed in the Suburban Character Management Area is seven units per acre in High Density Suburban zoning.

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

Staff Comment: The required Plan Maintenance findings are listed and discussed later in this report.

SUN.1.12 Prior to any approval of proposed land use intensification that will result in existing school facilities exceeding design capacity and which may compromise the Washoe County School District's ability to implement the neighborhood school philosophy for elementary facilities, the school district will identify improvements in their capital improvements plan or school rezoning plan that will enable the District to absorb the additional enrollment. The Washoe County Planning Commission, upon request of the Washoe County School District Board of Trustees, may waive this finding.

Staff Comment: The Washoe County School District (WCSD) states that due to an increase in residential growth in Washoe County, many of the schools in the District are at or near enrollment capacity. Two of those schools which are facing increasing enrollment pressures are Allen Elementary and Traner Middle Schools. Both of these schools are close to full capacity, and both will exceed full capacity with additional students anticipated from future development. It is projected that a future 207 unit apartment complex would likely generate 17 new elementary school students and 8 new middle school students, resulting in both Allen Elementary and Traner Middle Schools to be in over-capacity situations. Looking at numbers from the 2014-15 school year, Hug High School still has some room for additional students; however, those numbers will be updated after the official 2015-16 student count. The WCSD states that in the event of an over-capacity situation at any school, the primary option available to the District is to send students to the nearest school(s) with available seats, which would entail busing students to one or more schools throughout the District. WCSD comments can be found in Attachment F.

Transportation

Goal Two: The regional and local transportation system in the Sun Valley planning area will be a safe, efficient, multi-modal system providing significant connections to the greater region, and access to commercial services,

public lands and public services available in the community. The system will contribute to the preservation and implementation of the community character as described in the Sun Valley Vision and Character Statement.

SUN.2.1 Level of Service “C” or above is the desired level for all regional roads in the Sun Valley planning area.

Staff Comment: Table 2 (Page 6 of submitted traffic impact study – Attachment G) in the submitted Traffic Report identifies the existing “Intersection Level of Service” at Sun Valley Boulevard and First Avenue as “B” in both the AM and in the PM. Table 5 of the Traffic Report identifies the “Plus Project Level of Service” as “C” in the AM and “B” in the PM. The Washoe County Traffic Engineer stated in a comment that the level of service meets the standards of Washoe County and the RTC.

Truckee Meadows Regional Plan

Master Plan Amendments are required to be reviewed and approved by the Truckee Meadows Regional Planning Agency (TMRPA) for compliance with the 2012 Truckee Meadows Regional Plan. The following goals and policies of the Regional Plan are applicable to the subject application.

GOAL 1.1 Between 2007 and 2030, at least 99% of the region’s population growth and 99% of the region’s jobs growth will be located in the Truckee Meadows Service Area (TMSA).

Staff Comment: The subject site is within the TMSA.

Policy 1.1.8 The Regional Plan defines the Development Constraints Area (DCA) as an overlay upon the Truckee Meadows Service Areas and the Rural Development Area (see Map 3). The Development Constraints Area consists of playas, jurisdictional water/wetland in accordance with Section 404 of the Clean Water Act, designated FEMA floodway areas within the floodplain Zone AE floodways, 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 acre in size will not be included in the Development Constraints Area. The Development Constraints Area 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.

Staff Comment: The subject site is not identified as a Development Constraints Area.

Goal 1.2 Local governments and affected entity master plans, facilities plans, and other similar plans will provide for the necessary resources, services, and infrastructure to support the density summarized in Table 1.2.1 of the Regional Plan.

Staff Comment: See “Staff Comment” under Policy 1.2.1 below.

GOAL 1.3 Unincorporated Washoe County within the TMSA will support Module #1 by providing a development pattern that includes a range of residential densities appropriate to the location and typified by medium density, and shall include appropriate neighborhood or local serving retail uses, and employment opportunities designed to reduce trips, enhance housing affordability and promote jobs-housing balance.

Policy 1.3.2 To conform with the Regional Plan, the Washoe County master plan must support and reinforce Goals 1.1 and 1.2 and related policies of the Regional Plan and provide housing and location options within the region.

Detached single-family residential development within the unincorporated TMSA may occur at up to five units per acre to support compatibility with adjacent communities, transit usage and trip reduction goals, and to support employment centers and jobs-housing balance.

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.

For purposes of complying with this policy, density transfers are allowed from usable passive open space and are not allowed from any of the following areas:

- 1) non-residential, mixed-use and public facility properties;
- 2) property in the Development Constraints Area;
- 3) property outside the Truckee Meadows Service Areas;
- 4) existing golf courses;
- 5) existing parks; and,
- 6) existing regional street and rail right-of-way.

Staff Comment: If adopted, the requested amendments would include MDU zoning within the SCMA of the Sun Valley Area Plan, and specifically would allow MDU zoning on the ±10 acre parcel addressed as 5100 W. First Avenue. The subject parcel is within the TMSA, which meets Goal 1.1 of the Regional Plan, and it is an infill parcel that has existing resources, infrastructure and commercial services, which meets Goal 1.2 of the Regional Plan. The location of the subject parcel is appropriate to support affordability and transit goals. The subject parcel is about one-tenth of a mile from an RTC bus route on Sun Valley Boulevard. Future development of the subject parcel with a potential maximum density of 21 units per acre would offer apartment housing for those who are not able to or interested in participating in the housing market, which is rapidly increasing due to residential growth in the area. This policy is silent regarding the densities allowed for multi-family residential development and given that the subject site is close to mass transit, is surrounded by existing sewer and water infrastructure, is within the TMSA, and will add to the housing inventory in a growing region, the proposed Master Plan Amendment meets the intent of the overall Truckee Meadows Regional Plan.

The Character and Vision Statement of the Sun Valley Area Plan states, “The SCMA and the DCMA will be the designated growth areas in Sun Valley.” The designation of MDU zoning on

the subject parcel and allowing MDU zoning within the SCMA would not be out of character for the SCMA. About one-quarter of a mile to the south of the subject parcel (southeast corner of Sun Valley Boulevard and El Rancho Drive) is a ±4.5 acre parcel (APN: 035-170-01) within the SCMA that is designated with MDU zoning, and it is developed with an 83 unit apartment complex (per WC Assessor's records). This 83 unit apartment complex was approved in January 1995 before the Sun Valley Area Plan had "Character Management Areas" and corresponding goals and policies.

Policy 3.5.1 To be in conformance with the Regional Plan, the master plans, facilities plans, and other similar plans of local governments and affected entities must ensure that necessary public facilities and services to support new development are or will be available and adequate, based on adopted levels of services (LOS) at the time the impacts of new development occur.

Staff Comment: *The Sun Valley General Improvement District (SVGID) is the provider for water and sewer services in the subject area. SVGID stated that any additional water rights required for the development shall be dedicated to SVGID. SVGID does not require a feasibility study. SVGID stated that an analysis of a proposed project and its potential impacts at the development stage are sufficient. At the permit review, SVGID will require a hydraulic model analysis relative to municipal water and sewer. If there are adverse impacts, the applicant will be required to work with the SVGID on infrastructure improvements. The Truckee Meadows Fire Protection District (TMFPD) is the provider for fire and emergency services. The TMFPD has a fire station to the north of the subject parcel, located at the corner of Quartz Lane and Sun Valley Boulevard. A traffic impact study dated June 26, 2015 is based on a future project consisting of 207 apartment units on the subject ±10 acre parcel (21 units per acre). Table 2 (Page 6 of traffic report) in the submitted Traffic Report identifies the existing "Intersection Level of Service" at Sun Valley Boulevard and First Avenue to be "B" in both the AM and in the PM. Table 5 (Page 8) of the Traffic Report identifies the "Plus Project Level of Service" to be "C" in the AM and "B" in the PM. The Washoe County Traffic Engineer states that the levels of service meet Washoe County standards.*

Development Suitability within the Sun Valley Area Plan

The subject parcel is identified as "Most Suitable" on the Sun Valley Development Suitably Map. The subject parcel is fairly level with no development constraints such as flood areas, slopes greater than 15%, or potential wetlands.

Neighborhood Meeting and Citizen Advisory Board

In accordance with the provisions stated in NRS 278.210.2, the applicant is required to conduct a neighborhood meeting prior to the Master Plan Amendment being scheduled for Planning Commission. As of the time of this writing, there is not an active Citizen Advisory Board for the Sun Valley planning area; therefore the proposed Master Plan Amendment and Regulatory Zone Amendment were discussed at a neighborhood meeting that was organized by the applicant's representative. The meeting was held at the offices of the Sun Valley General Improvement District on Tuesday, August 4, 2015 from 6:00 p.m. to 8:00 p.m. Six citizens attended that meeting which was noticed in accordance with the Washoe County Development Code.

Concerns expressed during the neighborhood meeting included: (1) if future development would consist of low-income housing and how this would affect property values; (2) traffic on First Avenue, particularly at Sun Valley Boulevard; (3) speeding on West First Avenue; (4) and the total number of apartment units. The applicant's representative stated that the current owner does not intend to build low-income housing, however, there are no laws that would prohibit such development; that the intersection at Sun Valley Boulevard and W. First Avenue may be evaluated at development; traffic calming on W. First Avenue may be an option; and the Sun Valley Area Plan allows a maximum building height of two stories, which may reduce the number of units on the subject parcel. The Neighborhood Meeting Notes are included with this staff report as Attachment H.

Public Hearing Notice

Notice for the Master Plan amendment has been given in accordance with the provisions of Nevada Revised Statutes 278.260, as amended. Notice for Master Plan Amendments must be given in accordance with the provisions of Nevada Revised Statutes 278.210, as amended. The time and place of the public hearing must be provided in at least one publication or a newspaper of general circulation in the city or county, at least 10 days before the day of the public hearing.

- (a) Compliance with Noticing Requirements. Owners of all real property to be noticed are owners identified on the latest County Assessor's ownership maps and records. Such notice is complied with when notice is sent to the last known addresses of such real property owners as identified in the latest County Assessor's records. Any person who attends the public hearing is considered to be legally noticed unless those persons can provide evidence that they were not notified according to the provisions of this Section 110.821.20.

Notice for this application: 93 property owners within 750 feet of the subject parcel were noticed by U.S. Mail not less than 10 days before the scheduled Planning Commission meeting of September 1, 2015. A legal ad was placed in the Reno Gazette Journal for August 21, 2015 publication.

Reviewing Agency Comments

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

- Washoe County Community Services Department
 - Traffic
 - Land Development
 - Roads
 - Building and Safety Division
 - Parks and Open Space
- Washoe County Health District
 - Environmental Health
 - Air Quality
 - Mosquito / Vector Control
- Truckee Meadows Fire Protection District
- Regional Transportation Commission
- Nevada Department of Transportation

- Washoe County School District
- Sun Valley General Improvement District
- City of Sparks
- City of Reno
- Truckee Meadows Regional Planning

Comments were received from the following Reviewing Agencies, and they are included as Attachment F to this report. There were no recommendations for denial.

- Washoe County Traffic Engineer
- Washoe County Health District
- Truckee Meadows Fire Protection District
- Regional Transportation Commission
- Nevada Department of Transportation
- Washoe County School District
- Sun Valley General Improvement District

Findings for Master Plan Amendment

Required findings for Master Plan amendments are found in Article 820 *Amendment of Master Plan* of the Washoe County Development Code and in Sun Valley Area Plan Policy SUN.13.1 under Goal Thirteen (a part of the Master Plan) . The findings in both Article 820 of the Washoe County Development Code and the Sun Valley Area Plan are provided below with staff comment.

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

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

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

Staff Comment: The proposed Master Plan Category of Urban Residential (UR) on the subject site is compatible with the surrounding parcels that have a Master Plan Category of Suburban Residential (SR). The policy change to the Sun Valley Suburban Character Management Area to allow Medium Density Urban Zoning is consistent with supporting more diverse housing and growth in the Sun Valley Suburban Character Management Area.

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

Staff Comment: EDAWN has projected exceptional regional job growth in the Reno-Sparks area between the years 2015 and 2019, and projects a great deal of growth for the entire region. With home prices increasing due the growth of our region, more rental properties will be

needed. This proposal supports growth in an area within the TMSA that has existing infrastructure, is close to schools, parks, and public transportation routes.

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

Staff Comment: Adequate infrastructure and other facilities have been shown to be sufficient to accommodate the proposed changes in the Master Plan. The Sun Valley General Improvement District (SVGID) is the service provider for water and sewer.

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

Staff Comment: The proposed amendment will allow for diverse housing opportunities in the Suburban Character Management Area, which is a designated area for growth in the Sun Valley planning area. The area has existing infrastructure and public transit.

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

Staff Comment: This finding is not applicable as there are no military installations within close proximity to the subject property and therefore noticing a military installation is not required.

Sun Valley Area Plan Policy SUN.13.1 Findings

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

Staff Comment: The proposed amendment to Sun Valley Area Plan Policy SUN.1.3 to allow the Medium Density Urban (MDU) Regulatory Zone in the Sun Valley Suburban Character Management Area will preserve the Vision and Character Statement and will support the Sun Valley Suburban Character Management Area as a designated area for growth.

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

Staff Comment: Upon approval of the amendment to Policy SUN.1.3 of the Sun Valley Area Plan, the Master Plan amendment to change the Master Plan Category from Suburban Residential (SR) to Urban Residential (UR) will conform to the policies of the Sun Valley Area Plan and the Washoe County Master Plan.

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

Staff Comment: The Master Plan amendment will not conflict with the public's health, safety or welfare. The surrounding neighborhood has existing community water and sewer infrastructure, and the subject parcel is close to RTC public transit lines.

Findings for Regulatory Zone Amendment

Required findings for Regulatory Zone Amendments are found in Article 821 *Amendment of Regulatory Zone* of the Washoe County Development Code and in Sun Valley Area Plan Policy SUN.13.1 under Goal Thirteen (a part of the Master Plan) . The findings in both Article 821 of the Washoe County Development Code and the Sun Valley Area Plan are provided below with staff comment.

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

Staff Comment: The proposed regulatory zone amendment is in substantial compliance with the Master Plan as approved.

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

Staff Comment: The proposed amendment will not result in land uses which are incompatible with existing or planned adjacent land uses and will not adversely impact the public health safety or welfare. The subject site is infill and is surrounded by development and existing infrastructure.

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

Staff Comment: The proposed amendment is responsive to the increasing population growth in the Truckee Meadows region.

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

Staff Comment: There is a nearby RTC bus route, nearby parks, and existing sewer and water infrastructure.

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

Staff Comment: There are no adverse effects to the Washoe County Master Plan as amended.

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

Staff Comment: The proposed amendment supports the desired pattern of orderly physical growth because it is in the SCMA, which is a designated area for growth and it will provide residential zoning in an existing residential neighborhood.

Recommendation (for Master Plan Amendment Case No. MPA15-001 and for Regulatory Zone Amendment Case No. RZA15-001)

Based upon the information presented in the staff report, staff recommends that the required findings can be made and the Planning Commission:

- (1) Adopt an amendment to Sun Valley Area Plan Policy SUN.1.3 to allow the Medium Density Urban (MDU) Regulatory Zone (up to 21 dwelling units per acre) in the Sun Valley Suburban Character Management Area. Possible action to approve a resolution adopting an amendment to Sun Valley Area Plan Policy SUN.1.3;
- (2) Adopt an amendment to the Sun Valley Master Plan Map, changing the Master Plan Category from Suburban Residential (SR) to Urban Residential (UR) on the subject parcel addressed as 5100 W. First Avenue, Sun Valley (APN: 085-820-31). Possible action to approve a resolution adopting an amendment to the Sun Valley Master Plan Map; and
- (3) Subject to final approval of the associated master plan changes, approve an amendment to the Sun Valley Regulatory Zone Map, changing the regulatory zone designation from Public/Semi-Public Facilities (PSP) to Medium Density Urban (MDU) on the subject parcel addressed as 5100 W. First Avenue, Sun Valley (APN: 085-820-31). Possible action to approve a resolution adopting an amendment to the Sun Valley Regulatory Zone Map.
- (4) If the resolutions adopting the Master Plan amendments and the resolution recommending adoption of the Regulatory Zone Amendment are approved, direct staff to forward these amendments to the Board of County Commissioners. These approvals include administrative changes with a revised map series including an updated parcel base and updated applicable text.
- (5) It is further recommended that the Chair be authorized to sign Resolution Number 15-_____ on behalf of the Planning Commission

Possible Motion

I move that, after giving reasoned consideration to the information in the staff report, and written testimony and verbal testimony received during the public hearing, and evidence produced at the public hearing, that the required findings can be made and the Washoe County Planning Commission:

- (1) Adopt an amendment to Sun Valley Area Plan Policy SUN.1.3 to allow the Medium Density Urban (MDU) Regulatory Zone (up to 21 dwelling units per acre) in the Sun Valley Suburban Character Management Area. Possible action to approve a resolution adopting an amendment to Sun Valley Area Plan Policy SUN.1.3;
- (2) Adopt an amendment to the Sun Valley Master Plan Map, changing the Master Plan Category from Suburban Residential (SR) to Urban Residential (UR) on the subject parcel addressed as 5100 W. First Avenue, Sun Valley (APN: 085-820-31). Possible action to approve a resolution adopting an amendment to the Sun Valley Master Plan Map; and

- (3) Subject to final approval of the associated master plan changes, approve an amendment to the Sun Valley Regulatory Zone Map, changing the regulatory zone designation from Public/Semi-Public Facilities (PSP) to Medium Density Urban (MDU) on the subject parcel addressed as 5100 W. First Avenue, Sun Valley (APN: 085-820-31). Possible action to approve a resolution adopting an amendment to the Sun Valley Regulatory Zone Map.
- (4) If the resolutions adopting the Master Plan amendments and the resolution recommending adoption of the Regulatory Zone Amendment are approved, direct staff to forward these amendments to the Board of County Commissioners. These approvals include administrative changes with a revised map series including an updated parcel base and updated applicable text.
- (5) It is further recommended that the Chair be authorized to sign Resolution Number 15-13 and Resolution Number 15-14 on behalf of the Planning Commission.

Washoe County Development Code Section 110.820.15 (d) Master Plan Amendment Findings

1. *Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.*
2. *Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.*
3. *Response to Change Conditions. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.*
4. *Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.*
5. *Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.*

Sun Valley Area Plan Policy SUN.13.1 Findings

6. *The amendment will further implement and preserve the Vision and Character Statement*
7. *The amendment conforms to all applicable policies of the Sun Valley Area Plan and the Washoe County Master Plan.*
8. *The amendment will not conflict with the public's health, safety or welfare.*

Washoe County Development Code Section 110.821.15 (d) Regulatory Zone Amendment Findings

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

Appeal Process

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

xc: Applicant: Garret Leahey & Co., Inc., 9190 W. Olympic Blvd. Ste 150, Beverly Hills, CA 90212

Property Owner: Washoe Ability Resource Center, Attn: Lavonne Brooks, 555 Reactor Way, Reno, NV 89502

Consultant: Rubicon Design Group, LLC, 100 California Ave., Ste 202, Reno, NV 89509

Staff Report xc:

Action Order xc:



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

ADOPTING AMENDMENTS TO THE WASHOE COUNTY MASTER PLAN, TO SUN VALLEY AREA PLAN POLICY SUN.1.3 AND TO SUN VALLEY AREA PLAN, MASTER PLAN MAP (MPA15-001), AND RECOMMENDING ITS ADOPTION TO THE BOARD OF COUNTY COMMISSIONERS

Resolution Number 15-14

Whereas, Master Plan Amendment Case Number MPA15-001 came before the Washoe County Planning Commission for a duly noticed public hearing on September 1, 2015; and

Whereas, the Washoe County Planning Commission heard public comment and input from both staff and the public regarding the proposed master plan amendments; and

Whereas, the Washoe County Planning Commission gave reasoned consideration to the information it received regarding the proposed master plan amendments;

Whereas, the Washoe County Planning Commission has made the following findings necessary to support adoption of the proposed Master Plan Amendment Case Number MPA15-001, as set forth in NRS chapter 278 and Washoe County Code, Chapter 110 (Development Code), Article 820 and Sun Valley Area Plan Policy SUN.13.1:

Washoe County Development Code Section 110.820.15 (d) Master Plan Amendment Findings

1. Consistency with Master Plan. *The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.*
2. Compatible Land Uses. *The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.*
3. Response to Change Conditions. *The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.*
4. Availability of Facilities. *There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.*
5. Desired Pattern of Growth. *The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.*

Sun Valley Area Plan Policy SUN.13.1 Findings

6. The amendment will further implement and preserve the Sun Valley Area Plan Vision and Character Statement.
7. The amendment conforms to all applicable policies of the Sun Valley Area Plan and the Washoe County Master Plan.
8. The amendment will not conflict with the public's health, safety or welfare.

Now, therefore, be it resolved that pursuant to NRS 278.210(3) that the (1) Washoe County Planning Commission does hereby adopt the proposed Master Plan Amendment in Master Plan Amendment Case Number MPA15-001, comprised of the maps, descriptive matter and other matter intended to constitute the amendments as submitted at public hearing noted above 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. A certified copy of this resolution shall be submitted to the Board of County Commission and any appropriate reviewing agencies in accordance with NRS 278.220.

ADOPTED on September 1, 2015

WASHOE COUNTY PLANNING COMMISSION

ATTEST:

Carl R. Webb, Jr., AICP, Secretary

James Barnes, Chair



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

RECOMMENDING ADOPTION OF REGULATORY ZONE AMENDMENT CASE NUMBER RZA15-001 AND THE AMENDED SUN VALLEY REGULATORY ZONE MAP

Resolution Number 15-15

Whereas Regulatory Zone Amendment Case Number RZA15-001, came before the Washoe County Planning Commission for a duly noticed public hearing on September 1, 2015; 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 Washoe County Planning Commission has made the findings necessary to support adoption of this proposed Regulatory Zone Amendment as set forth in NRS Chapter 278 and Washoe County Development Code, Article 821, Amendment of Regulatory Zone;

Whereas the proposed Regulatory Zone Amendment shall be adopted pending approval of the proposed Master Plan Amendment (MPA15-001) by the Truckee Meadows Regional Planning Commission; and

Whereas, pursuant to Washoe County Code Section 110.821.15(d), in making this recommendation, the Washoe County Planning Commission finds that this proposed Regulatory Zone Amendment:

1. Is in substantial compliance with the policies and action programs of the Master Plan and the Regulatory Zone map;
2. Will provide for land use compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare;
3. Responds to changed conditions or further studies that have occurred 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. Has adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Regulatory Zone Amendment;
5. Will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan,
6. Will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services; and
7. Will not affect the location, purpose and mission of a military installation.

Planning Commission Resolution 15-14
Regulatory Zone Amendment
Case Number RZA15-001
(Garret Leahey & Company)

Now, therefore, be it resolved that the Washoe County Planning Commission does hereby recommend adoption of Regulatory Zone Amendment Case Number RZA15-001 and the amended Sun Valley Regulatory Zone Map to the Washoe County Board of County Commissioners.

ADOPTED on September 1, 2015.

WASHOE COUNTY PLANNING COMMISSION

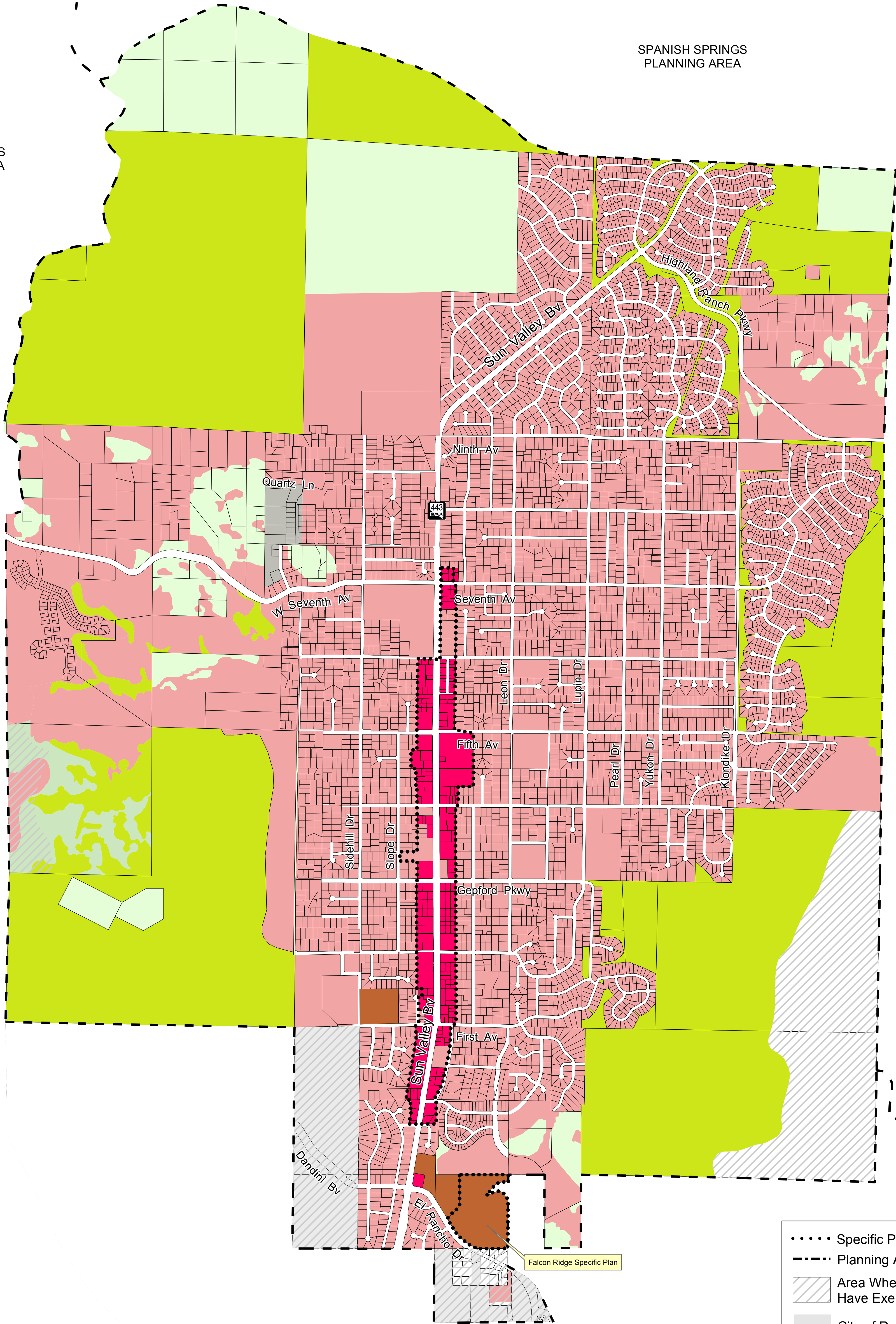
ATTEST:

Carl R. Webb, Jr., AICP, Secretary

James Barnes, Chairman

NORTH VALLEYS
PLANNING AREA

SPANISH SPRINGS
PLANNING AREA



SPANISH SPRINGS
PLANNING AREA

- Specific Plan Boundary
- - - - - Planning Area Boundary
- Area Where Cities of Reno/Sparks Have Exerted Planning Jurisdiction
- City of Reno or Sparks

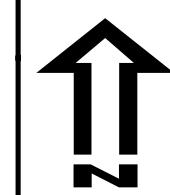
SUN VALLEY MASTER PLAN MAP

- RURAL
- RURAL RESIDENTIAL
- SUBURBAN RESIDENTIAL
- URBAN RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- OPEN SPACE
- DOWNTOWN CHARACTER MANAGEMENT AREA (DCMA)

Source: Planning and Development Division

PC Date: September 1, 2015
BCC Date:
RPC Conformance Date:
Resolution Date:

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



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Feet

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

DATE _____ DIRECTOR _____

**Community Services
Department**

**WASHOE COUNTY
NEVADA**

Post Office Box 11130
Reno, Nevada 89520

Attachment MPA15-001

Existing text and proposed text amendment to Policy SUN.3.1 of the Sun Valley Area Plan, a part of the Washoe County Master Plan:

Existing:

SUN.1.3 The following Regulatory Zones are permitted within the Sun Valley Suburban Character Management Area:

- a. High Density Rural (HDR – One unit per 2.5 acres).
- b. Low Density Suburban (LDS – One unit per acre).
- c. Medium Density Suburban (MDS – Three units per acre).
- d. High Density Suburban (HDS – Seven units per acre).
- e. Neighborhood Commercial/Office (NC).
- f. General Commercial (GC).
- g. Industrial (I).
- h. Public/Semi-Public Facilities (PSP).
- i. Parks and Recreation (PR).
- j. General Rural (GR).
- k. Open Space (OS).

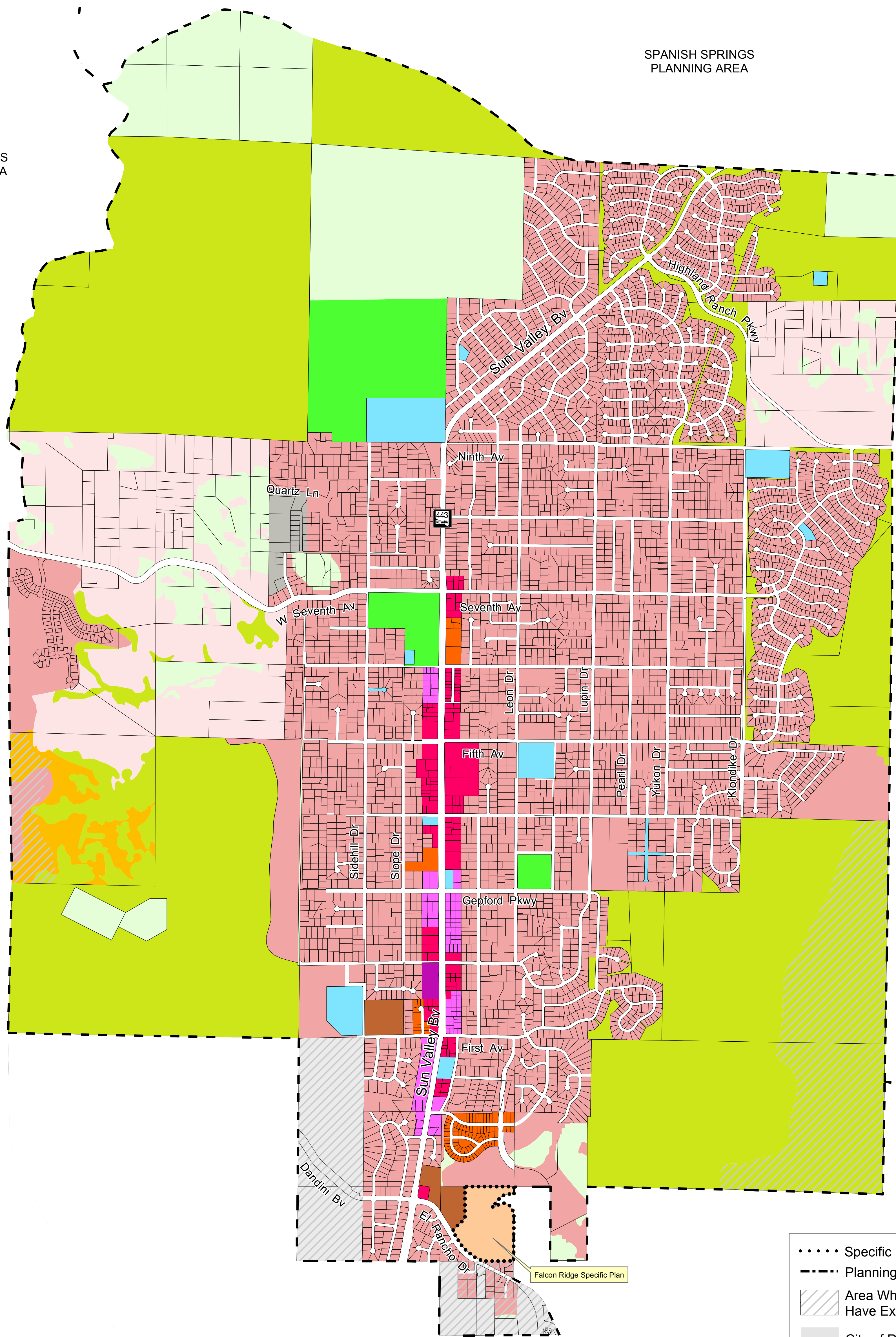
Proposed:

SUN.1.3 The following Regulatory Zones are permitted within the Sun Valley Suburban Character Management Area:

- a. High Density Rural (HDR – One unit per 2.5 acres).
- b. Low Density Suburban (LDS – One unit per acre).
- c. Medium Density Suburban (MDS – Three units per acre).
- d. High Density Suburban (HDS – Seven units per acre).
- e. Medium Density Urban (MDU – Twenty-one units per acre).
- f. Neighborhood Commercial/Office (NC).
- g. General Commercial (GC).
- h. Industrial (I).
- i. Public/Semi-Public Facilities (PSP).
- j. Parks and Recreation (PR).
- k. General Rural (GR).
- l. Open Space (OS).

SPANISH SPRINGS
PLANNING AREA

NORTH VALLEYS
PLANNING AREA



- Specific Plan Boundary
- Planning Area Boundary
- ▨ Area Where Cities of Reno/Sparks Have Exerted Planning Jurisdiction
- City of Reno or Sparks

SUN VALLEY REGULATORY ZONE MAP

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

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Scale: 0 600 1,200 2,400 Feet

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

DATE _____ DIRECTOR _____

**Community Services
Department**

**WASHOE COUNTY
NEVADA**

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

SOURCE: Planning and Development Division

PC Date: September 1, 2015
BCC Date:

From: Lawson, Clara
Sent: Monday, July 20, 2015 12:43 PM
To: Sannazzaro, Grace
Subject: RE: Traffic Study - Sun Valley Multi-Family Project

Per the report the level of service at 1st Ave and Sun Valley Blvd is within County and RTC standards. The existing queue length on Sun Valley Blvd will accommodate the development. The increase traffic, just under 1400 ADT, will likely increase the existing ADT on 1st Ave to above 2,000. County standard roadway section states that residential access is not allowed to streets on which 10 yr. design ADT exceeds 2000. Currently there are 3 lots that need to access 1st Ave, and two other corner lots that use 1st Ave at their access, but could conceivably have a driveway on a side street.

Other design issues to be considered with the lot development are the access point, concrete sidewalk along 1st Ave, and pedestrian access to McGuffey at Lois Allen Elementary and improvements to Slope Dr.



Clara Lawson, Washoe County

clawson@washoecounty.us | 775-328-3603

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WASHOE COUNTY
HEALTH DISTRICT
ENHANCING QUALITY OF LIFE

August 4, 2015

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

RE: Master Plan Amendment to MDU Multi-Family; APN 085-820-31
Master Plan Amendment; MPA15-001

Dear Ms. Sannazzaro:

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

1. Any development on this site shall be served by Public Water and Sewer.
2. If the development qualifies as a Subdivision per NRS 278.320, then a separate and specific application for a Tentative Subdivision Map shall be made to Washoe County.
3. Development at this site shall incorporate Low Impact Design principles for storm water management. In addition, this Division will require improved storm water conveyance system that does not include above ground ditches.

If you have any questions regarding the foregoing, please call Chris Anderson at 328-2632 or Jim Shaffer 785-4599 regarding engineering or vector comments, respectively.

Sincerely,

Chris Anderson, P.E.
Registered Engineer
Land Development Program
Environmental Health Services

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

CA/JS:ca

Cc: File - Washoe County Health District



Amy Ray
Fire Marshal



Tim Leighton
Deputy Fire Chief

Charles A. Moore
Fire Chief

August 3, 2015

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

Re: Master Plan Amendment Case No. MPA 15-001 (Garrett Leahey & Company. Inc.)

The Truckee Meadows Fire Protection District (TMFPD) will see a measurable impact as a result of this development. As the residential units increase, allowing an increase in residents in the area, TMFPD will see an increase in the number of calls for service within the Sun Valley area. This will impact our responses, as we are already almost at capacity for calls for service, with the available staffing and resources already at the Sun Valley station.

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

Regards,

Amy Ray
Fire Marshal

TRUCKEE MEADOWS FIRE PROTECTION DISTRICT

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

Office 775.326.6000 Fax 775.326.6003

**MPA15-001/RZA15-001
ATTACHMENT F**

Amy Ray
Fire Marshal



Tim Leighton
Deputy Fire Chief

Charles A. Moore
Fire Chief

August 3, 2015

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

Re: Regulatory Zone Amendment Case No. MPA 15-001

The Truckee Meadows Fire Protection District (TMFPD) will see a measurable impact as a result of this development. As the residential units increase, allowing an increase in residents in the area, TMFPD will see an increase in the number of calls for service within the Sun Valley area. This will impact our responses, as we are already almost at capacity for calls for service, with the available staffing and resources already at the Sun Valley station.

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

Regards,

Amy Ray
Fire Marshal

TRUCKEE MEADOWS FIRE PROTECTION DISTRICT

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

**MPA15-001/RZA15-001
ATTACHMENT F**



REGIONAL TRANSPORTATION COMMISSION

Public Transportation • Streets and Highways • Planning

July 31, 2015

FR: Chrono/PL 183-15

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

RE: MPA 15-001 (Garret Leahey & Company, Inc.)
RZA 15-001 (Garret Leahey & Company, Inc.)

Dear Grace,

The applicant is requesting a master plan amendment and a regulatory zone amendment on approximately 9.9 acres of property located at 5100 W. First Avenue. The future plans for the property are to construct an apartment complex containing approximately 207 units. This property is not located on a regional road and the increase in dwelling units is included in the Regional Transportation Commission's (RTC) travel demand model.

The RTC would like the opportunity to review the site plan for the apartment complex when it is available. RTC ACCESS service will be provided to this location. RTC ACCESS is the paratransit service that provides door-to-door, prescheduled transportation for people who meet the eligibility criteria of the Americans with Disabilities Act (ADA). We want to ensure patron safety and easy vehicle access at the project location. Please have the developer contact RTC Senior Transit Planner Tina Wu at 775-335-1908 or twu@rtcwashoe.com.

Thank you for the opportunity to comment on this project. If you have any questions, please feel free to contact me at 335.1918.

Sincerely,

Debra Goodwin
Planning Administrator

DG/jm

Copies: Bill Whitney, Washoe County Community Services Department
Marchon Miller, Regional Transportation Commission
Tina Wu, Regional Transportation Commission
Doug Maloy, Regional Transportation Commission
Julie Masterpool, Regional Transportation Commission

396 Sun Valley Multifamily.doc

NDOT COMMENT RE MPA/RZA 15-001

From: Lyday, Anita R [<mailto:alyday@dot.state.nv.us>]
Sent: Monday, July 20, 2015 10:39 AM
To: Emerson, Kathy
Subject: RE: July Agency Review Memo II - Planning and Development

Kathy,
I do not have any comments at this time. Thank you

Anita Lyday, PE, PTOE
District II Urban Traffic Engineer
Carson City and Washoe County
775-834-8320

alyday@dot.state.nv.us

From: Emerson, Kathy [<mailto:KEmerson@washoecounty.us>]
Sent: Monday, July 20, 2015 10:20 AM
To: Lyday, Anita R
Subject: July Agency Review Memo II - Planning and Development

Good Morning,

Please find the attached Agency Review Memo with the case received this month by CSD, Planning and Development.

You have been asked to review the below-listed application. Item descriptions and a link to the application are provided in the memo.

- 1. Master Plan Amendment 15-001 and Regulatory Zone Amendment 15-001 (Sun Valley Multi-Family)**
Staff Representative: Grace Sannazzaro, gsannazzaro@washoecounty.us

****Please see the attached cover letter****

Thank you,
Kathy

Kathy Emerson
Administrative Secretary Supervisor | Community Services Department
kemerson@washoecounty.us | 775-328-3734 | 1001 E. 9th St., Reno, NV 89512





Washoe County School District

425 East Ninth Street * P.O. Box 30425 * Reno, NV 89520-3425
Phone (775) 348-0200 * (775) 348-0304 * www.washoecountyschools.org

Board of Trustees: Barbara Clark, President * Dave Aiazzi, Vice President * Lisa Ruggerio, Clerk
Estela Gutierrez * John Mayer * Barbara McLauray * Howard Rosenberg * Pedro Martinez, Superintendent

03 August 2015

Grace Sannazzaro, Senior Planner
Washoe County Planning & Development Division
1001 E. Ninth Street
Reno NV 89520

RE: MPA/RZA15-003 – Sun Valley Multi-Family

Dear Ms Sannazzaro,

The Sun Valley Multi-Family project will have an impact on WCSD operations at the three schools currently assigned to serve the subject property. WCSD incorporates several review criteria in order to provide comprehensive school impact statements regarding such projects. Our review includes, but is not limited to, any circumstance or condition that may impact school facilities, maintenance, operations, special programs, transportation and staffing levels at our school sites and support facilities.

The **Sun Valley Multi-Family Project** is located within the attendance boundaries for Allen Elementary, Traner Middle, and Hug High Schools. Enrollment counts and new student generation estimates for each school are listed below:

Allen Elementary PK-6

2014-2015 Enrollment at Count Day (September 2014) = 618

Base Capacity = 621

Portable Classroom Buildings in Use = 2 (4 classrooms total)

Number of new elementary students anticipated based on 207 MFR units = 17

Traner Middle School 6-8

2014-2015 Enrollment at Count Day (September 2014) = 755

Base Capacity = 749

Portable Classroom Buildings in Use = 1 (2 classrooms total)

Number of new middle school students anticipated based on 207 MFR units = 8

Hug High School 9-12

2014-2015 Enrollment at Count Day (September 2014) = 1395

Base Capacity = 1645

Portable Classroom Buildings in Use = 0

Number of new high school students anticipated based on 207 MFR units = 10

Both Allen Elementary and Traner Middle Schools are facing increasing enrollment pressures as each school is very close to full capacity – and both will exceed full capacity with the additional students anticipated from the Sun Valley project. While Hug High still has some room for additional students, it must be noted that the figures cited for the 2014-2015 school year will be updated after the official 2015-2016 student count day, which will take place on September 4, 2015. Preliminary estimates indicate that the District will experience enrollment increases at most schools for the upcoming school year, which may be substantial in certain areas of high residential growth.

Each school has a base design capacity that represents the number of students that can be accommodated in the facility. Both Allen and Traner utilize portable classroom buildings, each of which has two classrooms. This additional classroom space, however, requires more room in computer labs, restrooms, multi-purpose rooms, hallways, playgrounds and parking areas and parent drop-off zones. While some over-capacity students can be handled by modifying lunch and recess schedules, the impact to the spaces and functions listed above becomes increasingly difficult to manage as additional students are added to the school population.

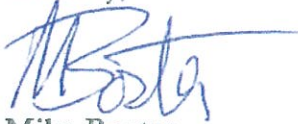
In the event of an over-capacity situation at any school, the primary option available to the District is to send such students to the nearest school(s) with available seats, which would entail busing such students to one or more schools throughout the District. WCSD is approaching 100% capacity District-wide, which will make available space all the more scarce as enrollment continues to increase.

Should Washoe County approve this project, WCSD recommends inclusion of the following advisory statement to each resident of the proposed apartment complex:

A disclosure shall be made by the developer to each resident that students in this apartment complex may be assigned to the nearest school(s) with available capacity in the event that the zoned schools cannot accommodate additional students.

The District hopes this analysis is useful to the Washoe County Planning Commission and the Washoe County Commission in making a decision about the Sun Valley Multi-Family project. Thank you for the opportunity to comment.

Sincerely,



Mike Boster

School Planner

Washoe County School District Capital Projects

14101 Old Virginia Road

Reno NV 89521

775.789.3810

cc: Pete Etchart; Chris Cobb; Joe Gabica; Tami Zimmerman; Randy Baxley; Lindsay Anderson

The District utilizes data from the University of Nevada's Center for Regional Studies; the Truckee Meadows Regional Planning Agency; the Nevada State Demographer's office; the Nevada Governor's Office of Economic Development; and current and historical WCSD student enrollment statistics.

From: Jon Combs <jcombs@svgid.com>
Sent: Thursday, June 25, 2015 10:17 AM
To: Sannazzaro, Grace
Subject: RE: 085-820-31 5100 W First Ave

Grace,

Good morning parcel #AP 085-820-31 is within the SVGID boundary and will be the service provider for public water and waste water. Any additional water rights required for the development shall be dedicated to SVGID. Sun Valley G.I.D. does not require a feasibility study, that an analysis of the project and its potential impacts at the development stage are sufficient. At the permit review, SVGID will require a hydraulic model analysis relative to municipal water and sewer. If there are adverse impacts, the applicant will be required to work with the SVGID on infrastructure improvements. If you have any other questions or concerns please call me or Darrin Price.

Thank you,
Jon Combs
SVGID, Field Supervisor
5000 Sun Valley Blvd.,
Sun Valley, NV 89433
Ph: (775) 673-2220 Fx: (775) 673-7708
www.svgid.com

TRAFFIC IMPACT STUDY

FOR

Sun Valley

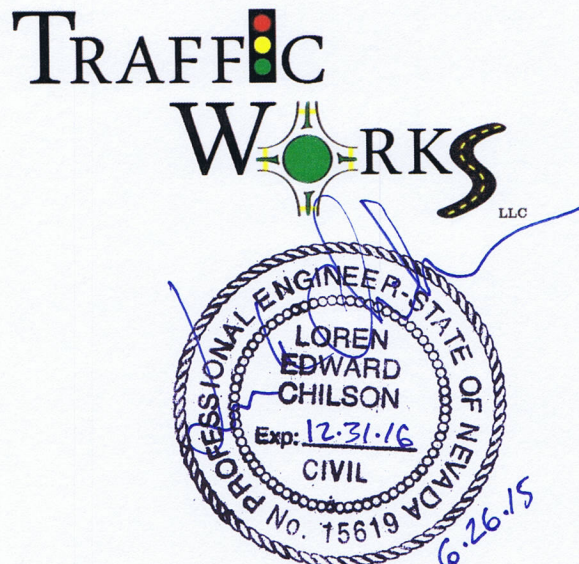
Multi-Family Project

June 26, 2015

PREPARED FOR:

Rubicon Design Group, LLC
100 California Avenue, Suite 202
Reno, NV 89509

PREPARED BY:



TRAFFIC WORKS, LLC
6170 Ridgeview Court, Suite B, Reno, NV 89511
775.322.4300
www.Traffic-Works.com

MPA15-001/RZA15-001
ATTACHMENT G

YOUR QUESTIONS ANSWERED QUICKLY

Why did you perform this study?

This Traffic Impact Study evaluates the potential traffic impacts associated with a masterplan amendment and rezoning for the Sun Valley Multi-Family Project. This study of potential traffic impacts was undertaken for planning purposes and to assist in determining what traffic controls or mitigations may be needed to reduce potential impacts, if any.

What does the project consist of?

The proposed project consists of 210 apartment units within a 10 acre parcel (21 units per acre). The project site is currently zoned for Public/Semi-public facility (PSP). Some of the land uses that are allowed under current zoning include day care centers, government office complexes, medical/hospital services, community centers, and group homes.

How much traffic will the project generate?

The project is anticipated to generate 1,397 total daily trips, 107 total AM peak hour trips (21 inbound and 86 outbound), and 130 total PM peak hour trips (85 inbound and 45 outbound).

The proposed project would generate a considerably lower number of trips compared to many of the PSP zone allowed land uses. For example, compared to a government office complex, the proposed apartments are anticipated to generate approximately 60% lower daily trips, 85% lower AM peak hour trips, and 77% lower PM peak hour trips.

Are there any traffic impacts?

The Sun Valley Boulevard/1st Avenue intersection operates at acceptable level of service conditions even with the addition of the project traffic. There are no project impacts that require mitigation.

The project will contribute Regional Road Impact Fees (RRIF) to address traffic volume increases throughout the roadway network.

LIST OF FIGURES

1. Study Area
2. Existing Traffic Volumes
3. Trip Assignment
4. Plus Project Traffic Volumes

LIST OF APPENDICES

- A. Existing Conditions LOS Calculations
- B. Trip Generation Calculations
- C. Plus Project LOS Calculations

INTRODUCTION

This report presents the findings of a Traffic Impact Study completed to assess the potential traffic impacts associated with masterplan amendment and rezoning for the Sun Valley Multi-Family Project. This traffic impact study has been prepared to document existing traffic conditions, quantify traffic volumes generated by the proposed project, identify potential impacts, document findings, and make recommendations to mitigate impacts, if any are found.

The project site is currently entitled with Public/Semi-public facility (PSP) zoning. Some of the land uses that are allowed under the PSP zoning include day care centers, government office complexes, medical/hospital services, community centers, and group homes. The proposed project involves a regulatory zone amendment to rezone the project site to Medium Density Urban (MDU) zone. The proposed project consists of 210 standard apartment units.

Study Area and Evaluated Scenarios

The project site is located on the northeast corner of the 1st Avenue/McGuffey Road intersection. The project location and the study intersection are shown in **Figure 1**. The following study intersection was analyzed:

- Sun Valley Boulevard/1st Avenue

This study includes analysis of the both the weekday AM and PM peak hours as these are the periods of time in which peak traffic is anticipated to occur. The evaluated development scenarios are:

- Existing Conditions (no project)
- Plus Project Conditions

Analysis Methodology

Level of service (LOS) is a term commonly used by transportation practitioners to measure and describe the operational characteristics of intersections, roadway segments, and other facilities. This term equates seconds of delay per vehicle at intersections to letter grades “A” through “F” with “A” representing optimum conditions and “F” representing breakdown or over capacity flows.

The complete methodology is established in the Highway Capacity Manual (HCM), 2010, published by the Transportation Research Board. **Table 1** presents the delay thresholds for each level of service grade at un-signalized and signalized intersections.

Level of service calculations were performed for the study intersection using the Synchro 8 software package with analysis and results reported in accordance with the 2010 HCM methodology.

Table 1: Level of Service Definition for Intersections

Level of Service	Brief Description	Un-signalized Intersections (average delay/vehicle in seconds)	Signalized Intersections (average delay/vehicle in seconds)
A	Free flow conditions.	< 10	< 10
B	Stable conditions with some affect from other vehicles.	10 to 15	10 to 20
C	Stable conditions with significant affect from other vehicles.	15 to 25	20 to 35
D	High density traffic conditions still with stable flow.	25 to 35	35 to 55
E	At or near capacity flows.	35 to 50	55 to 80
F	Over capacity conditions.	> 50	> 80

Source: Highway Capacity Manual (2010), Chapters 16 and 17

Level of Service Policy

The 2035 Regional Transportation Plan (2035 RTP) establishes level of service criteria for regional roadway facilities in Washoe County, the City of Reno, and City of Sparks. The current Level of Service policy is:

- “All regional roadway facilities projected to carry less than 27,000 ADT at the latest RTP horizon – LOS D or better.”
- “All regional roadway facilities projected to carry 27,000 ADT or more at the latest RTP horizon – LOS E or better.”
- “All intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting roadways”.

The ADT on Sun Valley Boulevard is less than 27,000 vehicles per day through the planning horizon. Applying these standards, LOS “D” is the level of service criteria for this project.

EXISTING TRANSPORTATION FACILITIES

Roadway Facilities

A brief description of the key roadways in the study area is provided below.

Sun Valley Boulevard is a five-lane roadway with two travel lanes in each direction and a center turn lane that runs generally in the north-south direction. Sun Valley Boulevard in the study area is classified as a “Medium Access Control Arterial” in the 2035 RTP. The posted speed limit is 45 miles per hour (mph).

1st Avenue is a two-lane collector roadway with a posted speed limit of 25 mph.

The Sun Valley Boulevard/1st Avenue intersection is a four legged intersection with a signal control. The side streets operate with “split” signal phasing.

Alternate Travel Modes

There are currently sidewalks present continuously on the north side of the 1st Avenue, discontinuously on the south side of the 1st Avenue, and discontinuously on the west side of Sun Valley Boulevard. There are no sidewalks present on the east side of the Sun Valley Boulevard. There are no dedicated bike lanes in the study area.

The Regional Transportation Commission (RTC) operates public transit service (Route 5) on Sun Valley Boulevard as shown **Exhibit 1**. Route 5 is within an easy walkable distance from the project site. The bus stop for northbound travel is located on northbound Sun Valley Boulevard 60 feet north of the Sun Valley Boulevard/1st Avenue intersection. The bus stop for southbound travel is located on southbound Sun Valley Boulevard approximately 300 feet south of the Sun Valley Boulevard/1st Avenue intersection.

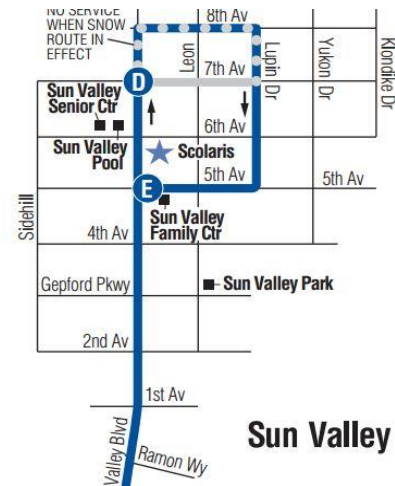


Exhibit 1. RTC Transit Route 5

EXISTING CONDITIONS

Existing Traffic Volumes

Existing traffic volumes were obtained for the weekday AM and PM peak hours from a recent corridor study entitled “*Sun Valley Boulevard Corridor Study*” dated February 2015. The existing peak hour intersection traffic volumes and lane configurations are shown on **Figure 2**, attached.

Existing Intersection Level of Service

Level of service calculations were performed using the existing traffic volumes, lane configurations, and traffic controls. The results are presented in **Table 2** and the calculation sheets are provided in **Appendix A**, attached.

As shown in **Table 2**, the study intersection currently operates at acceptable level of service conditions.

Table 2: Existing Conditions Intersection Level of Service Summary

Intersection	Control	Existing AM		Existing PM	
		LOS	Delay	LOS	Delay
Sun Valley Blvd./1st Ave.	Signal	B	14.2	B	15.2

PROJECT GENERATED TRAFFIC

Project Description

The project is located on the northeast corner of the 1st Avenue/McGuffey Road intersection. The project location and the study intersection are shown in **Figure 1**.

The project site is currently approved for Public/Semi-public facility (PSP) zoning. Some of the land uses that are allowed under current zoning include day care centers, government office complexes, medical/hospital services, community centers, and group homes. The proposed action is an amendment to rezone the project site to Medium Density Urban (MDU). The proposed project consists of 210 standard apartment units.

Trip Generation

Trip generation rates for the proposed project were obtained from the *Trip Generation Manual, 8th Edition*, published by the Institute of Transportation Engineers. **Table 3** provides the Daily, AM Peak Hour, and PM Peak Hour trip generation calculations for the proposed project. Detailed calculations are provided in **Appendix B**.

Table 3: Daily Trip Generation Estimates

ITE Land Use (#)	Size (Units)	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Apartments (220)	210	1,397	107	21	86	130	85	45
TOTAL		1,397	107	21	86	130	85	45

As shown in **Table 3**, the proposed project is anticipated to generate 1,397 total daily trips, 107 total AM peak hour trips (21 inbound and 86 outbound), and 130 total PM peak hour trips (85 inbound and 45 outbound).

For comparison purposes, **Table 4** presents trip rates for a variety of land uses that are allowed under the current zoning (PSP).

Table 4: Trip Generation Comparison

Land Use	Land Use Code	Size (Sqft/Units)*	Independent Variable	Trip Rate			Total Trips		
				Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak
Medical-Dental Office	720	130,000	KSF	36.13	2.3	3.46	4697	299	450
Govt. Office Complex	733	130,000	KSF	27.92	2.21	2.85	3630	287	371
US Post Office	732	130,000	KSF	28.32	2.01	2.84	3682	261	369
Day Care Center	565	130,000	KSF	79.26	12.26	12.46	10304	1594	1620
Multi Purpose Recreation Facility	435	130,000	KSF	NA	NA	3.58	NA	NA	465
Recreation Community Center	495	130,000	KSF	NA	1.62	1.45	NA	211	189
Apartments	220	210	Units	6.65	0.51	0.62	1397	107	130

* 10 acres at 0.3 FAR = 130,000 square feet

Trip generation rates for the proposed land use (apartments) are considerably lower than any of the PSP zone land uses shown above. For example, compared to a government office complex, the proposed project is anticipated to generate approximately 60% fewer daily trips, 85% fewer AM peak hour trips, and 77% fewer PM peak hour trips. Any combination of these PSP allowed land uses would generate a higher number of trips than the proposed apartments. A mix of various PSP allowed land uses would generate anywhere between 3,500 and 10,000 daily trips, between 210 and 1,600 AM peak hour trips, and between 190 and 1,600 PM peak hour trips. Comparatively, the proposed apartments generate only 1,397 daily trips, 107 AM peak hour trips, and 130 PM peak hour trips (85 inbound and 45 outbound).

Trip Distribution and Assignment

Traffic generated by the project was distributed to the road network based on the location of the project, major activity centers, and roadway connections. The following trip distribution percentages were used for distributing the project traffic:

- 75% to/from the south via Sun Valley Boulevard
- 25% to/from the north via Sun Valley Boulevard

Project generated trips were assigned to the adjacent roadway system based on the distribution outlined above. The project trip assignment is shown on **Figure 3**, attached.

EXISTING PLUS PROJECT CONDITIONS

Traffic Volumes

Existing plus project traffic volumes were developed by adding the project generated trips (**Figure 3**) to the existing traffic volumes (**Figure 2**) and are shown on **Figure 4**, attached. The “Plus Project” condition Peak Hour Factors (PHF) and travel patterns were assumed to remain the same as exist today.

Intersection Level of Service Analysis

Table 5 presents the level of service analysis summary for “Plus Project” scenario. Detailed calculation sheets are provided in **Appendix C**, attached.

Table 5: Plus Project Intersection Level of Service Summary

Intersection	Control	Existing AM		Existing PM	
		LOS	Delay	LOS	Delay
Sun Valley Blvd./1st Ave.	Signal	C	22.5	B	19.5

As shown in **Table 5**, the Sun Valley Boulevard/1st Avenue intersection operates at acceptable level of service conditions even with the addition of the project traffic.

The *Sun Valley Boulevard Corridor Study* includes long-range improvements at the Sun Valley Boulevard/1st Avenue intersection. The corridor study recommends realigning the east leg of 1st Avenue to eliminate the offset between the eastbound and westbound approaches. With the side street approaches properly aligned, the signal phasing for side streets can be optimized, by eliminating the split phasing, to improve traffic operations. With elimination of the split phasing, the study intersection is anticipated to operate at LOS “B” and all the individual approaches are anticipated to operate at LOS “D” or better during the peak hours. It should be noted that even without these improvements, the study intersection is anticipated to operate at acceptable LOS conditions.

Queue Length Analysis

A queue length analysis was performed for the northbound left-turn movement at the Sun Valley Boulevard/1st Avenue intersection. 95th percentile and 50th percentile queue lengths were estimated for the northbound left-turn movement. The 50th percentile queue is the maximum back of queue on a typical cycle and the 95th percentile queue is the maximum back of queue at 95th percentile traffic volumes. The projected queue lengths were calculated using Synchro 8.0 software. The queue lengths are shown in **Table 6**.

Table 6: Plus Project 95th and 50th Percentile Queue Lengths

Approach/Movement	Available Storage	95th % Queue (ft)		50th % Queue (ft)	
		AM Peak	PM Peak	AM Peak	PM Peak
Northbound Left	160 ft	19	64	8	34

As shown in **Table 6**, the existing northbound left-turn pocket has adequate length to serve the project.

CONCLUSIONS & RECOMMENDATIONS

The following is a list of our key findings and recommendations:

Proposed Project

The project is located on the northeast corner of the 1st Avenue/McGuffey Road intersection. The project consists of 210 apartment units over a 10 acre parcel (21 units per acre). The project is anticipated to generate 1,397 total daily trips, 107 total AM peak hour trips (21 inbound and 86 outbound), and 130 total PM peak hour trips (85 inbound and 45 outbound).

Existing Level of Service

The Sun Valley Boulevard/1st Avenue intersection currently operates at LOS “B” during both the AM and PM peak hours.

Plus Project Level of Service

The study intersection will operate at acceptable level of service conditions during both the AM and PM peak hours with the addition of the project traffic.

Queue Length

The plus project 95th percentile queue at the northbound left-turn movement is anticipated to be 64 feet during the PM peak hour. The northbound left-turn lane has a storage space of 160 feet which can accommodate the anticipated queue during both the AM and PM peak hours.

Mitigation Measures

No mitigation measures are proposed at this time as the study intersection operates at acceptable LOS conditions even with the addition of the project traffic. The project’s contribution of Regional Road Impact Fees will mitigate the minor project effects on the overall roadway network.

Study Intersection

① Sun Valley Blvd. & 1st Ave.

Mc Guffey Road

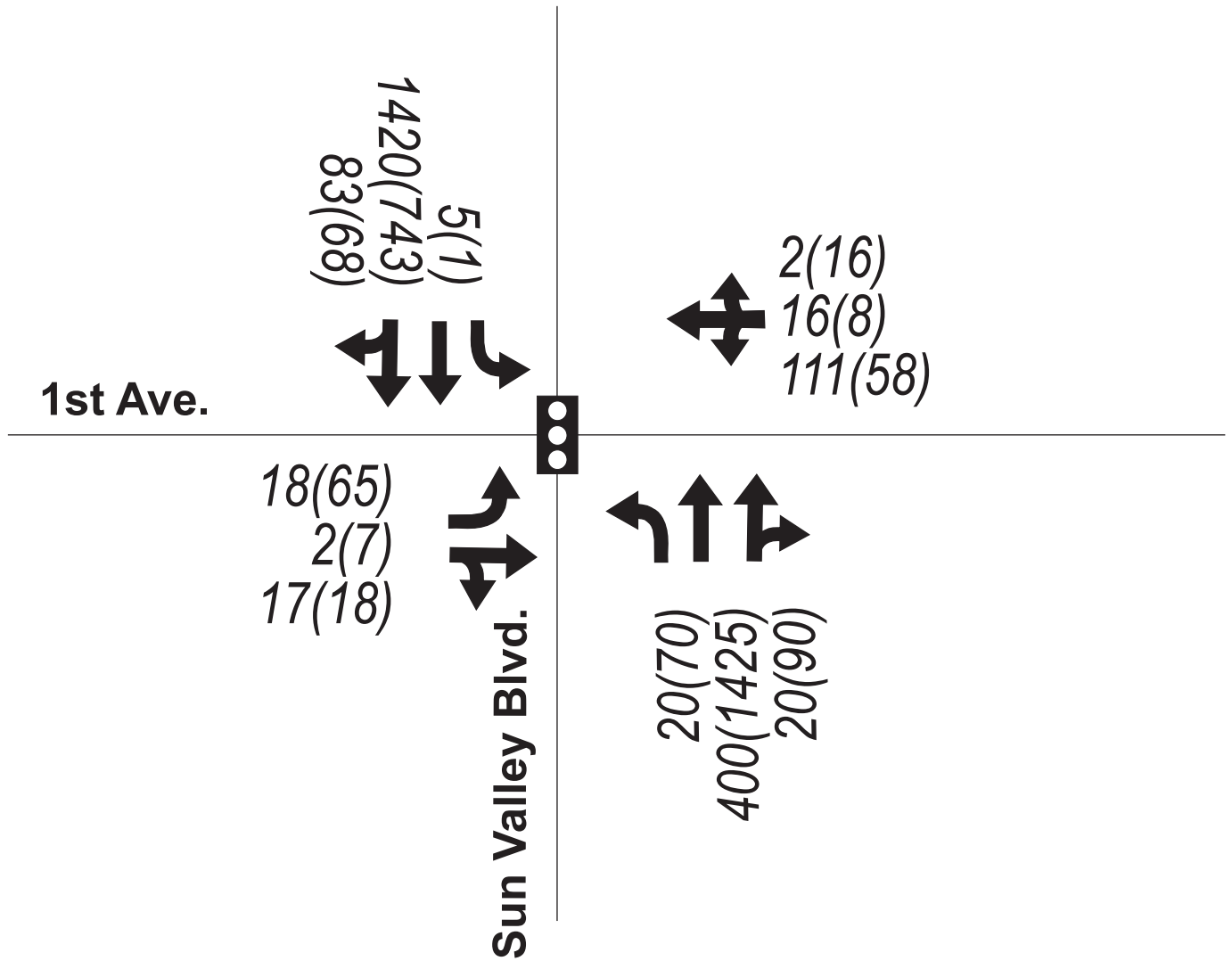
Project Site

Sun Valley Boulevard

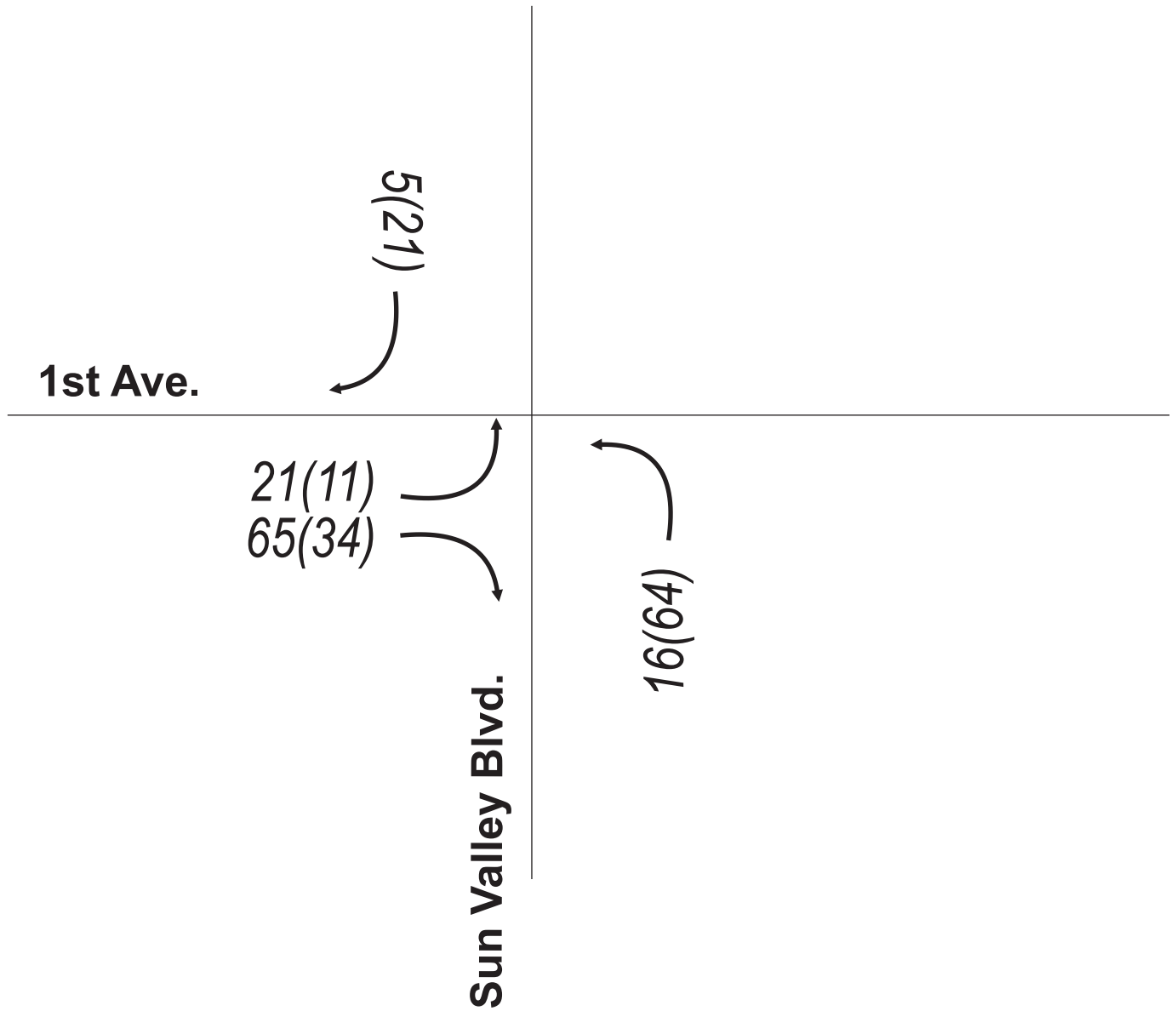
1st Avenue

1

1 Sun Valley Blvd. & 1st Ave.



1 Sun Valley Blvd. & 1st Ave.



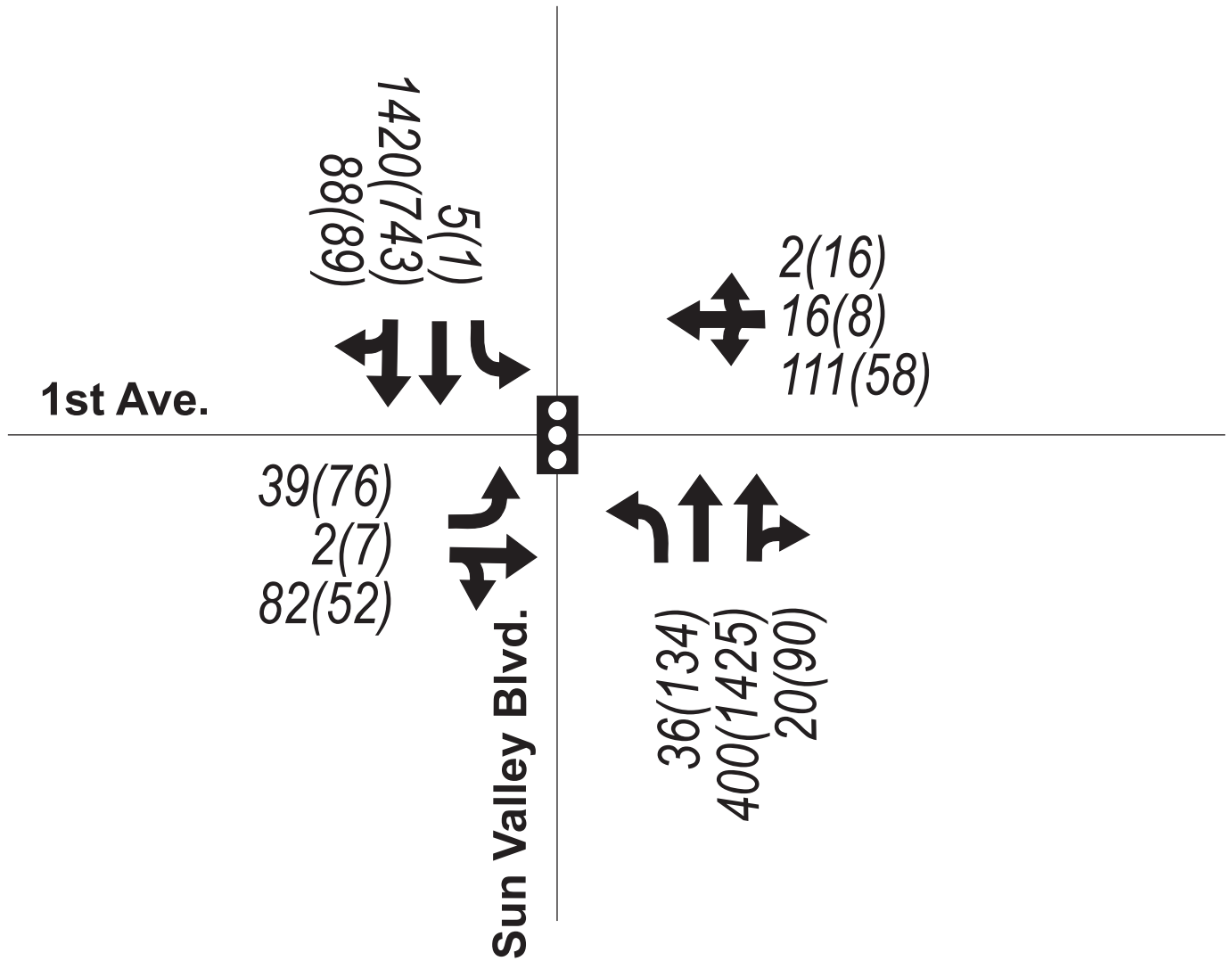
LEGEND

AM(PM) - Project Trips



Figure 3

1 Sun Valley Blvd. & 1st Ave.























Appendix A

Existing Conditions LOS Calculations




















HCM 2010 Signalized Intersection Summary
 3: Sun Valley Blvd/Sun Valey Blvd & W 1st Ave/E 1st Ave

6/29/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	2	17	111	16	2	20	400	20	5	1420	83
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	2	20	128	18	2	25	494	25	5	1560	91
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.87	0.87	0.87	0.81	0.81	0.81	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	5	53	166	23	3	226	2306	116	632	2234	130
Arrive On Green	0.04	0.04	0.04	0.11	0.11	0.11	0.02	0.67	0.67	0.01	0.66	0.66
Sat Flow, veh/h	1774	146	1459	1541	217	24	1774	3429	173	1774	3400	197
Grp Volume(v), veh/h	21	0	22	148	0	0	25	255	264	5	808	843
Grp Sat Flow(s),veh/h/ln	1774	0	1605	1781	0	0	1774	1770	1832	1774	1770	1828
Q Serve(g_s), s	1.0	0.0	1.2	7.3	0.0	0.0	0.4	5.0	5.0	0.1	26.0	26.4
Cycle Q Clear(g_c), s	1.0	0.0	1.2	7.3	0.0	0.0	0.4	5.0	5.0	0.1	26.0	26.4
Prop In Lane	1.00		0.91	0.86		0.01	1.00		0.09	1.00		0.11
Lane Grp Cap(c), veh/h	65	0	59	192	0	0	226	1190	1232	632	1163	1201
V/C Ratio(X)	0.32	0.00	0.37	0.77	0.00	0.00	0.11	0.21	0.21	0.01	0.70	0.70
Avail Cap(c_a), veh/h	99	0	89	534	0	0	268	1190	1232	701	1163	1201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	0.0	42.3	39.1	0.0	0.0	9.0	5.6	5.6	5.2	9.7	9.8
Incr Delay (d2), s/veh	2.8	0.0	3.9	6.4	0.0	0.0	0.2	0.4	0.4	0.0	3.4	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.6	0.0	0.6	3.9	0.0	0.0	0.2	2.5	2.6	0.0	13.7	14.3
LnGrp Delay(d),s/veh	45.1	0.0	46.3	45.4	0.0	0.0	9.2	6.0	6.0	5.2	13.2	13.3
LnGrp LOS	D		D	D			A	A	A	A	B	B
Approach Vol, veh/h		43			148			544			1656	
Approach Delay, s/veh		45.7			45.4			6.2			13.2	
Approach LOS		D			D			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	63.1		13.7	4.5	64.5		7.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.0	38.0		27.0	4.0	38.0		5.0				
Max Q Clear Time (g_c+I1), s	2.4	28.4		9.3	2.1	7.0		3.2				
Green Ext Time (p_c), s	0.0	8.0		0.7	0.0	19.9		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			14.2									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 3: Sun Valley Blvd/Sun Valey Blvd & W 1st Ave/E 1st Ave

6/29/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	65	7	18	58	8	16	70	1425	90	1	743	68
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	77	8	21	67	9	18	86	1759	111	1	816	75
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.87	0.87	0.87	0.81	0.81	0.81	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	20	53	90	12	24	494	2380	149	174	2181	200
Arrive On Green	0.04	0.04	0.04	0.07	0.07	0.07	0.04	0.70	0.70	0.00	0.67	0.67
Sat Flow, veh/h	1774	456	1196	1242	167	334	1774	3383	212	1774	3278	301
Grp Volume(v), veh/h	77	0	29	94	0	0	86	912	958	1	440	451
Grp Sat Flow(s),veh/h/ln	1774	0	1652	1742	0	0	1774	1770	1825	1774	1770	1810
Q Serve(g_s), s	3.9	0.0	1.5	4.8	0.0	0.0	1.3	28.4	29.4	0.0	10.0	10.0
Cycle Q Clear(g_c), s	3.9	0.0	1.5	4.8	0.0	0.0	1.3	28.4	29.4	0.0	10.0	10.0
Prop In Lane	1.00		0.72	0.71		0.19	1.00		0.12	1.00		0.17
Lane Grp Cap(c), veh/h	79	0	73	126	0	0	494	1245	1284	174	1177	1204
V/C Ratio(X)	0.98	0.00	0.40	0.75	0.00	0.00	0.17	0.73	0.75	0.01	0.37	0.37
Avail Cap(c_a), veh/h	79	0	73	523	0	0	549	1245	1284	250	1177	1204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	0.0	41.8	41.0	0.0	0.0	4.5	8.2	8.3	8.8	6.7	6.7
Incr Delay (d2), s/veh	93.2	0.0	3.4	8.5	0.0	0.0	0.2	3.8	4.0	0.0	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.9	0.0	0.8	2.6	0.0	0.0	0.6	15.0	16.0	0.0	5.1	5.2
LnGrp Delay(d),s/veh	136.1	0.0	45.2	49.5	0.0	0.0	4.6	12.0	12.3	8.8	7.6	7.6
LnGrp LOS	F		D	D			A	B	B	A	A	A
Approach Vol, veh/h		106			94			1956			892	
Approach Delay, s/veh		111.3			49.5			11.8			7.6	
Approach LOS		F			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	64.5		10.5	3.6	67.9		8.0				
Change Period (Y+Rc), s	3.5	4.6		4.0	3.5	4.6		4.0				
Max Green Setting (Gmax), s	6.3	36.6		27.0	4.0	38.9		4.0				
Max Q Clear Time (g_c+I1), s	3.3	12.0		6.8	2.0	31.4		5.9				
Green Ext Time (p_c), s	0.0	21.1		0.4	0.0	7.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			15.2									
HCM 2010 LOS			B									

Appendix B

Trip Generation Calculations

Weekday Average Daily Trip Generation Calculations

Land Use			Total Trips						Pass-By			Net New Trips				
Land Use	Variable		ITE LU Code	Trip Rate	% In	% Out	Total	In	Out	% of Ext.	Total	In	Out	Total	In	Out
Apartments	210.00	KSF	220	6.65	50%	50%	1397	699	698	0%	0	0	0	1397	699	698
Total							1397	699	698	0%	0	0	0	1397	699	698

Weekday AM Peak Hour Trip Generation Calculations

Land Use			Total Trips							Pass-By			Net New			
Land Use	Variable		ITE LU Code	Trip Rate	% In	% Out	Total	In	Out	% of Ext.	Total	In	Out	Total	In	Out
Apartments	210.00	KSF	220	0.51	20%	80%	107	21	86	0%	0	0	0	107	21	86
Total							107	21	86	0%	0	0	0	107	21	86

Weekday PM Peak Hour Trip Generation Calculations




















Land Use			Total Trips							Pass-By			Net New			
Land Use	Variable		ITE LU Code	Trip Rate	% In	% Out	Total	In	Out	% of Ext.	Total	In	Out	Total	In	Out
Apartments	210.00	KSF	220	0.62	65%	35%	130	85	45	0%	0	0	0	130	85	45
Total							130	85	45	0%	0	0	0	130	85	45

Appendix C

Plus Project LOS Calculations




















HCM 2010 Signalized Intersection Summary
 3: Sun Valley Blvd/Sun Valey Blvd & W 1st Ave/E 1st Ave

6/29/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	39	2	82	111	16	2	36	400	20	5	1420	88
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	46	2	98	128	18	2	44	494	25	5	1560	97
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.87	0.87	0.87	0.81	0.81	0.81	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	2	86	166	23	3	225	2241	113	612	2130	132
Arrive On Green	0.06	0.06	0.06	0.11	0.11	0.11	0.03	0.65	0.65	0.01	0.63	0.63
Sat Flow, veh/h	1774	32	1556	1541	217	24	1774	3429	173	1774	3386	209
Grp Volume(v), veh/h	46	0	100	148	0	0	44	255	264	5	811	846
Grp Sat Flow(s),veh/h/ln	1774	0	1588	1781	0	0	1774	1770	1832	1774	1770	1826
Q Serve(g_s), s	2.3	0.0	5.0	7.3	0.0	0.0	0.8	5.2	5.3	0.1	28.3	28.8
Cycle Q Clear(g_c), s	2.3	0.0	5.0	7.3	0.0	0.0	0.8	5.2	5.3	0.1	28.3	28.8
Prop In Lane	1.00		0.98	0.86		0.01	1.00		0.09	1.00		0.11
Lane Grp Cap(c), veh/h	99	0	88	192	0	0	225	1156	1197	612	1113	1149
V/C Ratio(X)	0.47	0.00	1.13	0.77	0.00	0.00	0.20	0.22	0.22	0.01	0.73	0.74
Avail Cap(c_a), veh/h	99	0	88	534	0	0	251	1156	1197	682	1113	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	42.5	39.1	0.0	0.0	10.8	6.3	6.3	6.1	11.4	11.5
Incr Delay (d2), s/veh	3.4	0.0	136.4	6.4	0.0	0.0	0.4	0.4	0.4	0.0	4.2	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.2	0.0	5.5	3.9	0.0	0.0	0.4	2.7	2.8	0.0	14.8	15.7
LnGrp Delay(d),s/veh	44.6	0.0	178.9	45.4	0.0	0.0	11.2	6.7	6.7	6.1	15.6	15.8
LnGrp LOS	D		F	D			B	A	A	A	B	B
Approach Vol, veh/h		146			148			563			1662	
Approach Delay, s/veh		136.6			45.4			7.1			15.7	
Approach LOS		F			D			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	60.6		13.7	4.5	62.8		9.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.0	38.0		27.0	4.0	38.0		5.0				
Max Q Clear Time (g_c+I1), s	2.8	30.8		9.3	2.1	7.3		7.0				
Green Ext Time (p_c), s	0.0	6.2		0.7	0.0	19.9		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			22.5									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 3: Sun Valley Blvd/Sun Valey Blvd & W 1st Ave/E 1st Ave

6/29/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	76	7	52	58	8	16	134	1425	90	1	743	89
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	90	8	62	67	9	18	165	1759	111	1	816	98
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.87	0.87	0.87	0.81	0.81	0.81	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	8	63	90	12	24	495	2380	149	174	2082	250
Arrive On Green	0.04	0.04	0.04	0.07	0.07	0.07	0.05	0.70	0.70	0.00	0.65	0.65
Sat Flow, veh/h	1774	184	1427	1242	167	334	1774	3383	212	1774	3183	382
Grp Volume(v), veh/h	90	0	70	94	0	0	165	912	958	1	454	460
Grp Sat Flow(s),veh/h/ln	1774	0	1611	1742	0	0	1774	1770	1825	1774	1770	1795
Q Serve(g_s), s	4.0	0.0	3.9	4.8	0.0	0.0	2.5	28.4	29.4	0.0	10.7	10.7
Cycle Q Clear(g_c), s	4.0	0.0	3.9	4.8	0.0	0.0	2.5	28.4	29.4	0.0	10.7	10.7
Prop In Lane	1.00		0.89	0.71		0.19	1.00		0.12	1.00		0.21
Lane Grp Cap(c), veh/h	79	0	72	126	0	0	495	1245	1284	174	1158	1175
V/C Ratio(X)	1.14	0.00	0.98	0.75	0.00	0.00	0.33	0.73	0.75	0.01	0.39	0.39
Avail Cap(c_a), veh/h	79	0	72	523	0	0	530	1245	1284	250	1158	1175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	0.0	43.0	41.0	0.0	0.0	4.9	8.2	8.3	8.8	7.2	7.2
Incr Delay (d2), s/veh	144.7	0.0	98.4	8.5	0.0	0.0	0.4	3.8	4.0	0.0	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	5.1	0.0	3.7	2.6	0.0	0.0	1.2	15.0	16.0	0.0	5.5	5.6
LnGrp Delay(d),s/veh	187.7	0.0	141.4	49.5	0.0	0.0	5.3	12.0	12.3	8.9	8.2	8.2
LnGrp LOS	F		F	D			A	B	B	A	A	A
Approach Vol, veh/h		160			94			2035			915	
Approach Delay, s/veh		167.4			49.5			11.6			8.2	
Approach LOS		F			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	63.5		10.5	3.6	67.9		8.0				
Change Period (Y+Rc), s	3.5	4.6		4.0	3.5	4.6		4.0				
Max Green Setting (Gmax), s	6.3	36.6		27.0	4.0	38.9		4.0				
Max Q Clear Time (g_c+I1), s	4.5	12.7		6.8	2.0	31.4		6.0				
Green Ext Time (p_c), s	0.1	20.6		0.4	0.0	7.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			19.5									
HCM 2010 LOS			B									



August 7, 2015

Summary of Master Plan Amendment meeting – Sun Valley Multi-Family Project

In accordance with the Nevada Revised Statutes and Washoe County Development Code, a neighborhood meeting was held to present details on a proposed Sun Valley multi-family Master Plan Amendment request. The meeting was held at the Sun Valley General Improvement District office on August 4, 2015 at 6:00 pm. A notice of the meeting was mailed to affected property owners. The noticing area was established through input from Washoe County Planning staff and followed the legal requirements contained in State law.

The agenda for the meeting was to provide a review of and discuss the Master Plan Amendment being sought on 9.9± acres of land within the Sun Valley Area Plan. The amendment seeks to change the designation from Suburban Residential (SR) to Urban Residential (UR). The property is located on the north side of 1st Avenue, two blocks west of Sun Valley Blvd, east of Lois Allen Elementary School (Assessor's Parcel # 085-820-31).

The presentation included: an exhibit graphically depicting the existing and proposed master plan designations for the project site and the surrounding area; an exhibit graphically depicting the existing and proposed zoning designations for the project site and the surrounding area; an exhibit showing an aerial view of the site and surrounding area; a discussion of the planned use of the site following the master plan amendment and zone change; a discussion of potential uses of the site under the present master plan and following the amendment; and a discussion of likely impacts due to the master plan amendment (traffic impacts, building height and intensity, lighting, pedestrian improvements, street upgrades, etc.).

The meeting was attended by 6 people. A copy of the sign-in sheet and the exhibits are included with this summary. Attendees were given printed copies of all materials. Three attendees owned property near the project site but did not reside there. Two attendees lived near the project site. One person lived several miles away but had a general interest in area issues.

The primary question raised by the public was whether the intent was to build low-income housing. The response provided by Rubicon Design Group is that the owner does not intend to build low-income housing. This is based on the owner's review of low-income housing and the conclusion that such a project would be uneconomical. In other words, the expected returns from such a project would not justify the development costs. This concern from the public was based on their belief that a low-income housing project would reduce their property value. Rubicon Design Group felt obligated to point out that there was nothing in the master plan that would prohibit the development of low-income housing in the area and that it was theoretically possible for a future owner to pursue such a project.

The second-most prominent question was about traffic on 1st Street and particularly at the Sun Valley Blvd intersection. The attitude of residents appeared to be that 1st Street can handle

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additional traffic however there are existing issues that need to be addressed. The traffic light at 1st and Sun Valley Blvd offers very limited timing for left turns (heading north onto Sun Valley Blvd). This condition probably reflects the low traffic flows from 1st Street. Rubicon Design Group agreed that any new project that generates additional left-turning traffic at this intersection should review the signal timing. It was also stated by the public that drivers speed on 1st Street. Rubicon Design Group agreed this could be an unsafe situation and would detract from any future project in the area. Rubicon indicated that we would welcome discussions with the County that might identify traffic control measures such as a stop sign, speed bumps, etc. that may reduce speeding.

One member of the public questioned whether any project would impact water pressure at existing houses. Rubicon Design Group stated that any project would require a review by the water provider to verify that pressures would be acceptable. If any water pressure deficiencies were identified, the developer of the new project would be required to mitigate (i.e. install a pressure-booster pump).

The final question concerned the total number of apartment units that will be constructed at the site. Rubicon Design Group presented the calculation that the 9.9 acre site, if it's rezoned at a maximum of 21 units per acre, could theoretically accommodate 207 units. However, the public recognized, and Rubicon agrees, that development constraints are likely to reduce this number. Sun Valley allows a maximum of two stories and this alone may prevent the construction of the theoretical maximum. The site slopes at 10% which also can contribute to reduced density. Rubicon pointed out that the review process for the amendment will focus on the theoretical maximum buildout.