



Planning Commission Staff Report

Meeting Date: November 3, 2015

Subject: Master Plan Amendment Case Number MPA15-006 and
Regulatory Zone Amendment Case Number RZA15-007

Applicant/Property Owner: Mystic Mountain LLC

Agenda Item Number: 8A

Summary: To amend the Washoe County Master Plan Category on one ±60.15 acre parcel from Suburban Residential (SR) to Industrial (I); and to amend the Regulatory Zone on the same ±60.15 acre parcel from Low Density Suburban (LDS) to Industrial (I).

Recommendation: Adopt Master Plan Amendment Case Number MPA15-006 and Regulatory Zone Amendment Case Number RZA15-007 and authorize the Chair to sign both attached resolutions.

Prepared by: Grace Sannazzaro, Planner
Washoe County Community Services Department
Planning and Development Division

Phone: 775.328.3627

E-Mail: gsannazzaro@washoecounty.us

Description

Master Plan Amendment Case Number MPA15-006 and Regulatory Zone Amendment Case Number RZA15-007 – Hearing, discussion, and possible action:

- 1) To adopt by resolution an amendment to the Spanish Springs Master Plan Map, changing the Master Plan Category from Suburban Residential (SR) to Industrial (I) on one ±60.15 acre parcel; and
- 2) Subject to final approval of the associated Master Plan Amendment, to approve a resolution recommending adoption of an amendment to the Spanish Springs Regulatory Zone Map, changing the Regulatory Zone from Low Density Suburban (LDS) to Industrial (I) on one ±60.15 acre parcel.

To reflect changes requested within this application and to maintain currency of general area plan data, administrative changes to the Spanish Springs 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/Property Owner: Mystic Mountain LLC
- Location: Adjacent to the west of the Pyramid Highway (SR445); adjacent to the north of the Spanish Springs Business Park; approximately one-third mile north of Ingenuity Avenue and approximately one-third mile south of Pebble Creek Drive.
- Assessor's Parcel No: 538-171-09
- Parcel Size: ± 60.151 acres
- Existing Master Plan Category: Suburban Residential (SR)
- Proposed Master Plan: Industrial (I)
- Existing Regulatory Zone: Low Density Suburban (LDS)
- Proposed Regulatory Zone: Industrial (I)
- Area Plan: Spanish Springs
- Citizen Advisory Board: Spanish Springs
- Development Code: Article 820, *Amendment of Master Plan*
Article 821, *Amendment of Regulatory Zone*
- Commission District: 4 – Commissioner Hartung
- Section/Township/Range: Section 14, T21N, R20E, MDM,
Washoe County, NV

Staff Report Contents

Vicinity Map 7
Proposed Spanish Springs Master Plan Map 9
Proposed Spanish Springs Regulatory Zone Map.....10
Analysis11
Compatibility11
Services and Facilities12
Washoe County Master Plan.....13
Spanish Springs Area Plan14
Truckee Meadows Regional Plan.....18
Development Suitability within the Spanish Springs Area Plan.....19
Neighborhood Meeting.....19
Public Comment.....20
Public Hearing Notice.....20
Reviewing Agency Comments20
Findings for Master Plan Amendment21
Findings for Regulatory Zone Amendment.....24
Recommendation.....26
Possible Motion.....26
Appeal Process.....29

Attachment Contents

Master Plan Amendment Resolution Attachment A
Regulatory Zone Amendment Resolution..... Attachment B
Proposed Master Plan Map..... Attachment C
Proposed Regulatory Zone Map Attachment D
Reviewing Agency Comments Attachment E
Traffic Impact StudyAttachment F
Neighborhood Meeting..... Attachment G
Public Comment..... Attachment H

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, play 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 to adopt a Master Plan Amendment, 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.

Explanation of a Regulatory Zone Amendment

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

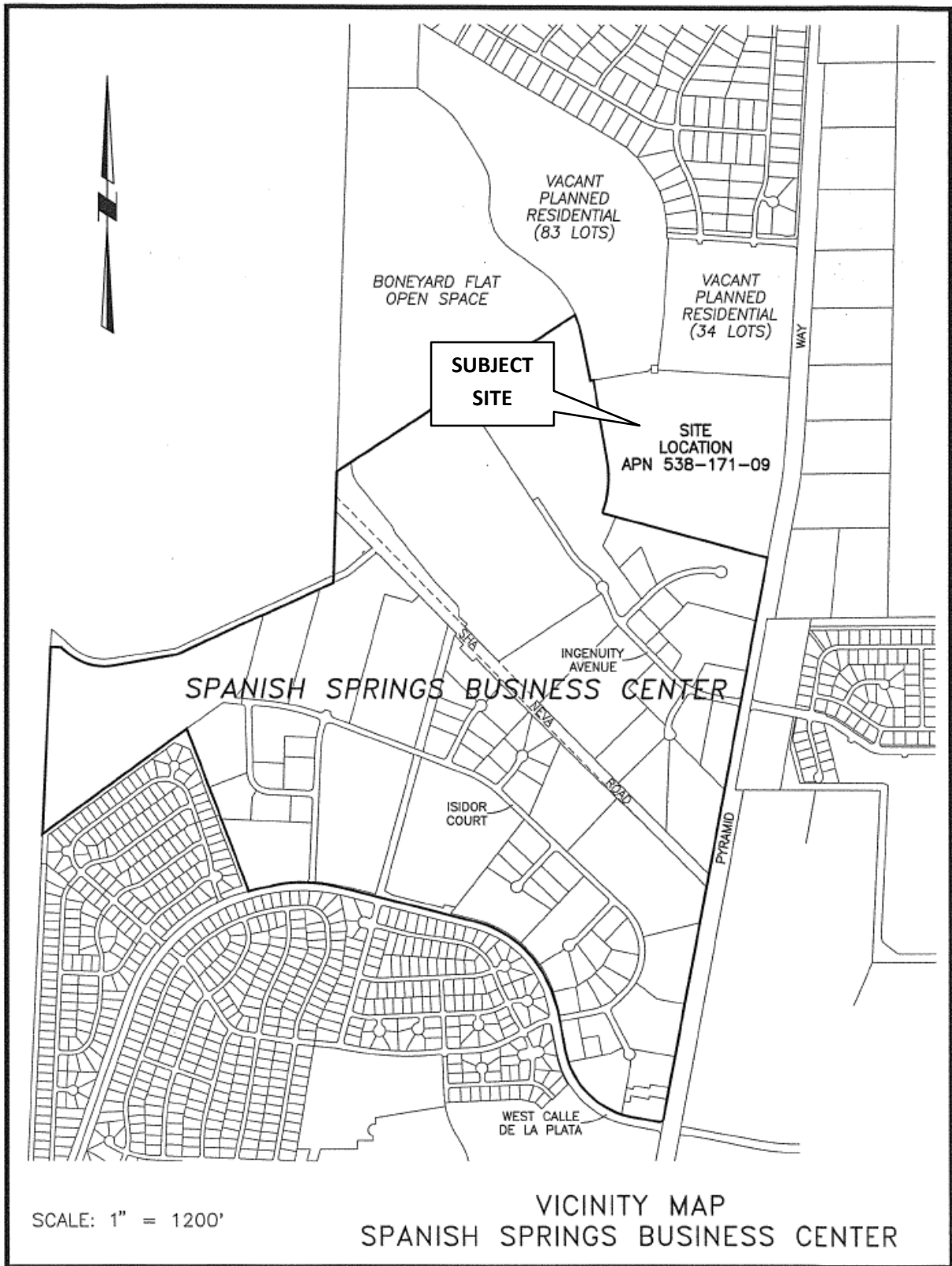
The purpose of a Regulatory Zone Amendment (RZA) is to provide a method for amending the Regulatory Zone Maps of Washoe County. The Regulatory Zone Maps depict the Regulatory Zones (i.e. zoning) adopted for each property within the unincorporated area of Washoe County. The Regulatory Zones establish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

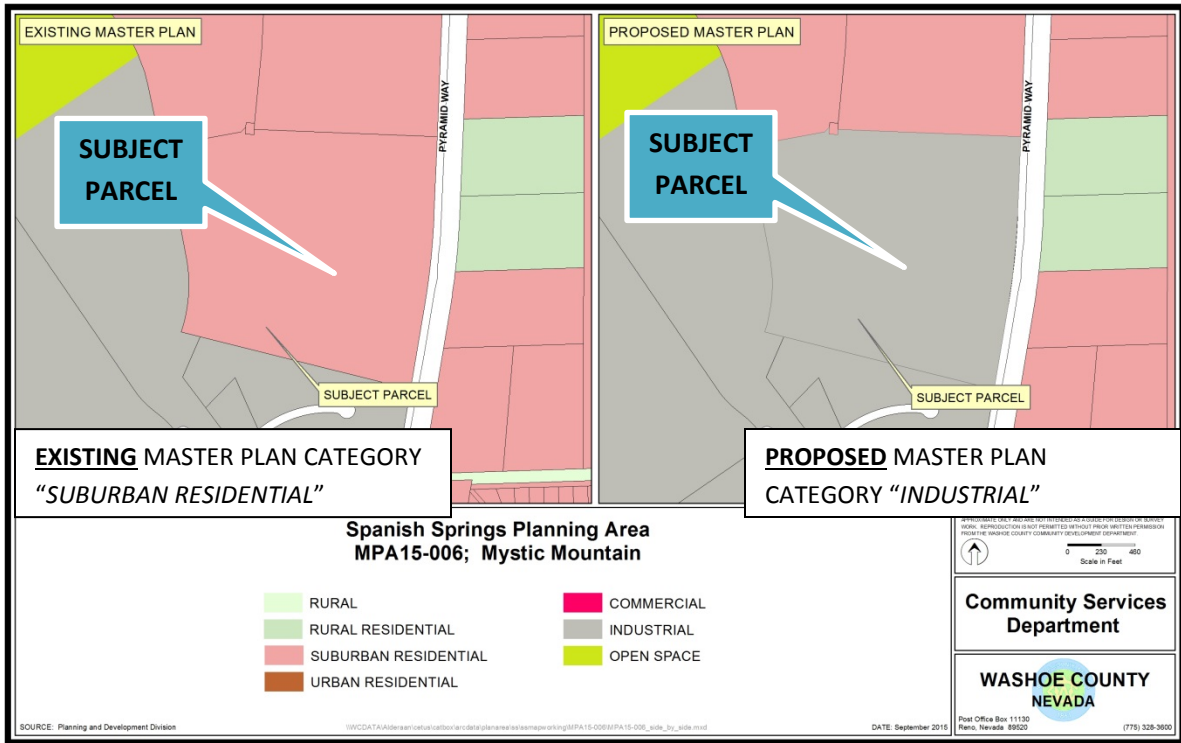
The Planning Commission may deny a Regulatory Zone Amendment or it may recommend approval or modification of an amendment to the Board of County Commissioners. Upon an affirmative recommendation by the Planning Commission, the Board of County Commissioners is required to hold a public hearing which must 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.



SCALE: 1" = 1200'

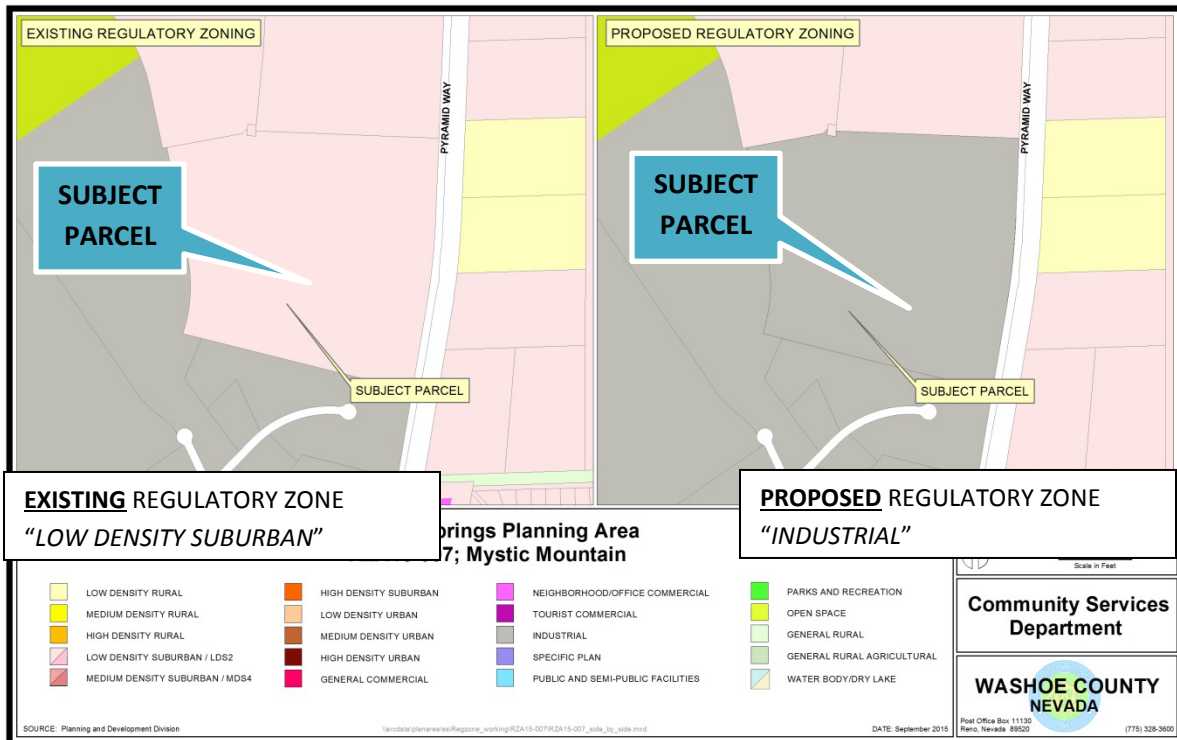
VICINITY MAP
SPANISH SPRINGS BUSINESS CENTER

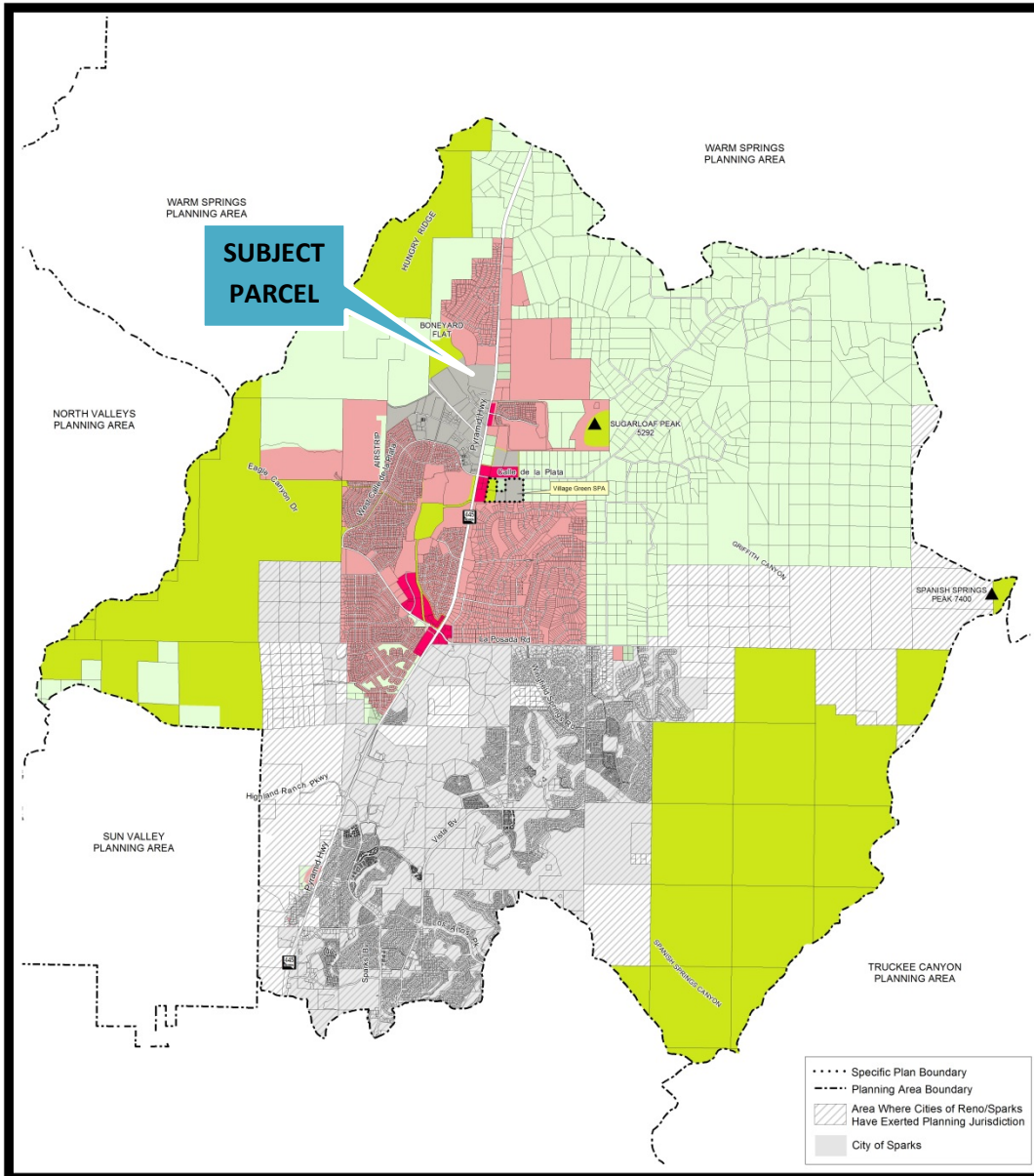
Vicinity Map



Existing and Proposed Master Plan Categories (above)

Existing and Proposed Regulatory Zones (below)





SPANISH SPRINGS MASTER PLAN MAP

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

SOURCE : Planning and Development Division

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 COMMUNITY SERVICES DEPARTMENT.

Scale: 1" = 1,150' 2,300' 4,600' 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 COMMUNITY SERVICES DEPARTMENT.

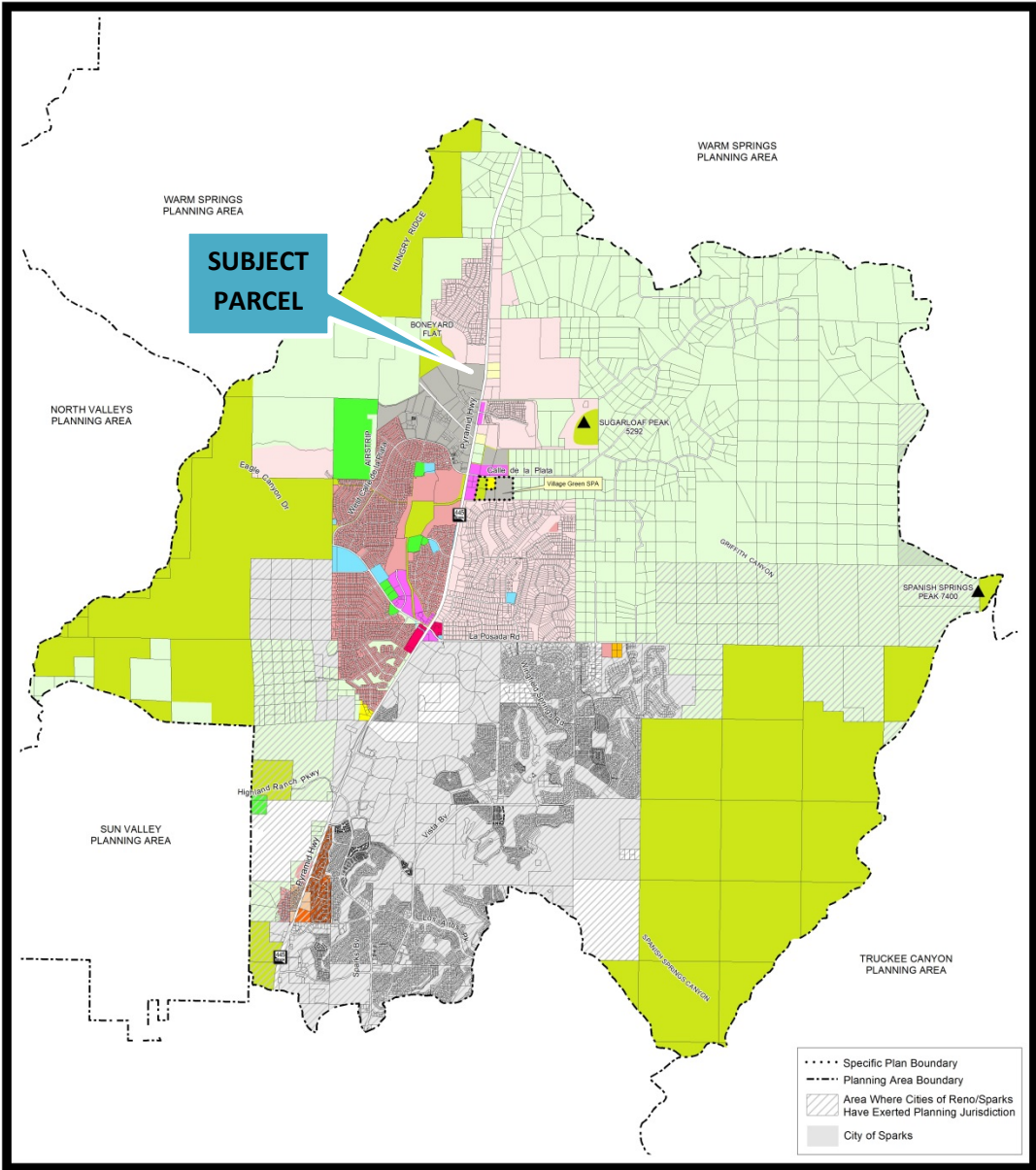
DATE: _____ DIRECTOR: _____

**Community Services
Department**

**WASHOE COUNTY
NEVADA**

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

Proposed Spanish Springs Master Plan Map



SPANISH SPRINGS REGULATORY ZONE MAP

<ul style="list-style-type: none"> LOW DENSITY RURAL MEDIUM DENSITY RURAL HIGH DENSITY RURAL LOW DENSITY SUBURBAN LOW DENSITY SUBURBAN 2 MEDIUM DENSITY SUBURBAN MEDIUM DENSITY SUBURBAN 4 	<ul style="list-style-type: none"> HIGH DENSITY SUBURBAN LOW DENSITY URBAN MEDIUM DENSITY URBAN HIGH DENSITY URBAN GENERAL COMMERCIAL NEIGHBORHOOD COMMERCIAL/OFFICE TOURIST COMMERCIAL 	<ul style="list-style-type: none"> INDUSTRIAL PUBLIC AND SEMI-PUBLIC FACILITIES PARKS AND RECREATION OPEN SPACE GENERAL RURAL GENERAL RURAL AGRICULTURAL DRY LAKE/WATER BODY
--	---	--

Planning and Development Division

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

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

DATE: _____ DIRECTOR: _____

Community Services Department

WASHOE COUNTY NEVADA

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

Proposed Spanish Springs Regulatory Zone Map

Analysis

The subject 60+ acre parcel is located in the Spanish Springs Suburban Character Management Area (SCMA) adjacent to the north of the Spanish Springs Business Park. The subject parcel will be an extension of the existing Business Park, and will be known as the Northern Addition. The subject parcel has a Master Plan Category of Suburban Residential (SR) and a Regulatory Zone of Low Density Suburban (LDS). The applicant is requesting that the Master Plan Category be amended to Industrial (I) and the Regulatory Zone be amended to Industrial (I) in order to expand the Spanish Springs Business Park. The applicant states that since its inception in 1999, the Business Park has expanded from 300 acres to 500 acres and is now two-thirds sold out with not many large parcels remaining that consist of 20 acres or more. The applicant states that this request is in response to a study prepared for the Truckee Meadows Regional Planning Agency dated December 12, 2013, entitled the *Truckee Meadows Regional Industrial Lands Analysis*, which concluded that the Truckee Meadows Region lacks development-ready large parcels consisting of 20 acres or more for industrial use.

The subject parcel is undeveloped and is surrounded by undeveloped parcels, with the Pyramid Highway (SR445) being adjacent to the east. Adjacent to the north is a ± 35 acre parcel and a ± 83 acre parcel, both with Low Density Suburban (LDS) zoning. Adjacent parcels to the south and west are part of the Spanish Springs Business Park which are zoned Industrial. The applicant states that access to the subject parcel will be from Hawco Court, an existing $\pm 1,000$ foot long cul-de-sac within the Business Park that connects to Ingenuity Avenue. Ingenuity Avenue provides direct access into the Business Park from the Pyramid Highway. The applicant states that there will be no street connection between the Business Park and the Pebble Creek residential subdivision, which is approximately one-third of a mile to the north of the proposed Northern Addition.

The Spanish Springs Area Plan Character Statement identifies the Suburban Character Management Area (SCMA) as a designated area for growth. It further states that the Spanish Springs community will provide a range of employment and residential opportunities, and the infrastructure will support both residential and non-residential uses. Land along the Pyramid Highway within the SCMA is designated as part of the “suburban core” which is planned for both non-residential and residential uses.

The Washoe County Master Plan identifies the Industrial Master Plan Category as one intended to provide for industrial uses of all types such as manufacturing, warehousing, mining and construction. The Master Plan further states that the Industrial Master Plan Category is intended to create an environment in which industrial operations may be conducted with minimal impact on the natural environment and surrounding land uses. Table C-4 of the Spanish Springs Area Plan restricts General Industrial use-types to “intermediate” and “limited”, which means no “heavy” industrial uses are allowed in the Spanish Springs Business Park. The applicant states that the Business Park currently consists of warehousing, manufacturing, offices, and distribution centers.

Compatibility

The Compatibility Table in the Land Use and Transportation Element of the Master Plan shows the Industrial regulatory zone to have a low compatibility with all residential regulatory zones except for the Medium Density Urban (MDU) and High Density Urban (HDU) regulatory zones. However, the Industrial zoned Spanish Springs Business Park was specifically planned for in

1999 with Low Density Suburban (LDS) residential zoning adjacent to the north which includes the subject parcel, and Medium Density Suburban zoning (MDS) across Calle de la Plata to the south. The proposed amendments will result in the same zoning pattern with Industrial and LDS zoning adjacent to each other.

To the south and west of the subject parcel (North Addition) is the existing Business Park which has Industrial zoning, and to the north are undeveloped parcels with LDS residential zoning. The applicant states that the North Addition will have similar type of businesses as the existing Business Park, which includes warehousing, distribution, offices, and manufacturing or assembly facilities. No heavy industrial land uses and/or of that scale of operation are allowed in the Business Park as stipulated in the Spanish Springs Area Plan.

The Washoe County Develop Code and the Spanish Springs Business Park Design Guidelines (a part of the Spanish Springs Area Plan) provide for extensive setbacks, landscaping, fencing/wall requirements between industrial and residential uses, and architectural, lighting and noise standards. Landscaping requirements include the planting of trees every twenty feet alongside required solid decorative walls/fences on the industrial property. All areas of an Industrial zoned parcel that adjoin a street require a tree every fifty feet. When an industrial use adjoins a residential use, Washoe County Development Code Article 412 requires a landscaped buffer of at least 15 to 20 feet in width along the entire length of the adjoining common property line. In summary, Industrial and residential land uses can coexist within close proximity of one another with suitable mitigation measures, resulting in a suitable land use pattern.

Services and Facilities

Water and Sewer: Truckee Meadows Water Authority (TMWA) provides community water service and Washoe County provides community sewer service in the subject area. Washoe County Public Works has advised there is adequate waste water capacity for anticipated development that may occur as a result of the proposed amendments on the subject ±60 acre parcel. The applicant states that a county sewer lift station is located along the northern boundary of the subject property. Nonpotable water for landscape irrigation and industrial processing is supplied by the City of Sparks effluent water system. The applicant advises that storage tanks, transmission lines, and distribution water lines for potable and nonpotable water are built and existing for service to the subject parcel.

Storm Drainage: The applicant states that all storm water runoff from the subject parcel will be conveyed to the Boneyard Flat, which has been accepted by Washoe County as a location for increase in runoff from development within the northern portion of the Spanish Springs planning area. Boneyard Flat is near the northwest corner of the subject parcel. Any impacts created by the development of the subject parcel must comply with generally applicable codes at the time that development takes place.

Community Services: Truckee Meadows Fire Protection District has a station near La Posada and Pyramid Highway. Northern Nevada Medical Center and Renown Urgent Care are the nearest health care facilities. Alice Taylor, Shaw Middle, and Spanish Springs High schools are all within the Spanish Springs planning area. Nearby public parks include Sky Ranch, Gator Swamp and Eagle Canyon. The Spanish Springs Public Library is on the Pyramid Highway.

Traffic: The submitted Traffic Impact Study (TIS) analyzed the impact of the project on the intersections of Pyramid Highway at Calle de la Plata and Ingenuity Avenue. RTC reviewed the

TIS and responded stating that with the three-quarter of a mile distance of the Pyramid Highway/Calle de la Plata Drive intersection from Ingenuity Avenue, a traffic light is not warranted at this intersection. RTC also stated that at the Pyramid Highway/Ingenuity Avenue intersection for left turn storage requirements, the existing turn pockets on the Pyramid Highway meet NDOT access management standards for the project traffic.

The TIS states that the Spanish Springs Business Park helps to balance the directional traffic distribution in Spanish Springs, and the expansion of the Business Park will further balance the reverse traffic pattern. The applicant states that the proposed Industrial regulatory zone will have less impact on local traffic in the Pebble Creek subdivision to the north than if it were to remain with LDS zoning, which allows residential subdivision development. This is because there will be no connecting streets between the Business Park, including its Northern Addition (subject parcel) and the Pebble Creek residential subdivision. Access to the Northern Addition will be directly off the Pyramid Highway via Ingenuity Avenue and Hawco Court, which are within the Spanish Springs Business Park. (Traffic Impact Study- Attachment F)

Washoe County Master Plan

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

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

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

Policy 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).

Policy 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.

Policy 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 (Policies LUT.3.1; LUT.3.2 and LUT.3.5): The subject request is proposing an expansion to the Spanish Springs Business Park, known as the Northern Addition, during a time where a study prepared for the Truckee Meadows Regional Planning Agency identified that the Truckee Meadows Region is lacking ready-to-build large parcels consisting of 20 acres or more

for industrial-type businesses. The subject parcel is located within the Spanish Springs SCMA and the TMSA which has available infrastructure and access.

POPULATION ELEMENT – Volume One of the Washoe County Master Plan

Goal Three: Plan for a balanced development pattern that includes employment and housing opportunities, public services and open spaces.

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

Goal Five: Development occurs where infrastructure is available.

Staff Comment (Goals Three, Four and Five): The proposed amendments will allow for increased employment opportunities in the Spanish Springs planning area. Public services, facilities, and infrastructure are available and there are no affected open spaces. TMWA is the water purveyor and Washoe County is the sanitary sewer service provider for the subject area. Washoe County Public Works has advised that if approved, there is adequate sewer capacity for Industrial land use types on the subject ±60 acre parcel. Primary streets and highways used to access the subject site will be the Pyramid Highway, McCarran Boulevard, and the U.S. 395 and I-80 freeways.

Spanish Springs Area Plan

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

Vision and Character Management

Land Use

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

Policy SS.1.3 The following Regulatory Zones are permitted within the Spanish Springs Suburban Character Management Area:

- a. High Density Rural (HDR – One unit per 2.5 acres).
- b. Low Density Suburban (LDS – One unit per acre).
- c. Medium Density Suburban (MDS – Three units per acre).
- d. High Density Suburban (HDS limited to the areas designated HDS prior to August 17, 2004)
- e. Neighborhood Commercial/Office (NC).
- f. General Commercial (GC) – GC limited to the areas designated GC prior to August 17, 2004.
- g. Industrial (I).

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

Policy SS.1.5 In some cases, the land uses available in certain regulatory zones in the Spanish Springs Area Plan differ from those in the same regulatory zones in the Development Code. Appendix C – Allowable Land Uses in the Spanish Springs Area Plan, lists the land uses available under each land use designation in the Spanish Springs Area Plan. Regulatory zones not listed above in policies SS 1.3 and SS 1.4 are not permitted in the Spanish Springs Area Plan.

Staff Comment: If approved, the request will result in Industrial zoning on the subject parcel and an expansion to the existing Spanish Springs Business Park, both of which are within the Spanish Springs SCMA. Policy SS.1.3 states that Industrial zoning is allowed within the SCMA. Table C-4 of Appendix C of the Spanish Springs Area Plan allows “Limited General Industrial” and “Intermediate General Industrial” use types on parcels with Industrial zoning. The Washoe County Development Code identifies typical “Limited General Industrial” use types as apparel manufacturing, paper products finishing, furniture production and production of fabricated metal products and typical “Intermediate General Industrial” use types as production of food substances, household appliance manufacturing, prefabrication of manufactured buildings, and major repair/reconstruction and storage of fabricated housing. Table C-4 does not allow “Heavy General Industrial” use types in the Spanish Springs planning area. The Washoe County Development Code defines “Heavy General Industrial” use types as uses which should not be located near residential or commercial uses due to the intensive nature of the industrial activity and/or the scale of operation, such as motor vehicle assembly, sawmills, textile dyeing, leather tanning, and hazardous chemical production.

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

Staff Comment: The findings required in the Plan Maintenance section are listed and discussed later in this report under “Findings for Master Plan Amendment”.

Scenic/Recreational/Cultural Resources

Goal Four: **Maintain open vistas of the surrounding ridges and more distant mountain ranges, and minimize the visual impact of hillside development.**

Policy SS.4.1 With the exception of temporary infrastructure for construction projects, Washoe County will require the underground placement of utility distribution infrastructure within the Suburban Character Management Area. Utility transmission facilities will be subject to a special use permit. In considering whether to grant a special use permit or in consideration of any conditions

including underground placement which may be placed upon an approval, the Planning Commission will utilize the best available information including, but not limited to, the most recent Regional Utility Corridor Report and any Environmental Impact Statement or other study undertaken regarding the proposal.

Staff Comment: The applicant states that utility infrastructure will be placed underground.

Goal Five: The built environment will implement and preserve the community character as described in the Spanish Springs Vision and Character Statement.

Policy SS.5.1 Development, including that granted by a special use permit, but excluding educational facilities, within the Spanish Springs planning area will comply with the appropriate development standards and design guidelines as detailed in Appendix A –Western Theme Design Guidelines and **Appendix B – Business Park Design Guidelines.**

Staff Comment: The Business Park has established design guidelines outlined in Appendix B-Business Park Design Guidelines with specific criteria regarding architecture, lighting, noise, signs, screening and buffers by which each proposal must be evaluated for compliance and approval. The Business Park Design Guidelines provide a set of expectations for the uses, character, and quality of industrial-business park development. Being an extension of the Spanish Springs Business Park, the subject parcel will be subject to these guidelines.

Water Resources – Supply

Goal Twelve: Water resources will be supplied to land uses in the Spanish Springs planning area according to the best principles/practices of sustainable resource development.

Policy SS.12.1 Residential and commercial development must utilize one or a combination of the following reliable water resources that are replenished in quantities to meet the needs of the area without reliance upon groundwater mining or recharge from agricultural uses:

- a. Decreed Truckee River water rights or other approved imported surface water rights when used with an appropriate drought yield discount as determined by the water purveyor and approved by the State Engineer.
- b. Imported groundwater from a source that is replenished in sufficient quantity to meet the demands placed upon a source without groundwater mining.
- c. Certificated groundwater rights or permitted quasi-municipal groundwater rights (that existed as of May 22, 1990) matched by imported, decreed surface water from a source such as the Truckee River.
 - i. For residential developments, the quantity of imported water decreed surface water shall be equal to 50 percent of the groundwater demand.
 - ii. For developments other than residential (commercial, industrial, recreational, etc.), the quantity of the matching imported or decreed

surface water rights shall be equal to 100 percent of the calculated demand.

- iii. The Truckee River surface water dedicated must be capable of diversion to the Orr Ditch.

Policy SS.12.2 To the extent that reuse water is available to meet a new proposed non-potable water demand that is consistent with the use of reclaimed water, potable water shall not be supplied to meet the demand.

Staff Comment (Policies SS.12.1 and SS.12.2): The applicant has submitted as a part of their application a letter verifying adequate water rights for Industrial zoning on the proposed ±60 acre parcel that will be an expansion of the Spanish Springs Business Park. The Truckee Meadows Water Authority (TMWA) will make a determination of water rights at the development stage. The applicant states that for irrigation and industrial type processes, the Business Park uses reclaimed water from the Effluent Water Treatment Facility operated by the City of Sparks.

Water Resources – Service

Goal Fifteen: Water resources will be provided to residential and non-residential uses in a manner that implements and preserves the community character as described in the Spanish Springs Vision and Character Statement.

Policy SS.15.1 Whenever applicable, all development within the Spanish Springs Suburban Character Management Area will connect to a community water service.

Policy SS.15.2 Infrastructure for the storage and distribution of treated effluent for irrigation purposes will be encouraged in the Spanish Springs planning area.

Policy SS.15.3 Whenever feasible, the use of treated effluent for irrigation purposes will be required.

Staff Comment (Policies SS.15.1, SS.15.2 and SS.15.3): The subject parcel will connect to existing community water through TMWA and will use nonpotable water from the Effluent Water Treatment Facility operated by the City of Sparks for landscape irrigation and industrial processing.

Water Resources – Wastewater

Goal Sixteen: Wastewater treatment and disposal will be provided to residential and nonresidential uses in a manner that implements and preserves the community character as described in the Spanish Springs Vision and Character Statement.

Policy SS.16.1 Whenever applicable, all development within the Spanish Springs Suburban Character Management Area will connect to a community sewer service.

Staff Comment: The subject parcel will connect to existing community sewer through Washoe County Utility Services. Washoe County Public Works states there would be adequate sewer capacity for development that could result from the approval of the proposed amendments.

Plan Maintenance

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

Staff Comment: The Spanish Springs Area Plan's Vision and Character Statement defines the suburban core as one that is mostly concentrated along the west side of the Pyramid Highway and includes a broad mix of non-residential uses together with residential uses. The suburban core is part of the Suburban Character Management Area (SCMA). The SCMA is a designated growth area in the Spanish Springs planning area, which allows a range of regulatory zones, including industrial, commercial and residential. As stated earlier in this report the subject request is in response to a study dated December 12, 2013, "Truckee Meadows Industrial Lands Analysis" prepared for the Truckee Meadows Regional Planning Agency, which concluded that the Truckee Meadows Region lacks ready-to-build large parcels of 20 acres or more for industrial uses.

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 parcel is within the TMSA. The Truckee Meadows Regional Plan was recently amended to allow an increase in the size of the existing contiguous industrial land use in the Spanish Springs Area Plan by no more than 150 acres over the next 10 years.

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 parcel is not identified as a Development Constraints Area.

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: Truckee Meadows Water Authority (TMWA) is the provider for community water services and Washoe County is the provider for community sewer services in the subject area. As previously stated, Washoe County Public Works has advised that there would be adequate sewer capacity for development that could result from the approval of the proposed amendments. The applicant states that the subject parcel should have adequate water rights to serve the proposed Industrial regulatory zone. If there are any adverse impacts, the applicant will be required to work with TMWA and Washoe County on infrastructure improvements. Irrigation water will be provided through the City of Sparks effluent water system. The Truckee Meadows Fire Protection District (TMFPD) is the provider for fire and emergency services. The applicant states that the current developed area of the Business Park receives fire water through its Early Suppression Fast Response (ESFR) system from the Desert Springs Tank #3. The TMFPD Station #17 is approximately two miles to the south of the subject parcel at the corner of La Posada and the Pyramid Highway. RTC is one of the Reviewing Agencies for this application, and included the following as a part of their response to the TIS:

“The policy Level of Service (LOS) standard for Pyramid Highway is E. New intersections or changes to existing intersections shall be designed to provide a LOS consistent with maintaining the policy LOS of the intersection corridor. This project should be required to meet all the conditions necessary to complete road improvements to maintain policy LOS standards. Currently, there are no interim improvements, i.e., widening from 2 to 4 lanes on the Pyramid Highway north of La Posada/Eagle Canyon projected by RTC at this time.”

Development Suitability within the Spanish Springs Area Plan

The subject parcel is identified as “Most Suitable” on the Spanish Springs 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

In accordance with the provisions of NRS 278.210.2, the applicant is required to conduct a neighborhood meeting prior to a Master Plan Amendment being scheduled before the Planning Commission. Washoe County’s Master Plan Amendment application cycle did not coincide with the Spanish Springs Citizen Advisory Board (CAB) meeting schedule; therefore the proposed Master Plan Amendment and related Regulatory Zone Amendment were discussed at a neighborhood meeting organized by the applicant.

NRS 278.210 requires the Neighborhood Meeting be noticed to a minimum of 30 separate property owners within a 750 foot radius nearest the area to which the proposed amendment pertains. The applicant chose to mail out 320 Neighborhood Meeting notices to include all of the property owners within the Pebble Creek residential subdivision. Enclosed with the Neighborhood Meeting Notice was a summary of the application, a portion of the application that was submitted to Washoe County, and a list of 15 anticipated questions with answers. The meeting was held at Spanish Springs Elementary School, 100 Marilyn Mae Drive on Monday, October 5, 2015 at 6:30 p.m. and was noticed in accordance with NRS 278.210, Article 820 (Master Plan Amendments) and Article 821 (Amendment of Regulatory Zone) of the Washoe

County Development Code, which require notice be mailed 10 days prior to the Neighborhood Meeting. The applicant states that 35 residents attended the October 5th meeting, however, acknowledged that only 25 signed the “sign-in sheet”.

At the Neighborhood Meeting, the applicant made a brief presentation outlining the requested amendments. The applicant states that the following topics were brought up by the residents in attendance: traffic on the Pyramid Highway, adverse effect of large truck traffic; building design, placement and uses in the Business Park including buffers, setbacks and height limits; and impacts on residential property values. (Attachment G)

Public Comment

Dawn Costa-Guyon, Chair of the Spanish Springs Citizen Advisory Board, attended the October 5th Neighborhood Meeting and at a later date submitted written comment to Washoe County staff affirming the applicant’s summary of the Neighborhood Meeting. Ms. Costa-Guyon’s comment concluded with a statement saying, “*Developing the property in an Industrial manner does not present to me to be an issue. I would recommend passing this.*” Washoe County staff also received public comment in the form of an email from Carl Savely who expressed support for the proposed amendments, stating that the subject parcel is better suited for an Industrial regulatory zone than a Residential regulatory zone. (Attachment H)

Public Hearing Notice

Notice for Master Plan Amendments has been provided in accordance with the provisions of Nevada Revised Statutes 278.210, as amended; and Notice for Regulatory Zone Amendments has been provided in accordance with the provisions of Nevada Revised Statutes 278.260, 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. NRS requires a minimum of 30 separate property owners be noticed within a 750 foot radius of the subject parcel to which the proposed amendment pertains.

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 Articles 820 Master Plan Amendments and 821 Amendment of Regulatory Zone.

Notice for this Application: 57 property owners within 750 feet of the subject parcel were noticed of the proposed Master Plan Amendment and Regulatory Zone Amendment by U.S. Mail not less than 10 days before the scheduled Planning Commission meeting of November 3, 2015. A legal ad was placed in the Reno Gazette-Journal for October 20, 2015 publication.

Reviewing Agency Comments

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

- Washoe County Community Services Department

- Planning and Development
- Traffic
- Land Development
- Roads
- Sewer
- Building and Safety Division
- Parks and Open Space
- Washoe County Health District
 - Environmental Health
 - Mosquito/Vector Control
- Truckee Meadows Fire Protection District
- Regional Transportation Commission
- Nevada Department of Transportation
- Washoe County School District
- Truckee Meadows Water Authority
- City of Sparks

The Regional Transportation Commission provided comments and the other below-listed Reviewing Agencies responded stating that they have no comments. There were no recommendations for denial. (Attachment E)

- Regional Transportation Commission
- Roads, Washoe County Engineering
- Land Development, Washoe County Engineering
- Nevada Department of Transportation

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 Policies SS.17.1 and SS.17.2 of the Spanish Springs Area Plan (a part of the Master Plan). When adopting an amendment, the Commission shall make all required findings contained in the subject area plan and, at a minimum, make at least three of the findings listed in Article 820 of the Washoe County Development Code.

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 amendments support 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 existing land use pattern of Industrial zoning adjacent to Low Density Suburban (LDS) zoning will remain unchanged. Industrial zoning designated to parcels within the Spanish Springs Business Park and adjacent parcels with residential zoning have been coexisting for approximately 15 years with no identified adverse impacts. The Business Park is

restricted to “Limited” and “Intermediate” general industrial uses, which are compatible with residential zoning with the implementation of proper mitigation measures as discussed earlier in this report.

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: A study, “Truckee Meadows Regional Industrial Lands Analysis” prepared for the Truckee Meadows Regional Planning Agency concluded that the Truckee Meadows Region is short on development-ready large parcels consisting of 20 acres or more for industrial-type businesses. This proposal supports growth within the TMSA and the Spanish Springs SCMA which has existing infrastructure.

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. TMWA and Washoe County are the service providers for community water and sewer. TMFPD is the fire protection service provider.

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 needed industrial type uses in the TMSA and the SCMA which has existing infrastructure. The SCMA is a designated area for growth in the Spanish Springs planning area.

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 the required noticing distance to the subject property and this finding therefore is not required.

Spanish Springs Area Plan Findings

7. Policy SS.17.1 In order for the Washoe County Planning Commission to recommend the approval of ANY amendment to the Spanish Springs Area Plan the following findings must be made:
 - a. The amendment will further implement and preserve the Vision and Character Statement.
 - b. The amendment conforms to all applicable policies of the Spanish Springs Area Plan and the Washoe County Master Plan.
 - c. The amendment will not conflict with the public’s health, safety or welfare.

Staff Comment (Policy SS.17.1 (a) (b) and (c): The proposed amendments will further implement and preserve the Spanish Springs Area Plan Vision and Character Statement, which promotes an area of mixed land uses (zoning) and a range of employment opportunities. The proposed amendments conform to all applicable policies of the Spanish Springs Area Plan and the Washoe County Master Plan as provided earlier in this report. The proposed amendments will not result in a conflict with the public's health, safety or welfare.

8. Policy SS.17.2 In order for the Washoe County Planning Commission to recommend approval of any amendment involving a change of land use, the following findings must be made:
 - a. A feasibility study has been conducted, commissioned and paid for by the applicant, relative to municipal water, sewer and storm water that clearly identifies the improvements likely to be required to support the intensification, and those improvements have been determined to be in substantial compliance with all applicable existing facilities and resource plans for Spanish Springs by the Department of Water Resources. The Department of Water Resources will establish and maintain the standards and methodologies for these feasibility studies.

Staff Comment: A feasibility study was provided by the applicant regarding Water, Storm Water, Sewer, Effluent and Early Suppression Fast Response (ESFR) systems. The study clearly identifies the availability of existing infrastructure, facilities and resources.

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

Staff Comment: A Traffic Impact Study (TIS) was submitted with the application. The TIS analyzed the impact of the project on the intersections of Pyramid Highway at Calle de la Plata and Ingenuity Avenue, which were discussed earlier in this report. The Washoe County Engineering and Capital Projects Division had no comments on the proposed amendments.

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

Staff Comment: On June 23, 2015, the Washoe County Board of County Commissioners approved removal of the 9.86 percent commercial/industrial cap in the Spanish Springs Area Plan (Master Plan Amendment Case Number MPA10-002), and the MPA is pending conformance review by the TMRPA. It is anticipated that this proposal will be found in conformance with the Truckee Meadows Regional Plan due to a recent amendment to Regional Plan Policy 1.3.3 which allows for an increase in size of existing contiguous industrial land use in the Spanish Springs Area Plan by no more than 150 acres over the next 10 years.

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

Staff Comment: Not applicable.

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

Staff Comment: *RTC commented on the Traffic Impact Study (TIS) as discussed earlier in this report, and there is no anticipated drop in the Level of Service for the transportation network in Spanish Springs as a result of the proposed amendments.*

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

Staff Comment: *RTC commented on the Traffic Impact Study (TIS) as discussed earlier in this report, and there is no requirement for regional infrastructure improvements as a result of the proposed amendments.*

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

Staff Comment: *Not applicable. Policy SS.1.2 addresses new residential units of land use capacity.*

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

Staff Comment: *Not applicable. This proposal will increase Industrial uses and will reduce the potential number of housing units in the Spanish Springs planning area.*

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

Staff Comment: *Not applicable. This proposal does not involve a special use permit.*

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 are provided below with staff comment. All of the findings must be made.

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 existing land use pattern of Industrial regulatory zoning adjacent to residential regulatory zoning will remain unchanged. Parcels with Industrial regulatory zoning within the Spanish Springs Business Park and adjacent parcels with residential regulatory zoning have been coexisting for approximately 15 years with no identified adverse impacts. The Business Park is restricted to "Limited" and "Intermediate" general industrial uses, which are compatible with residential regulatory zoning with the implementation of proper mitigation measures as discussed earlier in this report. The proposal will not adversely impact the public health, safety or welfare.

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: A study prepared for the Truckee Meadows Regional Planning Agency revealed that the Truckee Meadows Region is short on development-ready large parcels consisting of 20 acres or more for industrial-type businesses. The subject proposal supports industrial growth within the TMSA and the Spanish Springs SCMA, which has existing infrastructure.

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 existing infrastructure and other facilities have been shown to be sufficient to accommodate the proposed regulatory zone amendment.

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

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

6. Desired Pattern of Growth. The proposed amendment 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 needed industrial use-type opportunities in the TMSA and the SCMA which is a designated area for growth in the Spanish Springs planning area which has existing infrastructure.

7. Effect on a Military Installation. When a Military Installation is Required to be Noticed.

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

Staff Comment: The proposed amendment will not have any effect on a military installation.

Recommendation (Master Plan Amendment Case Number MPA15-006 and Regulatory Zone Amendment Case Number RZA15-007)

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 the Spanish Springs Master Plan Map, changing the master plan category from Suburban Residential (SR) to Industrial (I) on the subject \pm 60 acre parcel (APN: 538-171-09). Possible action to approve a resolution adopting an amendment to the Spanish Springs Master Plan Map; and
- (2) Subject to final approval of the associated Master Plan Amendment, recommend adoption of an amendment to the Spanish Springs Regulatory Zone Map, changing the regulatory zone from Low Density Suburban (LDS) to Industrial (I) on the subject parcel (APN: 538-171-09). Approve a resolution recommending adoption of an amendment to the Spanish Springs Regulatory Zone Map.
- (3) If the resolutions adopting the Master Plan Amendment 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 test.
- (4) It is further recommended that the Chair be authorized to sign Resolutions Number 15-21 and 15-22 on behalf of the Planning Commission.

Possible Motion

I move that, after giving reasoned consideration to the information in the staff report, 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 the Spanish Springs Master Plan Map, changing the master plan category from Suburban Residential (SR) to Industrial (I) on the subject \pm 60 acre parcel (APN: 538-171-09). Approve a resolution adopting an amendment to the Spanish Springs Master Plan Map; and

- (2) Subject to final approval of the associated Master Plan Amendment, recommend adoption of an amendment to the Spanish Springs Regulatory Zone Map, changing the regulatory zone from Low Density Suburban (LDS) to Industrial (I) on the subject parcel (APN: 538-171-09). Approve a resolution recommending adoption of an amendment to the Spanish Springs Regulatory Zone Map.
- (3) Authorize the Chair to sign Resolutions Number 15-21 and 15-22.
- (4) Direct staff to forward both 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) This adoption and recommendation for adoption are based on the following findings for a Master Plan Amendment and a Regulatory Zone Amendment as outlined below.

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.*

Spanish Springs Area Plan Findings - Policies SS.17.1 and SS.17.2 (a part of the Master Plan)

6. *The amendment will further implement and preserve the Vision and Character Statement.*
7. *The amendment conforms to all applicable policies of the Spanish Springs Area Plan and the Washoe County Master Plan.*
8. *The amendment will not conflict with the public's health, safety or welfare.*
9. *A feasibility study has been conducted, commissioned and paid for by the applicant, relative to municipal water, sewer and storm water that clearly identifies the improvements likely to be required to support the intensification, and those improvements have been determined to be in substantial compliance with all applicable existing facilities and resource plans for Spanish Springs by the Department*

of Water Resources. The Department of Water Resources will establish and maintain the standards and methodologies for these feasibility studies.

10. A traffic analysis has been conducted that clearly identifies the impact to the adopted level of service within the [unincorporated] Spanish Springs Hydrographic Basin and the improvements likely to be required to maintain/achieve the adopted level of service. This finding may be waived by the Department of Public Works for projects that are determined to have minimal impacts. The Department of Public Works may request any information it deems necessary to make this determination.
11. For commercial and industrial land use intensifications, the overall percentage of commercial and industrial regulatory zone acreage will not exceed 9.86 percent of the Suburban Character Management Area. [Removal of this commercial/industrial cap is pending conformance review by the Truckee Meadows Regional Planning Commission. The Regional Plan has recently been amended to allow an increase in the size of the existing contiguous industrial land use in the Spanish Springs Area Plan by no more than 150 acres over the next 10 years.]
12. If the proposed intensification will result in a drop below the established policy level of service for transportation (as established by the Regional Transportation Commission and Washoe County) within the Spanish Springs Hydrographic Basin, the necessary improvements required to maintain the established level of service are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification. For impacts to regional roads, this finding may be waived by the Washoe County Planning Commission upon written request from the Regional Transportation Commission.
13. If roadways impacted by the proposed intensification are currently operating below adopted levels of service, the intensification will not require infrastructure improvements beyond those articulated in Washoe County and Regional transportation plans AND the necessary improvements are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification.

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

Appeal Process

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

xc: Applicant/Property Owner: Mystic Mountain, LLC, Attn: Jesse Haw, 550 W Plumb Lane,
Suite B-505, Reno, NV 89509

Attorney: Robert M. Sader, 8600 Technology Way, Suite 101, Reno, NV 89521



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

ADOPTING AN AMENDMENT TO THE WASHOE COUNTY MASTER PLAN, THE SPANISH SPRINGS MASTER PLAN MAP (MPA15-006) AND RECOMMENDING ITS ADOPTION TO THE BOARD OF COUNTY COMMISSIONERS

Resolution Number 15-21

Whereas Master Plan Amendment Case Number MPA15-006 (Mystic Mountain) came before the Washoe County Planning Commission for a duly noticed public hearing on November 3, 2015; and

Whereas the Washoe County Planning Commission heard input from both staff and the public regarding the proposed Master Plan Amendment; and

Whereas, the Washoe County Planning Commission gave reasoned consideration to the information it has received regarding the proposed Master Plan Amendment; and

Whereas, the Washoe County Planning Commission has made the following findings necessary to support adoption of the proposed Master Plan Amendment Case Number MPA15-006 as set forth in NRS Chapter 278; Article 820 of Chapter 110 of Washoe County Code (Development Code); and Spanish Springs Area Plan Policies SS.17.1 and SS.17.2

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 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. 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. Desired Pattern of Growth. The proposed amendment promotes 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;

Spanish Springs Area Plan Findings:

6. Policy SS.17.1

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

7. Policy SS.17.2

- a. A feasibility study relative to municipal water, sewer and storm water was provided by the applicant that clearly identifies the improvements likely to be required to support the intensification, and those improvements have been determined to be in substantial compliance with all applicable existing facilities and resource plans;
- b. A traffic analysis has been conducted that clearly identifies the impact to the adopted level of service within the [unincorporated] Spanish Springs Hydrographic Basin and the improvements likely to be required to achieve the adopted level of service;
- c. The overall percentage of commercial and industrial regulatory zone acreage will not exceed 9.86 percent of the Suburban Character Management Area; *[On June 23, 2015, the Washoe County Board of County Commissioners approved removal of this policy from the Spanish Springs Area Plan, and it is pending conformance review by the Truckee Meadows Regional Planning Commission. It is anticipated that this proposal will be found in conformance with the Truckee Meadows Regional Plan due to a recent amendment to Regional Plan Policy 1.3.3 which allows for an increase in size of existing contiguous industrial land use in the Spanish Springs Area Plan by no more than 150 acres over the next 10 years.]*
- d. If the proposed intensification will result in a drop below the established policy level of service for transportation (as established by the Regional Transportation Commission and Washoe County) within the Spanish Springs Hydrographic Basin, the necessary improvements required to maintain the established level of service are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification; and
- e. The intensification will not require infrastructure improvements beyond those articulated in Washoe County and Regional transportation plans AND the necessary improvements are scheduled in either the Washoe County Capital

Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification.

Now, therefore, be it resolved that pursuant to NRS 278.210(3) the Washoe County Planning Commission does hereby adopt the proposed Master Plan Amendment in Master Plan Amendment Case Number MPA15-006, to include the Spanish Springs Master Plan attached as Exhibit A to this Resolution. 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 November 3, 2015

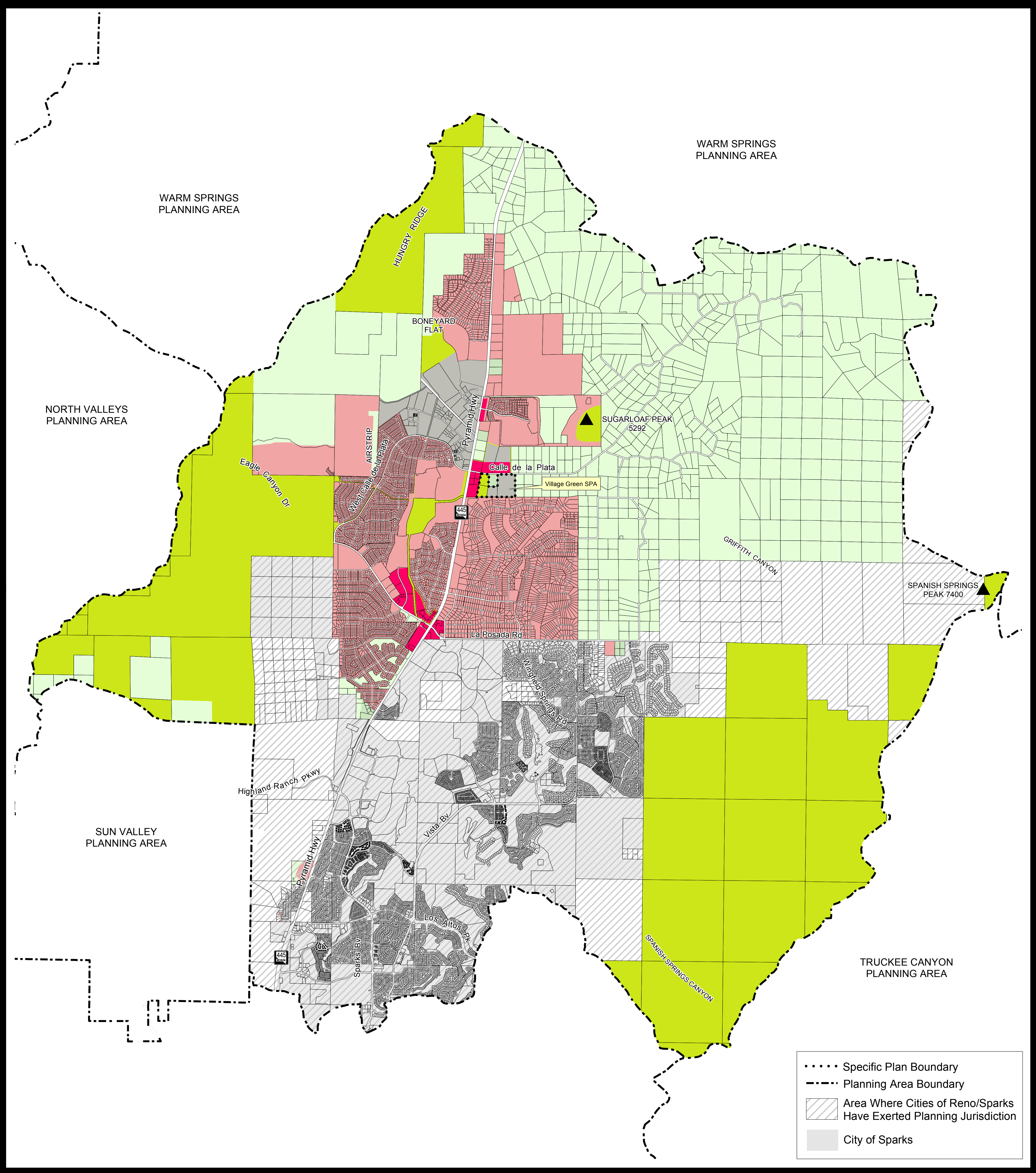
WASHOE COUNTY PLANNING COMMISSION

ATTEST:

Carl R. Webb, Jr., AICP, Secretary

James Barnes, Chair

Attachment: Exhibit A – Spanish Springs Master Plan Map



SPANISH SPRINGS MASTER PLAN MAP

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

SOURCE ; Planning and Development Division

PC Date: November 3, 2015
 BCC Date:
 RPC Conformance Date:
 Resolution Adoption Date:

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

0 1,150 2,300 4,600
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 COMMUNITY SERVICES DEPARTMENT.

DATE _____ DIRECTOR _____

**Community Services
Department**

**WASHOE COUNTY
NEVADA**

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



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

RECOMMENDING ADOPTION OF REGULATORY ZONE AMENDMENT CASE NUMBER RZA15-007 AND THE AMENDED SPANISH SPRINGS REGULATORY ZONE MAP

Resolution Number 15-22

Whereas Regulatory Zone Amendment Case Number RZA15-007 (Mystic Mountain) came before the Washoe County Planning Commission for a duly noticed public hearing on November 3, 2015;

Whereas the Washoe County Planning Commission heard input from both staff and the public regarding the proposed Regulatory Zone Amendment;

Whereas the Washoe County Planning Commission gave reasoned consideration to the information it has received regarding the proposed Regulatory Zone Amendment;

Whereas the proposed Regulatory Zone Amendment shall be adopted pending adoption of the proposed Master Plan Amendment (MPA15-006) by the Washoe County Board of County Commissioners and a positive finding of conformance with the Truckee Meadows Regional Plan; and

Whereas, pursuant to Washoe County Code Section 110.821.15(d), the Washoe County Planning Commission made the following findings necessary to support the recommendation for adoption of the proposed Regulatory Zone Amendment Case Number RZA15-007:

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 public health, safety or welfare;
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;
4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility and other facilities to accommodate the uses and densities permitted by the proposed amendment;
5. Master Plan Policies and Action Programs. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan;

6. Desired Pattern of Growth. The proposed amendment promotes 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. Effect on a Military Installation When a Military Installation is Required to be Noticed. The proposed amendment will not affect the location, purpose and mission of a military installation.

Now, therefore, be it resolved that the Washoe County Planning Commission does hereby recommend adoption of Regulatory Zone Amendment Case Number RZA15-007 and the amended Spanish Springs Regulatory Zone Map as included as Exhibit A to this Resolution to the Washoe County Board of County Commissioners.

ADOPTED on November 3, 2015

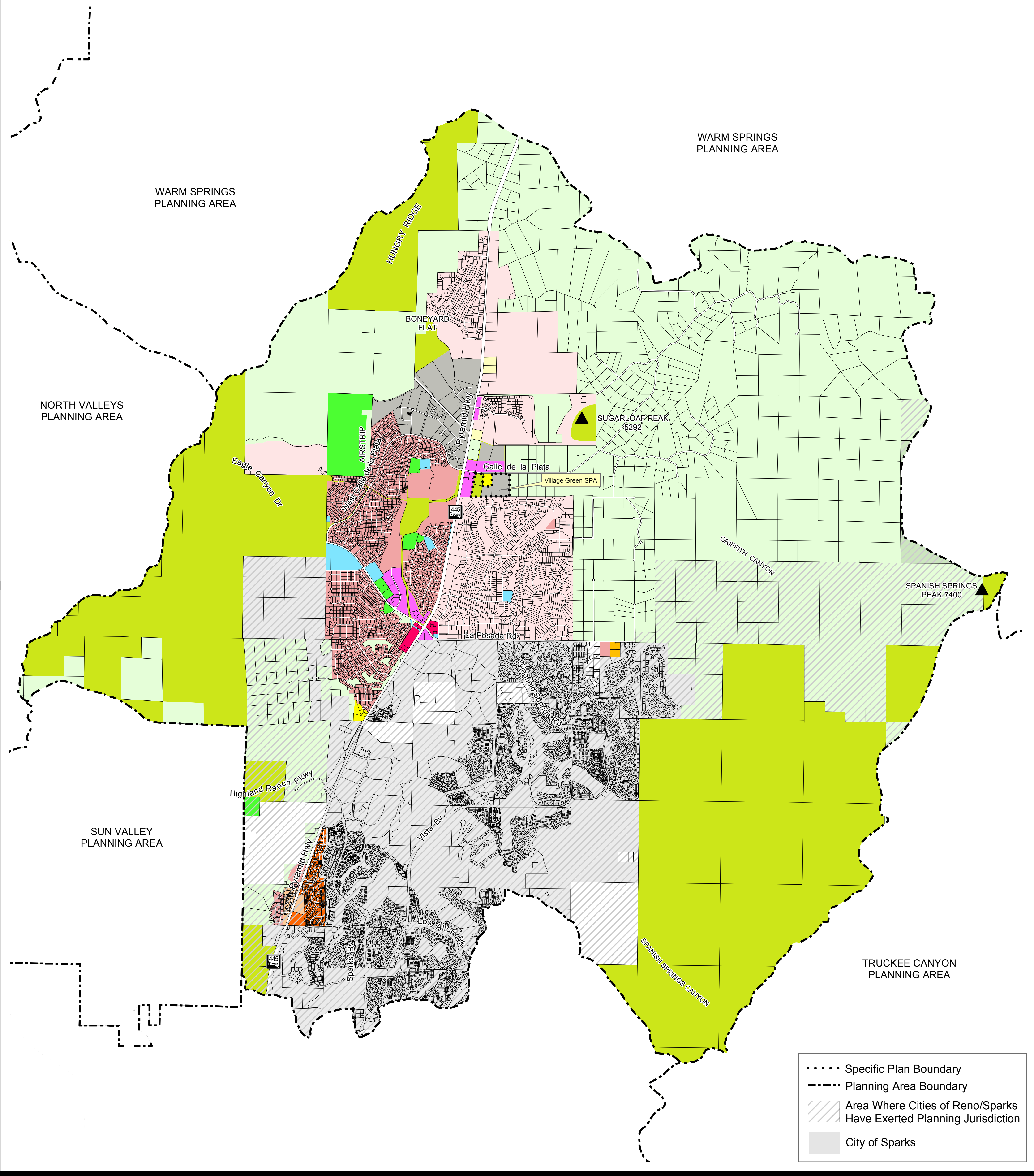
WASHOE COUNTY PLANNING COMMISSION

ATTEST:

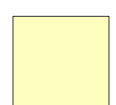
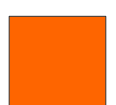

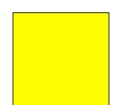
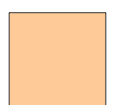


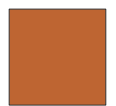

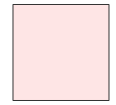





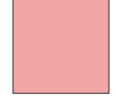
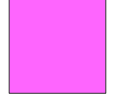

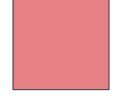
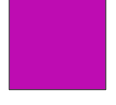
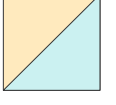
Carl R. Webb, Jr., AICP, Secretary

James Barnes, Chair

Attachment: Exhibit A – Spanish Springs Regulatory Zone Map



SPANISH SPRINGS REGULATORY ZONE MAP

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

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.

0 1,500 3,000 6,000
Feet

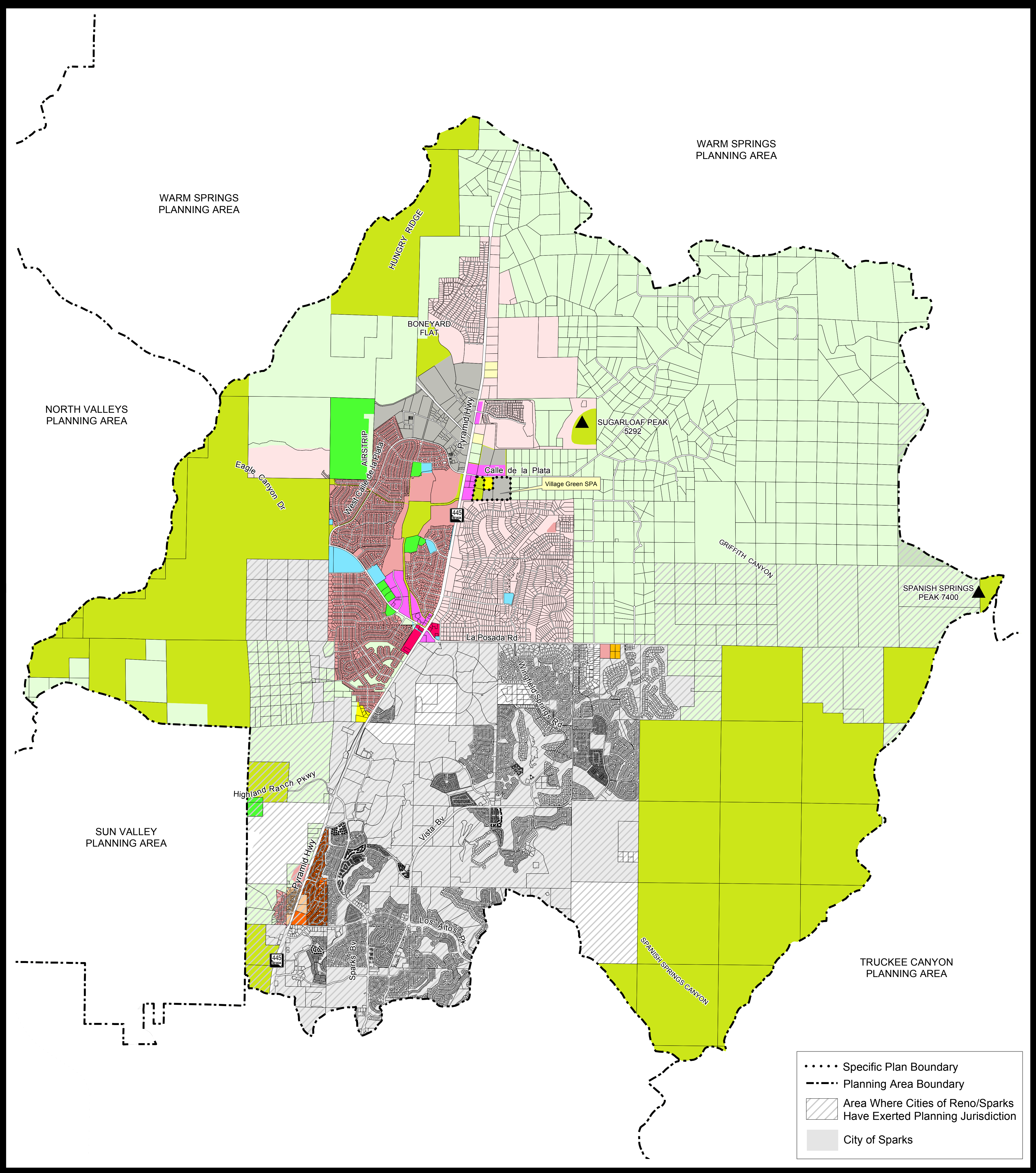
CERTIFICATION: THIS DOCUMENT HAS BEEN REVIEWED AND APPROVED AS AN ACCURATE REPRESENTATION OF THE ADOPTED ZONING MAPS OF WASHOE COUNTY, NEVADA, BY THE WASHOE COUNTY PLANNING AND DEVELOPMENT DIVISION.

DATE _____ DIRECTOR _____

**Community Services
Department**

**WASHOE COUNTY
NEVADA**

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



SPANISH SPRINGS REGULATORY ZONE MAP

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

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.

0 1,500 3,000 6,000
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



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning · Public Transportation & Operations · Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

October 6, 2015

FR: Chrono/PL 183-15

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

RE: MPA15-006/RZA15-007 (Mystic Mountain LLC)

Dear Grace,

The applicant is requesting a master plan amendment and a regulatory zone amendment on approximately 60.15 acres located on the west side of Pyramid Highway north of the Ingenuity Avenue intersection.

The Regional Transportation Plan (RTP) identifies Pyramid Highway from Calle de Plata Drive to Winnemucca Ranch Road as an arterial with moderate access control (MAC) and Calle de la Plata Drive from Eagle Canyon to Pyramid Highway as a collector with low access control (LAC). Ingenuity Avenue is not designated as a regional road. To maintain arterial capacity, the following RTP access management standards should be met.

Access Management Standards-Arterials ¹ and Collectors							
Access Management Class	Posted Speeds	Signals Per Mile and Spacing ²	Median Type	Left From Major Street? (Spacing from signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways?	Driveway Spacing ³
Moderate Access Control	40-45 mph	3 or less Minimum spacing 1590 feet	Raised or painted w/turn pockets	Yes 500 ft. minimum	No, on 6 or 8 lane roadways w/o signal	Yes ⁴	200 ft./300 ft.
Low Access Control	35-40 mph	5 or less Minimum spacing 900 feet	Raised or painted w/turn pockets or undivided w/painted turn pockets or two-way, left-turn lane	Yes 350 ft. minimum	Yes	No	150 ft./200 ft.

¹ On-street parking shall not be allowed on any new arterials. Elimination of existing on-street parking shall be considered a priority for major and minor arterials operating at or below the policy level of service.

² Minimum signal spacing is for planning purposes only; additional analysis must be made of proposed new signals in the context of existing conditions, planned signalized intersections, and other relevant factors impacting corridor level of service.

³ Minimum spacing from signalized intersection/spacing from other driveways.

⁴ If there are more than 60 inbound, right-turn movements during the peak-hour.

The policy Level of Service (LOS) standard for Pyramid Highway is E. New intersections or changes to existing intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridor. This project should be required to meet all the conditions necessary to complete road improvements to maintain policy LOS standards.

Currently, there are no interim improvements, ie, widening from 2 to 4 lanes on Pyramid Highway north of La Posada/Eagle Canyon projected by RTC at this time.

Access to the project site via Ingenuity Avenue was described in the application, however a site plan was not included with the project application.

The Traffic Impact Study (TIS) prepared by Solaegui Engineers, Ltd dated September 3, 2015 was submitted with the application. The TIS analyzed the impact of the project on the intersections of Pyramid Highway at Calle de la Plata and Ingenuity Ave.

A review of the Traffic Impact Study (TIS) found the following:

1. The TIS evaluated the Manual on Uniform Traffic Control Devices (MUTCD) traffic signal Warrant 3 – Peak Hour for the Pyramid Highway/Calle de la Plata Drive intersection. The MUTCD states that the Peak Hour Warrant “shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.” The warrant is typically used for a minor street directly serving the high traffic generator. With the distance of the Pyramid Highway/Calle de la Plata Drive intersection to Ingenuity Avenue approximately 3/4th of a mile, this warrant does not apply.
2. The TIS also analyzed the Pyramid Highway/Ingenuity Avenue intersection for left turn storage requirements. The existing turn pockets on Pyramid Highway meet NDOT access management standards for the project traffic.

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
David Jickling, Regional Transportation Commission
Julie Masterpool, Regional Transportation Commission
Doug Maloy, Regional Transportation Commission
Janelle Thomas, Nevada Department of Transportation District II

From: [Corbridge, Kimble](#)
To: [Sannazzaro, Grace](#)
Cc: [Vesely, Leo](#); [Lawson, Clara](#)
Subject: MPA15-006 and RZA15-007
Date: Tuesday, October 06, 2015 9:07:51 AM
Attachments: [image001.png](#)

Grace,

I have reviewed the referenced Master Plan Amendment and Regulatory Zone Amendment and have no comments or conditions from the Roads perspective.

Thx,
Kimble

Kimble O. Corbridge, P.E., CFM

Washoe County Community Services Department

KCorbridge@washoecounty.us | o 775.328.2041 | f 775.328.3699 | 1001 E. Ninth St., A-255,
Reno, NV 89512



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

From: [Vesely, Leo](#)
To: [Sannazzaro, Grace](#)
Subject: MPA 15-006 and RZA15-007 Spanish Springs Business Center, North Addition
Date: Tuesday, October 06, 2015 10:17:34 AM

Grace,

I have reviewed the referenced MPA and RZA and have no comments or conditions.

Thanks

Leo R. Vesely, PE, CFM

Licensed Civil Engineer

Washoe County Community Services Department

Engineering and Capital Projects Division

1001 East Ninth Street

Reno, NV 89520

775.328.2313

Fax.328.3699

lvesely@washoecounty.us

From: Lyday, Anita R [<mailto:alyday@dot.state.nv.us>]
Sent: Wednesday, September 23, 2015 8:48 AM
To: Stark, Katherine
Cc: Emerson, Kathy
Subject: RE: September Agency Review Memo II - Washoe County Planning & Development

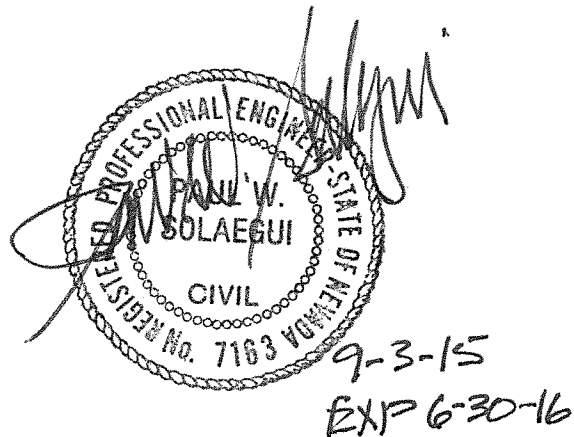
Katy,
Attached are my comments on MPA15-003 and 004. **Item MPA15-006 I don't have any comments.**
Thank you

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

alyday@dot.state.nv.us

NORTHERN ADDITION INDUSTRIAL
TRAFFIC STUDY

SEPTEMBER, 2015



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

TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	3
INTRODUCTION.....	4
STUDY AREA.....	4
EXISTING AND PROPOSED LAND USES.....	4
EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS.....	4
TRIP GENERATION.....	6
TRIP DISTRIBUTION AND ASSIGNMENT.....	7
EXISTING AND PROJECTED TRAFFIC VOLUMES.....	7
INTERSECTION CAPACITY ANALYSIS.....	14
SITE PLAN REVIEW.....	16
REVERSE COMMUTE BENEFITS.....	16
RECOMMENDATIONS.....	17
APPENDIX.....	18

LIST OF FIGURES

FIGURE 1 - VICINITY MAP.....	5
FIGURE 2 - TRIP DISTRIBUTION.....	8
FIGURE 3 - TRIP ASSIGNMENT.....	9
FIGURE 4 - EXISTING TURNING MOVEMENT VOLUMES.....	10
FIGURE 5 - EXISTING + PROJECT TURNING MOVEMENT VOLUMES.....	11
FIGURE 6 - 2025 BASE TURNING MOVEMENT VOLUMES.....	12
FIGURE 7 - 2025 BASE + PROJECT TURNING MOVEMENT VOLUMES.....	13

NORTHERN ADDITION INDUSTRIAL TRAFFIC STUDY

EXECUTIVE SUMMARY

The proposed Northern Addition Industrial development is located in Washoe County, Nevada. The project site is located west of Pyramid Highway, south of Pebble Creek Drive, and north of Ingenuity Avenue. The project site is currently undeveloped land. The purpose of this study is to address the project's impact upon the adjacent street network. The Pyramid Highway intersections with Calle De La Plata and Ingenuity Avenue have been identified for AM and PM peak hour capacity analysis for the existing, existing plus project, 2025 base, and 2025 base plus project scenarios.

The proposed Northern Addition Industrial development will include the construction of a high-cube warehouse building containing 1,000,000 square feet of gross floor area. The project is anticipated to generate 1,680 average daily trips with 110 trips occurring during the AM peak hour and 120 trips occurring during the PM peak hour.

Traffic generated by the proposed Northern Addition Industrial development will have some impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping or traffic control improvements comply with Nevada Department of Transportation and Washoe County requirements.

It is recommended that project access from Ingenuity Avenue to the project site be designed per Washoe County standards.

INTRODUCTION

STUDY AREA

The proposed Northern Addition Industrial development is located in Washoe County, Nevada. The project site is located west of Pyramid Highway, south of Pebble Creek Drive, and north of Ingenuity Avenue. Figure 1 shows the approximate location of the project site. The purpose of this study is to address the project's impact upon the adjacent street network. The Pyramid Highway intersections with Calle De La Plata and Ingenuity Avenue have been identified for AM and PM peak hour capacity analysis for the existing, existing plus project, 2025 base, and 2025 base plus project scenarios.

EXISTING AND PROPOSED LAND USES

The project site is currently undeveloped land. Adjacent land generally includes the Pebble Creek subdivision to the north, industrial development to the south, scattered residential dwelling units to the east across Pyramid Highway, and undeveloped land to the west. The proposed Northern Addition Industrial development will include the construction of a high-cube warehouse building containing 1,000,000 square feet of gross floor area.

EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS

Pyramid Highway is a two-lane roadway with one through lane in each direction in the vicinity of the site. The speed limit is posted for 55 miles per hour between Egyptian Drive and Calle De La Plata and 65 miles per hour north of Sha Neva Road. Roadway improvements generally include striped white edgelines and graded shoulders on both sides of the roadway and a striped yellow centerline with striped left turn pockets at intersections.

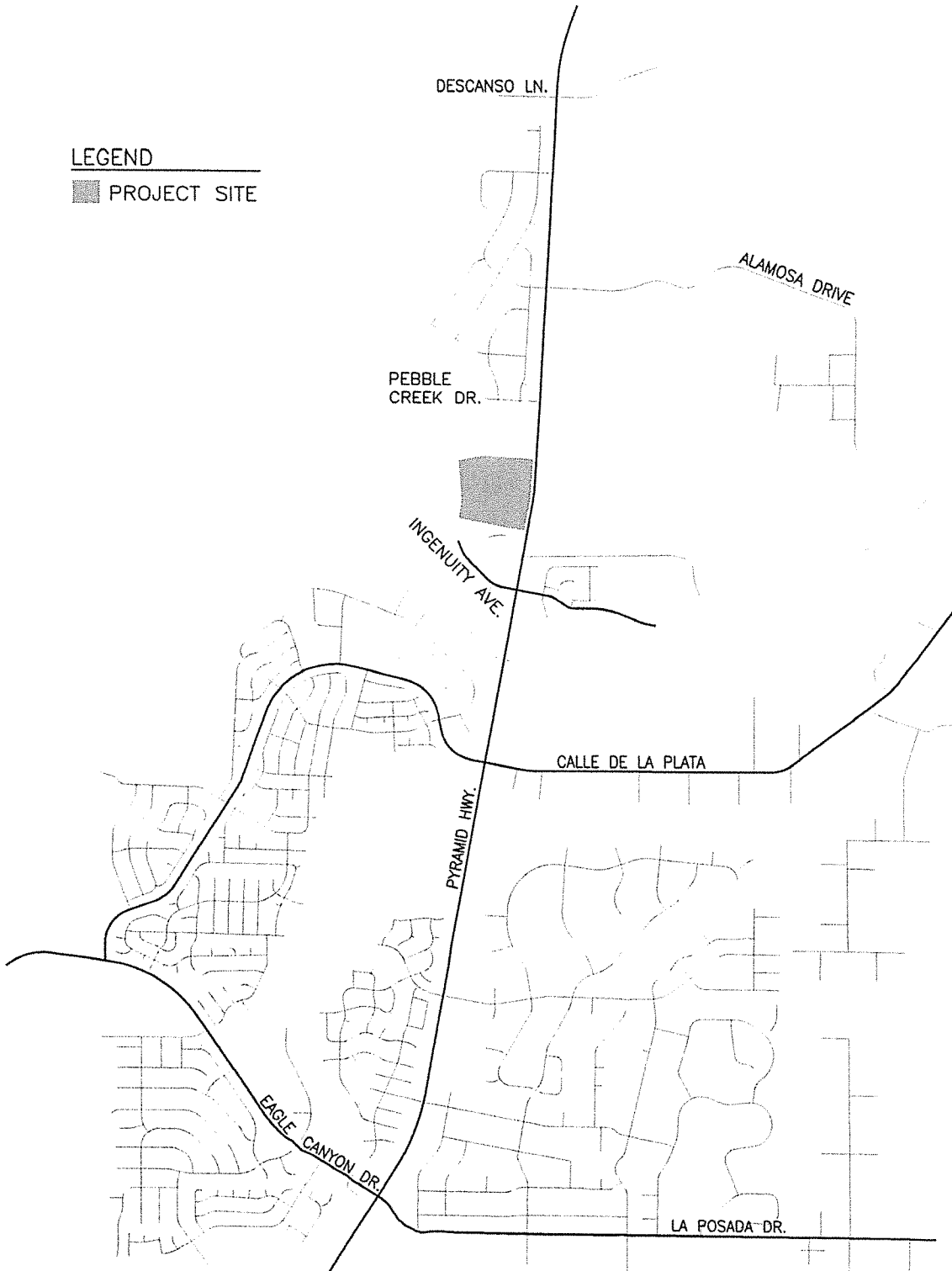
Calle De La Plata is a four-lane roadway with two through lanes in each direction west of Pyramid Highway and a two-lane roadway with one through lane in each direction east of Pyramid Highway. The speed limit is posted for 40 miles per hour west of Pyramid Highway and 50 miles per hour east of Pyramid Highway. Roadway improvements on the four-lane section include curb, gutter, sidewalk and bike lanes on both sides of the street with a raised, landscaped center median. Roadway improvements on the two-lane section include striped white edgelines and graded shoulders on both sides of the roadway and a striped yellow centerline.

Ingenuity Avenue is a two lane roadway with one lane in each direction east and west of Pyramid Highway. The speed limit is posted for 35 miles per hour west of Pyramid Highway and 25 miles per hour east of Pyramid Highway. Roadway improvements include curb, gutter, and sidewalk on both sides of the street except for the north side of the street west of Pyramid Highway which has only curb and gutter. A short section of raised center median exists on the east section.



LEGEND

■ PROJECT SITE



NORTHERN ADDITION INDUSTRIAL
VICINITY MAP
FIGURE 1

The Pyramid Highway/Calle De La Plata intersection is an unsignalized four-leg intersection with stop sign control at the east and west approaches. The north and south approaches each contain one left turn lane and a shared through-right turn lane. The west approach contains a shared left turn-through lane and one right turn lane with width for a future through lane. The east approach contains one shared left turn-through-right turn lane.

The Pyramid Highway/Ingenuity Avenue intersection is an unsignalized four-leg intersection with stop sign control at the east and west approaches. The north and south approaches each contain one, left turn lane, one through lane, and one right turn lane. The east approach contains one left turn lane and one shared through-right turn lane. The west approach contains one wide lane from which the left turn, through, and right turn movements are made. The Pyramid Highway/Ingenuity Avenue intersection will provide access to the project.

TRIP GENERATION

In order to assess the magnitude of traffic impacts of the proposed project on the key intersections, trip generation rates and peak hours had to be determined. Trip generation rates were obtained from the Ninth Edition of *ITE Trip Generation* (2012) for Land Use 152 “High-Cube Warehouse/ Distribution Center”. The proposed project will include the construction of a warehouse building containing approximately 1,000,000 square feet of gross floor area.

Trips generated by the project were calculated for the peak hours occurring between 7:00 AM and 9:00 AM and 4:00 PM and 6:00 PM, which correspond to the peak hours of adjacent street traffic. Table 1 shows a summary of the average daily traffic (ADT) volume and peak hour volumes generated by the proposed development.

LAND USE	ADT	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
High-Cube Warehouse (1,000,000 S.F.)	1,680	76	34	110	37	83	120

The proposed Northern Addition Industrial development is anticipated to generate 1,680 average daily trips with a total of 110 trips occurring during the AM peak hour and a total of 120 trips occurring during the PM peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

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

EXISTING AND PROJECTED TRAFFIC VOLUMES

Figure 4 shows the existing AM and PM peak hour turning movement volumes at the key intersections. The existing AM and PM peak hour turning movement volumes at the two key intersections were obtained from traffic counts taken in April of 2014 with supplemental counts taken in July and August of 2015.

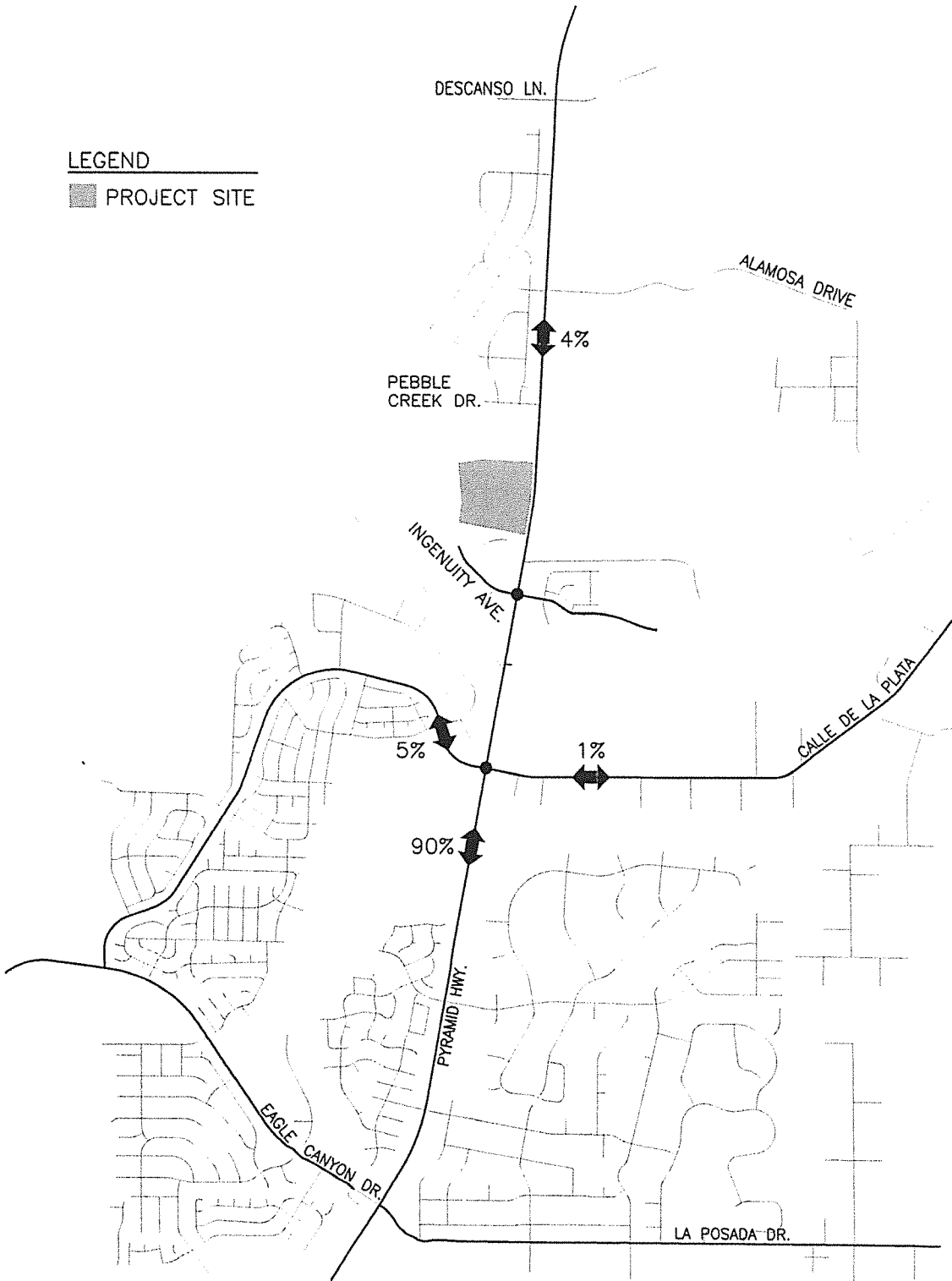
Figure 5 shows the existing plus project AM and PM peak hour traffic volumes at the key intersections. The existing plus project traffic volumes were obtained by adding the trip assignment volumes shown on Figure 3 to the existing turning movement volumes shown on Figure 4.

Figure 6 shows the 2025 base turning movement volumes at the key intersections during the AM and PM peak hours. The 2025 base turning movement volumes were estimated by applying a 1.0% average annual growth rate to the existing traffic volumes. The growth rate was derived from ten-year historic traffic count data obtained from the Nevada Department of Transportation's (NDOT) Annual Traffic Report for count station 0312270 on Pyramid Highway north of Calle De La Plata.

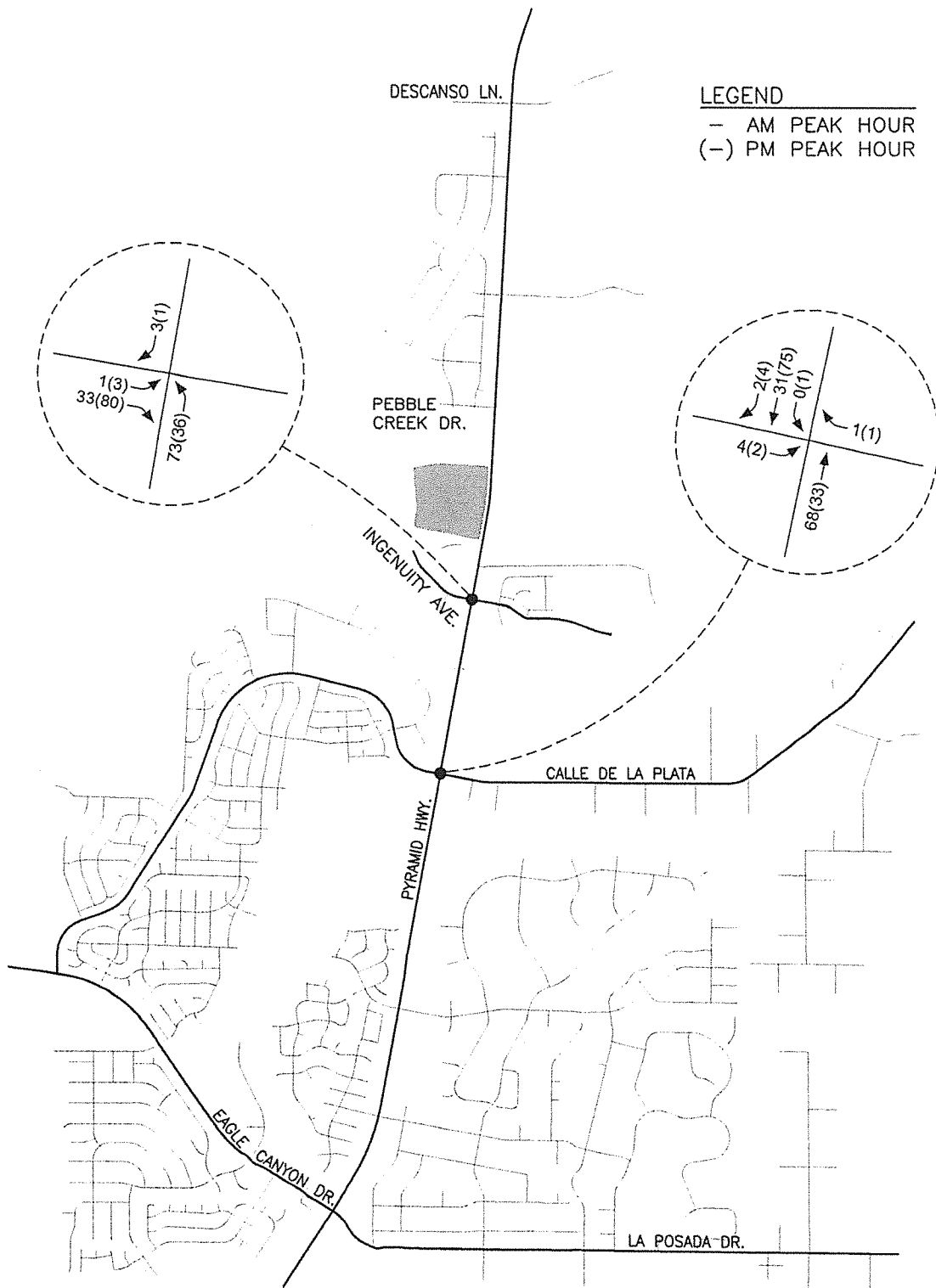
Figure 7 shows the 2025 base plus project turning movement volumes at the key intersections. These turning movement volumes were obtained by adding the trip assignment volumes shown on Figure 3 to the 2025 base turning movement volumes shown on Figure 6.

LEGEND

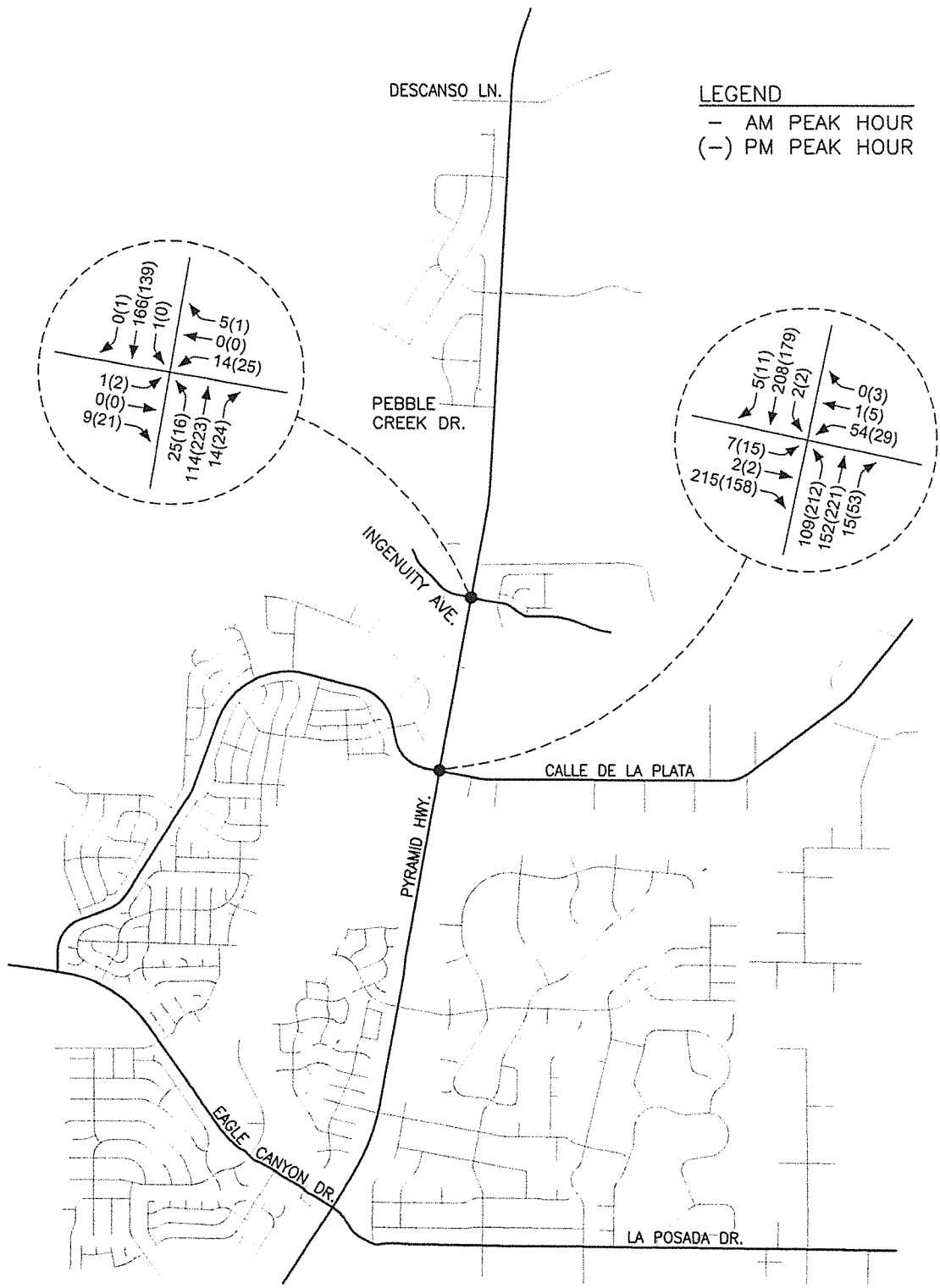
PROJECT SITE



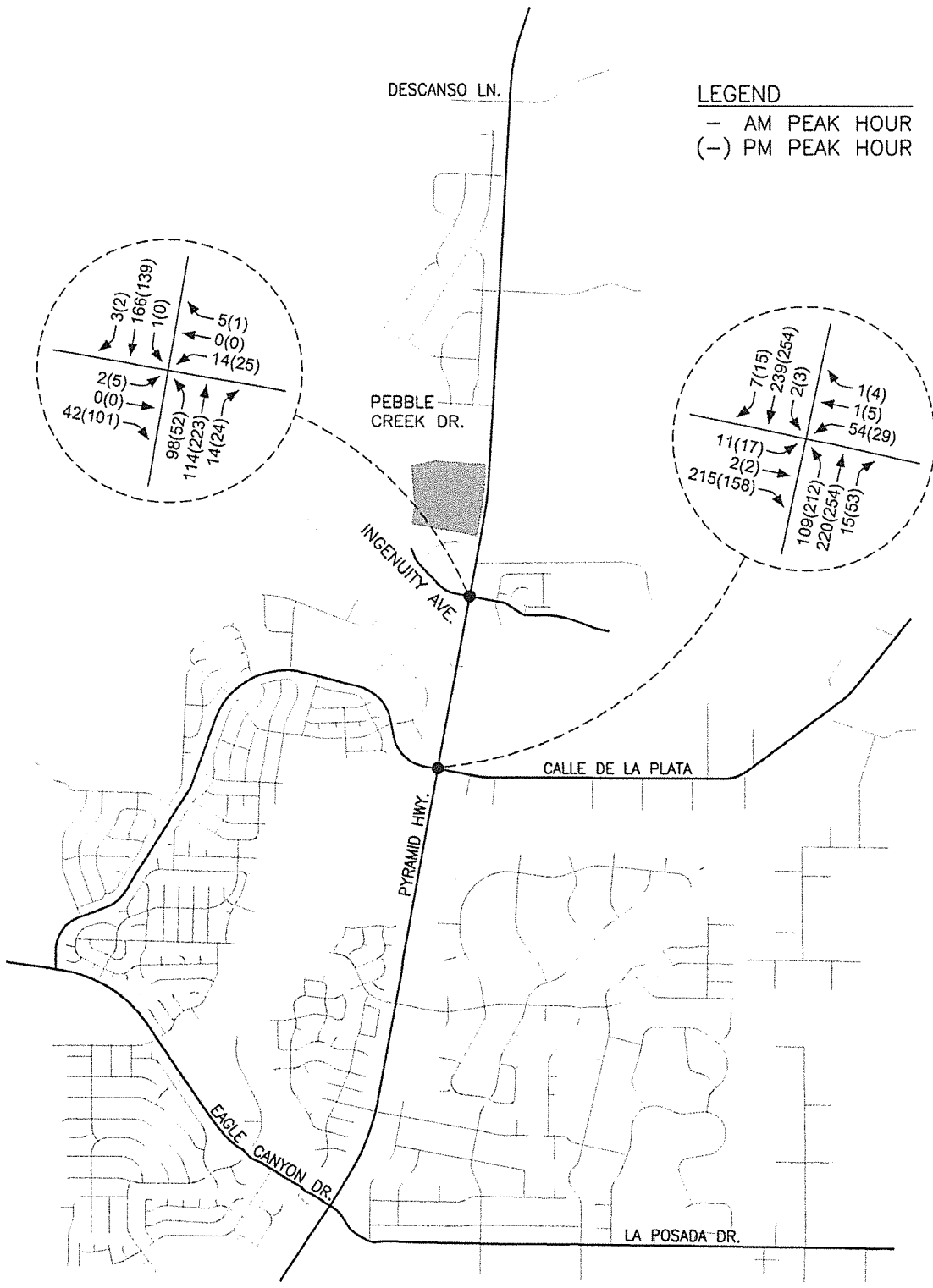
NORTHERN ADDITION INDUSTRIAL
TRIP DISTRIBUTION
FIGURE 2



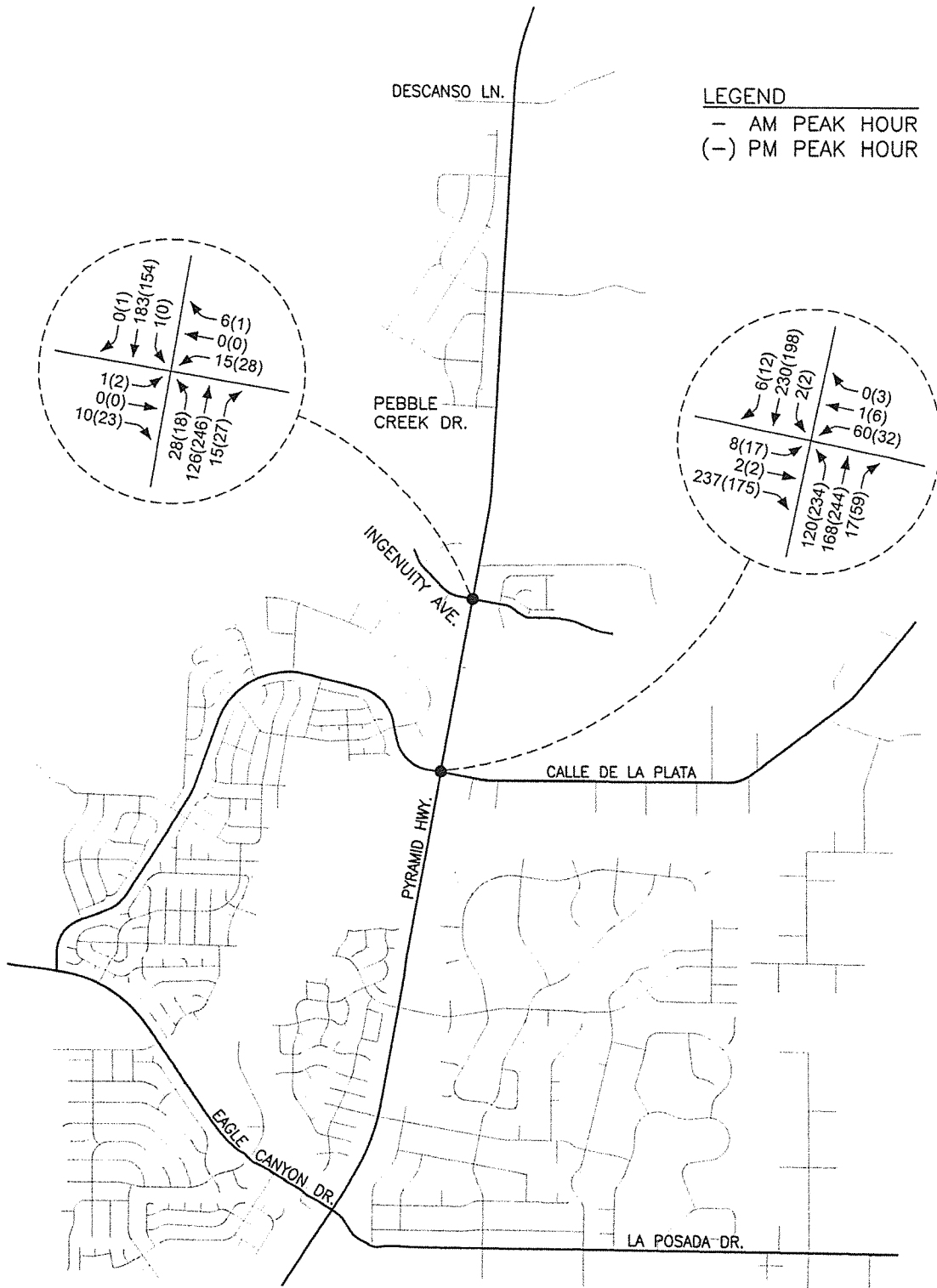
NORTHERN ADDITION INDUSTRIAL
TRIP ASSIGNMENT
FIGURE 3



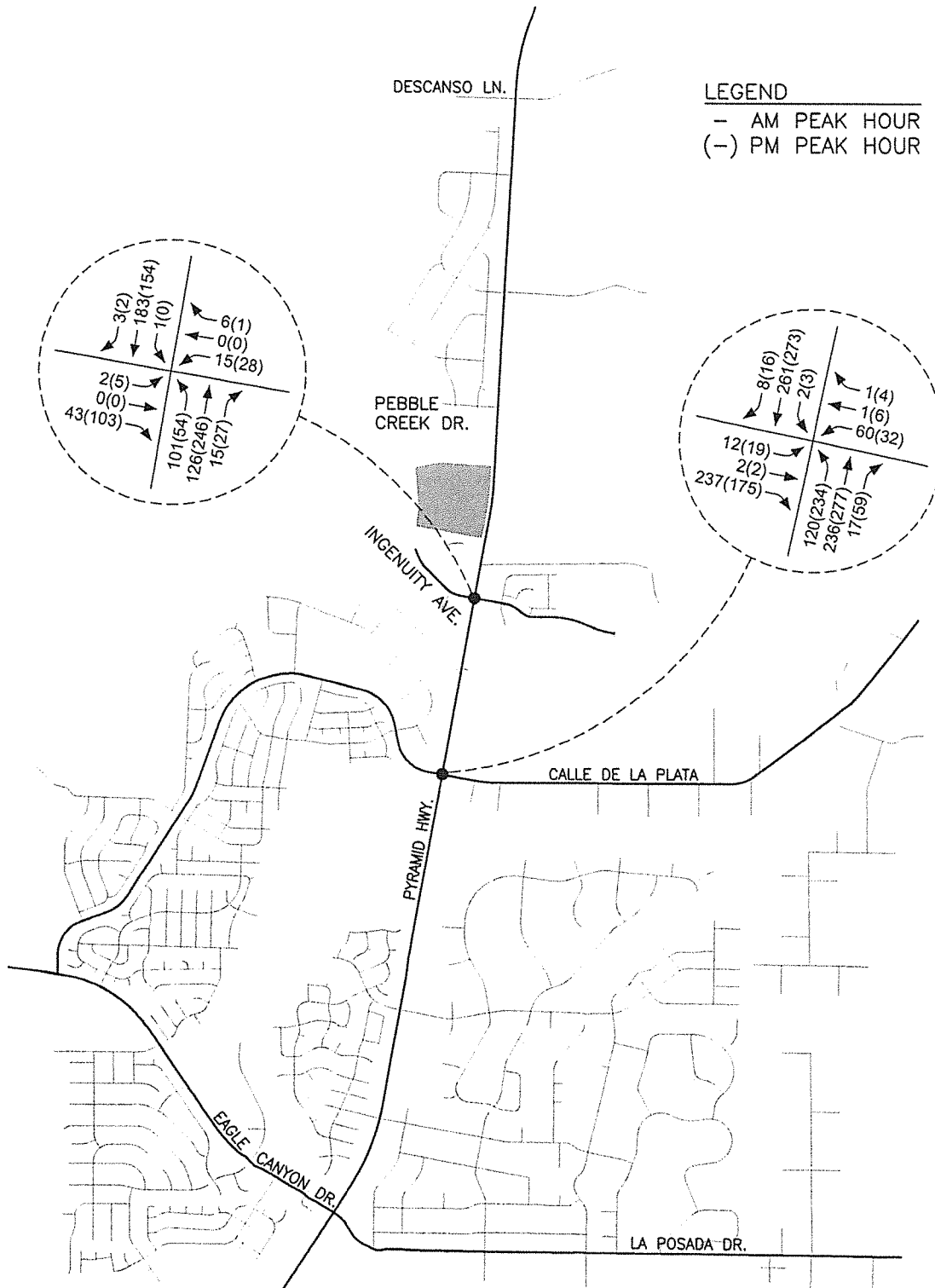
NORTHERN ADDITION INDUSTRIAL
 EXISTING TURNING MOVEMENT VOLUMES
 FIGURE 4



NORTHERN ADDITION INDUSTRIAL
 EXISTING + PROJECT TURNING MOVEMENT VOLUMES
 FIGURE 5



NORTHERN ADDITION INDUSTRIAL
 2025 BASE TURNING MOVEMENT VOLUMES
 FIGURE 6



NORTHERN ADDITION INDUSTRIAL

2025 BASE + PROJECT TURNING MOVEMENT VOLUMES

FIGURE 7

INTERSECTION CAPACITY ANALYSIS

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

The result of capacity analysis is a level of service (LOS) rating for each unsignalized intersection minor movement. Level of service is a qualitative measure of traffic operating conditions where a letter grade “A” through “F”, corresponding to progressively worsening traffic operation, is assigned to the minor movement.

The *Highway Capacity Manual* defines level of service for stop controlled intersections in terms of computed or measured control delay for each minor movement. Level of service is not defined for the intersection as a whole. The level of service criteria for unsignalized intersections is shown in Table 2.

LEVEL OF SERVICE	DELAY RANGE (SEC/VEH)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

Table 3 shows a summary of the level of service and delay results for the existing, existing plus project, 2025 base, and 2025 base plus project. The capacity worksheets are included in the Appendix.

INTERSECTION	EXISTING		EXISTING + PROJECT		2025 BASE		2025 BASE + PROJECT	
	AM	PM	AM	PM	AM	PM	AM	PM
Pyramid Highway and Calle De La Plata								
NB Left	A7.9	A8.1	A8.0	A8.4	A8.0	A8.3	A8.1	A8.6
SB Left	A7.6	A7.8	A7.7	A7.9	A7.6	A7.9	A7.8	A8.0
WB Left-Thru-Right	D26.0	D31.0	D31.5	E38.7	D33.3	E40.0	E42.5	F52.6
EB Left-Thru	B14.9	C22.8	C16.9	D27.2	C16.1	D26.5	C18.4	D32.7
EB Right	B11.1	B10.3	B11.4	B11.0	B11.6	B10.6	B12.0	B11.4

TABLE 3 (CONTINUED)
INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS

INTERSECTION	EXISTING		EXISTING + PROJECT		2025 BASE		2025 BASE + PROJECT	
	AM	PM	AM	PM	AM	PM	AM	PM
Pyramid Highway and Ingenuity								
NB Left	A7.6	A7.5	A7.8	A7.6	A7.7	A7.6	A7.8	A7.7
SB Left	A7.5	A7.8	A7.5	A7.8	A7.5	A7.8	A7.5	A7.8
WB Left	B11.3	B12.3	B14.0	B15.0	B11.7	B12.9	B14.6	C15.9
WB Thru-Right	A8.9	A9.5	A8.9	A9.5	A9.0	A9.6	A9.0	A9.6
EB Left-Thru-Right	A9.4	A9.3	A9.5	A9.7	A9.5	A9.4	A9.6	A9.8

Pyramid Highway/Calle De La Plata

The Pyramid Highway/Calle De La Plata intersection was analyzed as an unsignalized four-leg intersection with stop sign control at the east and west approaches for all scenarios. The minor movements currently operate at LOS D or better during the AM and PM peak hours. For the existing plus project volumes the minor movements operate at LOS D or better except for the shared left turn-through-right turn movement at the east approach which operates at LOS E during the PM peak hour. For the 2025 base volumes the intersection minor movements are anticipated to operate at LOS D or better except for the shared left turn-through-right turn movement at the east approach which operates at LOS E during the PM peak hour. For the 2025 base plus project volumes the shared left turn-through-right turn movement at the east approach operates at LOS E during the AM peak hour and LOS F during the PM peak hour. The intersection was analyzed with the existing approach lanes.

Traffic signal warrant 3 per the *Manual on Uniform Traffic Control Devices* (2009) was subsequently reviewed at the Pyramid Highway/Calle De La Plata intersection due to the poor LOS operation for some minor movements. It should be noted that peak hour warrant 3 should be applied only in unusual cases such as office complexes, manufacturing plants, industrial complexes, or other high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. The *Manual on Uniform Traffic Control Devices* has eight additional warrants that should be evaluated when considering the need for the installation of a signal. Traffic signal warrant 3 appears to be met for the 2025 base plus project volumes based on the full approach volume at the west leg. The warrant is not met if the right turn volume at the west leg is deducted from the approach volume. The installation of a traffic signal at the Pyramid Highway/Calle De La Plata intersection is anticipated to provide acceptable level of service operation.

Pyramid Highway/Ingenuity Avenue

The Pyramid Highway/Ingenuity Avenue intersection was analyzed as an unsignalized four-leg intersection with stop sign control at the east and west approaches for all scenarios. The intersection minor movements currently operate at LOS B or better during the AM and PM peak hours. For the 2025 base volumes the intersection minor movements are anticipated to operate at LOS B or better during the AM and PM peak hours. For the 2025 base plus project volumes the intersection minor movements are anticipated to operate at LOS C or better during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios.

Left turn storage requirements were reviewed at the south approach of the Pyramid Highway/Ingenuity Avenue intersection based on the NDOT criteria of providing 3 minutes of storage during the peak hour. A minimum of 125 feet of storage is calculated for the 2025 base plus project volumes. The left turn lane should also contain a minimum of 365 feet of deceleration length based on NDOT's access management standards for a total lane length of 490 feet. The existing left turn pocket contains approximately 510 feet of left turn storage which will serve project traffic demands.

SITE PLAN REVIEW

A copy of the preliminary site plan for the Northern Addition Industrial development is included in this submittal. Project access is anticipated to be provided from a roadway connection from Ingenuity Avenue. All project traffic will utilize Pyramid Highway, Ingenuity Avenue, and this roadway connection for site access. It is recommended that project access from Ingenuity Avenue to the project site be designed per Washoe County standards.

REVERSE COMMUTE BENEFITS

The reverse commute benefits of industrial/warehouse development in north Spanish Springs was reviewed. The existing industrial/warehouse development in north Spanish Springs is generally off Pyramid Highway between Calle De La Plata and Pebble Creek Drive. Existing Pyramid Highway peak hour traffic volumes obtained at the intersections of Calle De La Plata and Pebble Creek Drive indicate that existing Pyramid Highway peak hour traffic volumes at Pebble Creek Drive are very directional. The predominate direction is southbound in the morning peak hour. In the evening peak hour the northbound direction is larger. This imbalance results in inefficient roadway capacity utilization. Balanced traffic flow produces better lane capacity utilization and traffic signal timing efficiencies. Existing Pyramid Highway peak hour traffic volumes are less directional south of Calle De La Plata than near Pebble Creek Drive.

Table 4 shows the existing Pyramid Highway peak hour directional distribution on Pyramid Highway at the two locations.

TABLE 4 EXISTING PYRAMID HIGHWAY PEAK HOUR DIRECTIONAL DISTRIBUTION				
LOCATION	AM PEAK HOUR		PM PEAK HOUR	
	SOUTHBOUND	NORTHBOUND	SOUTHBOUND	NORTHBOUND
South of Pebble Creek	67%	33%	37%	63%
South of Calle De La Plata	65%	35%	41%	59%

As indicated in Table 4, the Pyramid Highway peak hour directional distribution balance is improved south of Calle De La Plata as compared with south of Pebble Creek Drive. In our opinion the existing industrial/warehouse traffic produces that improvement. The PM peak hour balance is best south of Calle De La Plata. Improvement in the PM peak hour directional distribution is significant because that time period yields the highest traffic volumes of the day.

To illustrate the differences in peak hour directional distribution for the residential and industrial land uses trip generation data was evaluated. Peak hour trip distribution is based on the Ninth Edition of *ITE Trip Generation* (2012) for Land Uses 210: Single Family Residential and 120: High-Cube Warehouse. Table 5 shows directional distribution by land use for the alternate land uses.

TABLE 5 ALTERNATE LAND USE DIRECTIONAL DISTRIBUTION				
LOCATION	AM PEAK HOUR		PM PEAK HOUR	
	ENTERING	DEPARTING	ENTERING	DEPARTING
Single Family Residential	25%	75%	63%	37%
High-Cube Warehouse	69%	31%	31%	69%

As indicated in Table 5, the residential directional distribution is roughly opposite that of the high-cube warehouse land use. The alternate directional patterns are well established.

In summary, roadway operational benefits are realized when balanced directional distribution is achieved. Pyramid Highway operates with a fairly large directional imbalance. The existing industrial/warehouse development in north Spanish Spring is shown to enhance directional balance. Allowing some additional warehouse land use will further enhance the directional balance while additional residential development will add to the existing imbalance.

RECOMMENDATIONS

Traffic generated by the proposed Northern Addition Industrial development will have some impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping or traffic control improvements comply with Nevada Department of Transportation and Washoe County requirements.

It is recommended that project access from Ingenuity Avenue to the project site be designed per Washoe County standards.

APPENDIX

Trip Generation Summary - Alternative 1

Project: New Project
 Alternative: Alternative 1

Open Date: 8/21/2015
 Analysis Date: 8/21/2015

ITE	Land Use	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
152	HCWAREHOUSE 1 1000 Gross Floor Area 1000 SF	840	840	1680	76	34	110	37	83	120
Unadjusted Volume		0	0	0	0	0	0	0	0	0
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		0	0	0	0	0	0	0	0	0

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 7/31/2015
 Analysis Time Period: AM Peak Hour
 Intersection: Pyramid & Calle De La Plata
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: Existing
 Project ID:
 East/West Street: Calle De La Plata
 North/South Street: Pyramid Highway
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R	
Volume	109	152	15	2	208	5	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR	114	160	15	2	218	5	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type/Storage	Undivided			/			
RT Channelized?							
Lanes	1	1	0		1	1	
Configuration	L		TR		L	TR	
Upstream Signal?	No				No		

Minor Street: Approach Movement	Westbound			Eastbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	54	1	0	7	2	215
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	56	1	0	7	2	226
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0				0	
Flared Approach: Exists?/Storage			No	/		/
Lanes	0	1	0		0	1
Configuration	LTR				LT	R

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	NB	SB	Westbound			Eastbound		
	1 L	4 L	7 L	8 LTR	9 L	10 LT	11 L	12 R
v (vph)	114	2		57		9		226
C(m) (vph)	1346	1401		228		371		820
v/c	0.08	0.00		0.25		0.02		0.28
95% queue length	0.28	0.00		0.96		0.07		1.12
Control Delay	7.9	7.6		26.0		14.9		11.1
LOS	A	A		D		B		B
Approach Delay				26.0			11.2	
Approach LOS				D			B	

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 7/31/2015
 Analysis Time Period: PM Peak Hour
 Intersection: Pyramid & Calle De La Plata
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: Existing
 Project ID:
 East/West Street: Calle De La Plata
 North/South Street: Pyramid Highway
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1	2	3	4	5	6	
		L	T	R	L	T	R	

Volume	212	221	53	2	179	11
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	223	232	55	2	188	11
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	1	1	0		1	1
Configuration	L		TR		L	TR
Upstream Signal?	No				No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7	8	9	10	11	12
		L	T	R	L	T	R

Volume	29	5	3	15	2	158
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	30	5	3	15	2	166
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0				0	
Flared Approach: Exists?/Storage			No	/		
Lanes	0	1	0		0	1
Configuration		LTR			LT	R

Delay, Queue Length, and Level of Service

Approach Movement	NB		SB			Westbound			Eastbound		
	1	4	7	8	9	10	11	12			
Lane Config	L	L		LTR		LT		R			

v (vph)	223	2	38	17	166
C(m) (vph)	1373	1275	176	219	847
v/c	0.16	0.00	0.22	0.08	0.20
95% queue length	0.58	0.00	0.79	0.25	0.73
Control Delay	8.1	7.8	31.0	22.8	10.3
LOS	A	A	D	C	B
Approach Delay			31.0	11.4	
Approach LOS			D	B	

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 7/31/2015
 Analysis Time Period: AM Peak Hour
 Intersection: Pyramid & Calle De La Plata
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: Existing + Project
 Project ID:
 East/West Street: Calle De La Plata
 North/South Street: Pyramid Highway
 Intersection Orientation: NS
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		109	220	15	2	239	7	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		114	231	15	2	251	7	
Percent Heavy Vehicles		2	--	--	2	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		1	1	0		1	1	0
Configuration		L		TR		L	TR	
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound				Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		54	1	1	11	2	215	
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		56	1	1	11	2	226	
Percent Heavy Vehicles		2	2	2	2	2	2	
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage				No	/			/
Lanes		0	1	0		0	1	1
Configuration		LTR				LT	R	

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	L	L		LTR		LT		R
v (vph)	114	2		58		13		226
C(m) (vph)	1307	1320		193		316		785
v/c	0.09	0.00		0.30		0.04		0.29
95% queue length	0.29	0.00		1.20		0.13		1.19
Control Delay	8.0	7.7		31.5		16.9		11.4
LOS	A	A		D		C		B
Approach Delay				31.5				11.7
Approach LOS				D				B

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 7/31/2015
 Analysis Time Period: PM Peak Hour
 Intersection: Pyramid & Calle De La Plata
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: Existing + Project
 Project ID:
 East/West Street: Calle De La Plata
 North/South Street: Pyramid Highway
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R	

Volume	212	254	53	3	254	15
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	223	267	55	3	267	15
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	1	1	0		1	0
Configuration	L		TR		L	TR
Upstream Signal?	No				No	

Minor Street: Approach Movement	Westbound			Eastbound		
	7 L	8 T	9 R	10 L	11 T	12 R

Volume	29	5	4	17	2	158
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	30	5	4	17	2	166
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0				0	
Flared Approach: Exists?/Storage			No	/		/
Lanes	0	1	0		0	1
Configuration		LTR			LT	R

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
	1	4	7	8	9	10	11	12

Lane Config	L	L		LTR		LT		R
v (vph)	223	3		39		19		166
C(m) (vph)	1280	1238		145		181		765
v/c	0.17	0.00		0.27		0.10		0.22
95% queue length	0.63	0.01		1.02		0.35		0.82
Control Delay	8.4	7.9		38.7		27.2		11.0
LOS	A	A		E		D		B
Approach Delay				38.7				12.7
Approach LOS				E				B

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 7/31/2015
 Analysis Time Period: AM Peak Hour
 Intersection: Pyramid & Calle De La Plata
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: 2025 Base
 Project ID:
 East/West Street: Calle De La Plata
 North/South Street: Pyramid Highway
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1	2	3	4	5	6	
		L	T	R	L	T	R	

Volume	120	168	17	2	230	6
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	126	176	17	2	242	6
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	1	1	0	1	1	0
Configuration	L	TR		L	TR	
Upstream Signal?	No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7	8	9	10	11	12
		L	T	R	L	T	R

Volume	60	1	0	8	2	237
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	63	1	0	8	2	249
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0				0	
Flared Approach: Exists?/Storage			No	/		
Lanes	0	1	0	0	1	1
Configuration	LTR			LT R		

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	L	L	LTR			LT	R	

v (vph)	126	2	64	10	249	
C(m) (vph)	1318	1380	190	333	794	
v/c	0.10	0.00	0.34	0.03	0.31	
95% queue length	0.32	0.00	1.40	0.09	1.34	
Control Delay	8.0	7.6	33.3	16.1	11.6	
LOS	A	A	D	C	B	
Approach Delay	33.3			11.8		
Approach LOS	D			B		

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 7/31/2015
 Analysis Time Period: PM Peak Hour
 Intersection: Pyramid & Calle De La Plata
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: 2025 Base
 Project ID:
 East/West Street: Calle De La Plata
 North/South Street: Pyramid Highway
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1	2	3	4	5	6	
		L	T	R	L	T	R	
Volume		234	244	59	2	198	12	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		246	256	62	2	208	12	
Percent Heavy Vehicles		2	--	--	2	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		1	1	0		1	1	0
Configuration		L		TR		L		TR
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound				Eastbound		
		7	8	9	10	11	12	
		L	T	R	L	T	R	
Volume		32	6	3	17	2	175	
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		33	6	3	17	2	184	
Percent Heavy Vehicles		2	2	2	2	2	2	
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage		No				/		
Lanes		0	1	0		0	1	1
Configuration		LTR				LT R		

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	L	L	L	LTR		LT		R
v (vph)	246	2		42		19		184
C(m) (vph)	1349	1242		144		186		826
v/c	0.18	0.00		0.29		0.10		0.22
95% queue length	0.67	0.00		1.13		0.34		0.85
Control Delay	8.3	7.9		40.0		26.5		10.6
LOS	A	A		E		D		B
Approach Delay				40.0				12.1
Approach LOS				E				B

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 7/31/2015
 Analysis Time Period: AM Peak Hour
 Intersection: Pyramid & Calle De La Plata
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: 2025 Base + Project
 Project ID:
 East/West Street: Calle De La Plata
 North/South Street: Pyramid Highway
 Intersection Orientation: NS Study period (hrs): 0.25

Major Street:	Approach Movement	Vehicle Volumes and Adjustments					
		Northbound			Southbound		
		1	2	3	4	5	6
		L	T	R	L	T	R
Volume		120	236	17	2	261	8
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		126	248	17	2	274	8
Percent Heavy Vehicles		2	--	--	2	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	1	0		1	1
Configuration		L		TR		L	TR
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Vehicle Volumes and Adjustments					
		Westbound			Eastbound		
		7	8	9	10	11	12
		L	T	R	L	T	R
Volume		60	1	1	12	2	237
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		63	1	1	12	2	249
Percent Heavy Vehicles		2	2	2	2	2	2
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage		No			/		
Lanes		0	1	0		0	1
Configuration		LTR				LT	R

Approach Movement	Delay, Queue Length, and Level of Service								
	NB	SB	Westbound			Eastbound			
	1	4	7	8	9	10	11	12	
Lane Config	L	L		LTR		LT		R	
v (vph)	126	2		65		14		249	
C(m) (vph)	1280	1299		159		283		761	
v/c	0.10	0.00		0.41		0.05		0.33	
95% queue length	0.33	0.00		1.80		0.16		1.43	
Control Delay	8.1	7.8		42.5		18.4		12.0	
LOS	A	A		E		C		B	
Approach Delay				42.5				12.4	
Approach LOS				E				B	

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 7/31/2015
 Analysis Time Period: PM Peak Hour
 Intersection: Pyramid & Calle De La Plata
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: 2025 Base + Project
 Project ID:
 East/West Street: Calle De La Plata
 North/South Street: Pyramid Highway
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		234	277	59	3	273	16	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		246	291	62	3	287	16	
Percent Heavy Vehicles		2	--	--	2	--	--	
Median Type/Storage		Undivided				/		
RT Channelized?								
Lanes		1	1	0		1	1	
Configuration		L		TR		L	TR	
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		32	6	4	19	2	175
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		33	6	4	20	2	184
Percent Heavy Vehicles		2	2	2	2	2	2
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		No			/		
Lanes		0	1	0		0	1
Configuration		LTR			LT R		

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			4 7	8	9	10 11	12	
Lane Config	L	L		LTR		LT	R	
v (vph)	246	3		43		22	184	
C(m) (vph)	1258	1206		117		152	744	
v/c	0.20	0.00		0.37		0.14	0.25	
95% queue length	0.73	0.01		1.50		0.49	0.97	
Control Delay	8.6	8.0		52.6		32.7	11.4	
LOS	A	A		F		D	B	
Approach Delay				52.6			13.7	
Approach LOS				F			B	

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 8/21/2015
 Analysis Time Period: AM Peak Hour
 Intersection: Pyramid & Ingenuity
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: Existing
 Project ID:
 East/West Street: Ingenuity Avenue
 North/South Street: Pyramid Highway
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R	
Volume	25	114	14	1	166	0	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR	26	120	14	1	174	0	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type/Storage	Undivided			/			
RT Channelized?				No	No		
Lanes	1	1	1		1	1	
Configuration	L	T	R		L	T	
Upstream Signal?	No				No		

Minor Street: Approach Movement	Westbound			Eastbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	14	0	5	1	0	9
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	14	0	5	1	0	9
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0				0	
Flared Approach: Exists?/Storage			No	/		Yes /50
Lanes	1	1	0		0	1
Configuration	L		TR			LTR

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Lane Config	L	L	L		TR			LTR
v (vph)	26	1	14		5		10	
C(m) (vph)	1403	1451	588		931		966	
v/c	0.02	0.00	0.02		0.01		0.01	
95% queue length	0.06	0.00	0.07		0.02		0.03	
Control Delay	7.6	7.5	11.3		8.9		9.4	
LOS	A	A	B		A		A	
Approach Delay				10.6			9.4	
Approach LOS				B			A	

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 8/21/2015
 Analysis Time Period: PM Peak Hour
 Intersection: Pyramid & Ingenuity
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: Existing
 Project ID:
 East/West Street: Ingenuity Avenue
 North/South Street: Pyramid Highway
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound		
		1	2	3	4	5	6	
		L	T	R	L	T	R	

Volume	16	223	24	0	139	1
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	16	234	25	0	146	1
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type/Storage	Undivided			/		
RT Channelized?				No	No	
Lanes	1	1	1		1	1
Configuration	L	T	R		L	T
Upstream Signal?	No				No	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7	8	9	10	11	12
		L	T	R	L	T	R

Volume	25	0	1	2	0	21
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	26	0	1	2	0	22
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0				0	
Flared Approach: Exists?/Storage			No	/	Yes /50	
Lanes	1	1	0		0	1
Configuration	L		TR		LTR	

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	L	L	L		TR		LTR	

v (vph)	16	0	26		1		24
C(m) (vph)	1435	1306	522		805		983
v/c	0.01	0.00	0.05		0.00		0.02
95% queue length	0.03	0.00	0.16		0.00		0.08
Control Delay	7.5	7.8	12.3		9.5		9.3
LOS	A	A	B		A		A
Approach Delay				12.2			
Approach LOS				B			

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 8/21/2015
 Analysis Time Period: AM Peak Hour
 Intersection: Pyramid & Ingenuity
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: Existing + Project
 Project ID:
 East/West Street: Ingenuity Avenue
 North/South Street: Pyramid Highway
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R	
Volume	98	114	14	1	166	3	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR	103	120	14	1	174	3	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type/Storage	Undivided			/			
RT Channelized?				No	No		
Lanes	1	1	1		1	1	
Configuration	L	T	R		L	T	
Upstream Signal?	No				No		

Minor Street: Approach Movement	Westbound			Eastbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	14	0	5	2	0	42
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	14	0	5	2	0	44
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0				0	
Flared Approach: Exists?/Storage			No	/		Yes /50
Lanes	1	1	0		0	1
Configuration	L		TR		LTR	

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound		Eastbound		
	1 L	4 L	7 L	8 L	9 TR	10 L	11 LTR
v (vph)	103	1	14		5		46
C(m) (vph)	1399	1451	414		931		908
v/c	0.07	0.00	0.03		0.01		0.05
95% queue length	0.24	0.00	0.10		0.02		0.16
Control Delay	7.8	7.5	14.0		8.9		9.5
LOS	A	A	B		A		A
Approach Delay				12.7			
Approach LOS				B			

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 8/21/2015
 Analysis Time Period: PM Peak Hour
 Intersection: Pyramid & Ingenuity
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: Existing + Project
 Project ID:
 East/West Street: Ingenuity Avenue
 North/South Street: Pyramid Highway
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R	
Volume	52	223	24	0	139	2	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR	54	234	25	0	146	2	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type/Storage	Undivided			/			
RT Channelized?				No			
Lanes	1	1	1		1	1	
Configuration	L	T	R		L	T	
Upstream Signal?	No				No		

Minor Street: Approach Movement	Westbound			Eastbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	25	0	1	5	0	101
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	26	0	1	5	0	106
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0				0	
Flared Approach: Exists?/Storage			No	/		Yes /50
Lanes	1	1	0	0	1	0
Configuration	L		TR		LTR	

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound		Eastbound		
	1	4	7	8	9	10	11
Lane Config	L	L	L		TR		LTR
v (vph)	54	0	26		1		111
C(m) (vph)	1434	1306	386		805		944
v/c	0.04	0.00	0.07		0.00		0.12
95% queue length	0.12	0.00	0.22		0.00		0.40
Control Delay	7.6	7.8	15.0-		9.5		9.7
LOS	A	A	B		A		A
Approach Delay				14.8			9.7
Approach LOS				B			A

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 8/21/2015
 Analysis Time Period: AM Peak Hour
 Intersection: Pyramid & Ingenuity
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: 2025 Base
 Project ID:
 East/West Street: Ingenuity Avenue
 North/South Street: Pyramid Highway
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		28	126	15	1	183	0
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		29	132	15	1	192	0
Percent Heavy Vehicles		2	--	--	2	--	--
Median Type/Storage		Undivided			/		
RT Channelized?					No	No	
Lanes		1	1	1	1	1	1
Configuration		L	T	R	L	T	R
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		15	0	6	1	0	10
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		15	0	6	1	0	10
Percent Heavy Vehicles		2	2	2	2	2	2
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		1			No	/	Yes /50
Lanes		1	1	0	0	1	0
Configuration		L		TR		LTR	

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound		Eastbound			
	1 L	4 L	7 L	8	9 TR	10 L	11 L	12 R
v (vph)	29	1	15		6		11	
C(m) (vph)	1381	1435	554		917		935	
v/c	0.02	0.00	0.03		0.01		0.01	
95% queue length	0.06	0.00	0.08		0.02		0.04	
Control Delay	7.7	7.5	11.7		9.0		9.5	
LOS	A	A	B		A		A	
Approach Delay				10.9			9.5	
Approach LOS				B			A	

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 8/21/2015
 Analysis Time Period: PM Peak Hour
 Intersection: Pyramid & Ingenuity
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: 2025 Base
 Project ID:
 East/West Street: Ingenuity Avenue
 North/South Street: Pyramid Highway
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R	
Volume	18	246	27	0	154	1	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR	18	258	28	0	162	1	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type/Storage	Undivided			/			
RT Channelized?				No	No		
Lanes	1	1	1		1	1	
Configuration	L	T	R		L	R	
Upstream Signal?	No				No		

Minor Street: Approach Movement	Westbound			Eastbound			
	7 L	8 T	9 R	10 L	11 T	12 R	
Volume	28	0	1	2	0	23	
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR	29	0	1	2	0	24	
Percent Heavy Vehicles	2	2	2	2	2	2	
Percent Grade (%)	0				0		
Flared Approach: Exists?/Storage			No	/		Yes /50	
Lanes	1	1	0		0	1	
Configuration	L		TR		LTR		

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	NB	SB	Westbound			Eastbound		
	1 L	4 L	7 L	8	9 TR	10 	11 LTR	12
v (vph)	18	0	29		1		26	
C(m) (vph)	1416	1276	487		781		957	
v/c	0.01	0.00	0.06		0.00		0.03	
95% queue length	0.04	0.00	0.19		0.00		0.08	
Control Delay	7.6	7.8	12.9		9.6		9.4	
LOS	A	A	B		A		A	
Approach Delay				12.8			9.4	
Approach LOS				B			A	

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 8/21/2015
 Analysis Time Period: AM Peak Hour
 Intersection: Pyramid & Ingenuity
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: 2025 Base + Project
 Project ID:
 East/West Street: Ingenuity Avenue
 North/South Street: Pyramid Highway
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R	
Volume	101	126	15	1	183	3	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR	106	132	15	1	192	3	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type/Storage	Undivided			/			
RT Channelized?	No				No		
Lanes	1	1	1		1	1	
Configuration	L	T	R		L	R	
Upstream Signal?	No				No		

Minor Street: Approach Movement	Westbound			Eastbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	15	0	6	2	0	43
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	15	0	6	2	0	45
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0				0	
Flared Approach: Exists?/Storage			No	/		Yes /50
Lanes	1	1	0		0	1
Configuration	L		TR		LTR	

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	NB	SB	Westbound		Eastbound		
	1 L	4 L	7 L	8	9 TR	10 	11 LTR
v (vph)	106	1	15		6		47
C(m) (vph)	1378	1435	390		917		888
v/c	0.08	0.00	0.04		0.01		0.05
95% queue length	0.25	0.00	0.12		0.02		0.17
Control Delay	7.8	7.5	14.6		9.0		9.6
LOS	A	A	B		A		A
Approach Delay				13.0			
Approach LOS				B			

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 8/21/2015
 Analysis Time Period: PM Peak Hour
 Intersection: Pyramid & Ingenuity
 Jurisdiction: Washoe County
 Units: U. S. Customary
 Analysis Year: 2025 Base + Project
 Project ID:
 East/West Street: Ingenuity Avenue
 North/South Street: Pyramid Highway
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R	
Volume	54	246	27	0	154	2	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR	56	258	28	0	162	2	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type/Storage	Undivided			/			
RT Channelized?				No	No		
Lanes	1	1	1		1	1	
Configuration	L	T	R		L	T	
Upstream Signal?	No				No		

Minor Street: Approach Movement	Westbound			Eastbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	28	0	1	5	0	103
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	29	0	1	5	0	108
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0				0	
Flared Approach: Exists?/Storage			No	/		Yes /50
Lanes	1	1	0		0	1
Configuration	L		TR		LTR	

Delay, Queue Length, and Level of Service

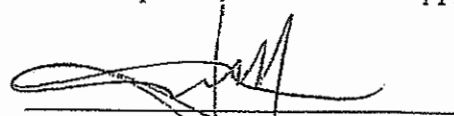
Approach Movement	NB	SB	Westbound		Eastbound		
	1 L	4 L	7 L	8	9 TR	10 L	11 LTR
v (vph)	56	0	29		1		113
C(m) (vph)	1414	1276	358		781		924
v/c	0.04	0.00	0.08		0.00		0.12
95% queue length	0.12	0.00	0.26		0.00		0.42
Control Delay	7.7	7.8	15.9		9.6		9.8
LOS	A	A	C		A		A
Approach Delay				15.7			9.8
Approach LOS				C			A

NOTICE TO NEIGHBORHOOD RESIDENTS

An application for a master plan amendment and zoning change has been filed with Washoe County by Mystic Mountain, LLC, an affiliate of Hawco Development Company (Hawco), the master developer of the Spanish Springs Business Center, to rezone a 60-acre area south of Pebble Creek from residential subdivision to industrial land use, which would become the "Northern Addition" to its existing 534-acre business park. Enclosed are materials and maps explaining this application.

Hawco wants neighborhood residents, including all Pebble Creek residents, to be aware of this proposed land use change, and to meet with interested residents for a discussion of the application. You are invited to attend the meeting on this matter. Hawco representatives will make a presentation, answer questions and take comments at the meeting. The meeting has been scheduled for Monday, October 5, 2015 at 6:30 p.m. at the Spanish Springs Elementary School, 100 Marilyn Mae Drive, in Spanish Springs.

Prior to the meeting, if you have any questions or other inquiries, I would be happy to address them. Please call at 425-4422.



Jesse Haw, President
Hawco Development Company

NORTHERN ADDITION TO SPANISH
SPRINGS BUSINESS CENTER

Table of Contents

Summary of Application

Excerpt of portion of Application

Common Questions and Answers

SUMMARY

Hawco is the master developer of the Spanish Springs Business Center, an existing 534-acre business park in Spanish Springs Valley west of Pyramid Highway, north of West Calle de la Plata and south of two proposed, unbuilt subdivisions. Hawco's Northern Addition proposal to add 60 acres to the business park is adjacent to existing business park. It is bounded on the west and south by the business park and on the north by a residential buffer between the Northern Addition and current Pebble Creek residents.

In evaluating the impacts of the Northern Addition, residents should consider the current allowed zoning use, a 60-lot residential subdivision. This property has been zoned since 1999 for residential use. If the subdivision were built instead of business park uses, all traffic would use Pebble Creek Drive for access. Besides traffic, impacts of water and sewer systems, parks and school should be compared.

Access to the Northern Addition will be from an existing business park street, Ingenuity Avenue, so future traffic on Pebble Creek Drive will be reduced. The major traffic commuting pattern to and from this employment center will be opposite the existing predominate morning and evening traffic flow. Where a residential subdivision would increase traffic on Pyramid Highway during congested periods, the Northern Addition will reduce it.

The Northern Addition will be connected to the community water and sewer systems. Reclaimed water from the existing Sparks lines adjacent to the property will provide landscape irrigation water. Water and sewer lines are already installed in the business park, and easily extended to the Northern Addition. Hawco owns sufficient water rights, which are already dedicated in the water system for Hawco's use, to accommodate full buildout of business park uses on the Northern Addition.

If 60 homes were built on the property as planned, schools and parks would be impacted. Development of the Northern Addition therefore reduces impacts on schools and parks.

QUESTIONS AND ANSWERS*

1. Who is Hawco?

Answer: Hawco Development Company is the General Partner of Spanish Springs Associates Limited Partnership. The applicant landowner for the proposed master plan and zoning change is a Hawco affiliate, Mystic Mountain, LLC. Hawco is the master developer for over 3,000 acres of residential, commercial and business park land in Northern Spanish Springs Valley, including the Spanish Springs Business Center. Hawco's partners have owned this land since the early 1900s. Hawco was the initial master plan developer for the Pebble Creek subdivision and for the proposed Mystic Mountain subdivision.

2. What is Mystic Mountain?

Answer: Mystic Mountain subdivision is a proposed 83 lot residential subdivision (one house per acre) located between the developed portion of Pebble Creek subdivision and the proposed 60-acre Northern Addition. The undeveloped portion of Pebble Creek and the Mystic Mountain subdivision will provide a significant buffer in distance and, given the flat topography, in view from current residents in the Pebble Creek subdivision to business park buildings and uses in the Northern Addition. The nearest point between the Northern Addition and current homes in the Pebble Creek subdivision is approximately 1,200 feet away. Most houses in Pebble Creek are over ½ mile from the Northern Addition.

3. Is this business park expansion compatible with surrounding properties?

Answer: Yes, on the south and west boundaries of the Northern Addition, the adjacent properties are part of the existing Spanish Springs Business Center owned by Hawco. On its northern side is a portion of Pebble Creek and the Mystic Mountain subdivision, which have not yet been built. The Mystic Mountain project is owned by the applicant. When these subdivisions are built, streets will be oriented to provide buffers and lots will have screening from the adjacent Northern Addition. New homeowners will be provided complete disclosures of adjoining uses, including the existing Spanish Springs Business Center and the Northern Addition. No street access for local traffic will be used through either the Pebble Creek subdivision or the Mystic Mountain subdivision to the Northern Addition.

4. What is the process for County consideration of this proposal?

Answer: A master plan and zoning amendment like this, after the neighborhood meeting with residents, will require a hearing before the Washoe County Planning Commission followed by a hearing before the Washoe County Board of County Commissioners. Ultimately the Board of County Commissioners decides whether the master plan application will be approved or denied.

* This document is drafted by Hawco to address commonly asked questions.

The Washoe County Planning Commission hearing should be in November and the Board of County Commissioners hearing should be in December or January. The schedule, of course, is subject to change based on a variety of factors, including the other matters before the county governing bodies.

5. What uses will be allowed in the Northern Addition if this application is approved?

Answer: Since this proposal is an extension of the existing business park, the same uses are proposed as those that residents can see in the existing Spanish Springs Business Center. These uses include warehousing and distribution, office, manufacturing or assembly facilities. Heavy industrial uses are not allowed by county code.

6. Will there be architectural guidelines for buildings in the Northern Addition?

Answer: Yes, there are existing design guidelines incorporated into the Spanish Springs Area Plan for the business park uses in the Spanish Springs Business Center. Since the Northern Addition is an extension of those land uses, the existing design guidelines for the business park will apply. These guidelines restrict building height, require building setbacks and include buffer areas between residential and business park uses.

7. Master plans should not be changed lightly, since citizens have a right to expect that they will last. What changed circumstances exist to justify rezoning this property?

Answer: When this property was zoned for residential subdivision use in 1999, traffic on Pyramid Highway was light. Now traffic at commuter times is heavy. Changing the future use from residential to business park use will reduce traffic in the directions at the times it is most congested. In addition, in 2014 the Truckee Meadows Regional Industrial Lands Analysis, commissioned by Truckee Meadows Regional Planning Agency, identified a severe lack of large parcel (20 acres in size or more) development-ready industrial land in Washoe County and recommended that local jurisdictions identify and rezone property in this category, in order to promote future jobs growth and economic prosperity in the county.

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

Answer: Under the existing Spanish Springs Area Plan, this property is within the Suburban Character Management Area, which is the portion of the unincorporated county in Spanish Springs designated by the county for future suburban growth. It has been zoned for development for over 15 years. Adjacent property on two sides is devoted to business park land uses. An extension of the existing Spanish Springs Business Center is logical and needed to create more industrial land in the region. Moreover, most surrounding property is owned or controlled by Hawco or its shareholders. When the adjoining future residential subdivision of Mystic

Mountain and Pebble Creek are built, adequate buffering and notice to new homeowners can take place.

9. What kind of employment opportunities and economic impact will the Northern Addition have on the community?

Answer: In 2007, the Economic Development Agency of Western Nevada (EDAWN) performed a study on the existing companies in the Spanish Springs Business Center. The full report is available, but the highlights are as follows: average payroll per employee – \$39,949.55; average employees per acre – 9.74; total economic impact – \$113,331,555; and local tax revenues generated per year – \$6,719,188. Since the Northern Addition is an extension of the Spanish Springs Business Center, Hawco expects the employment opportunities and economic impacts to be similar to those existing businesses in the business park.

10. Will employees for businesses in the Western Addition be able to live in Spanish Springs Valley?

Answer: Yes, with the broad range of housing in Spanish Springs Valley and the average payroll per employee of almost \$40,000, future employees in the Northern Addition will be able to rent or own housing locally. Given that two wage earners per family is the norm rather than the exception, there are many subdivisions and other housing in Spanish Springs which will be affordable to employees in the Northern Addition.

11. Will schools and recreational areas, like parks, be adversely affected?

Answer: No, new homes generate the impacts on schools and parks, not nonresidential uses. This amendment reduces the impact on schools and parks that will take place if the existing residential zoning remains.

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

Answer: Yes, the Truckee Meadows Water Authority operates the community water system in Spanish Springs, which utilizes imported Truckee River water for all new homes and businesses. The system has capacity for the uses represented by this proposal, and Hawco already owns sufficient water rights for full buildout of the Northern Addition. Homes use potable water for landscape irrigation. The Northern Addition will use reclaimed water for landscaping, as do all business in the Spanish Springs Business Center. Comparing the water demands for 60 homes to the actual water use of businesses in the Spanish Springs Business Center, the change to business park uses will create less demand for water.

13. Is there adequate public infrastructure for the Northern Addition?

Answer: Yes, Hawco has already constructed streets, water and sewer lines, and other utilities in the existing business park for use on the Northern Addition property. Further extension from this existing public infrastructure will be funded by private developers and is readily available. For flood control, the existing Boneyard Flat Playa, partially owned by Hawco, will remain available for flood detention purposes and has sufficient capacity for the 100-year flood event.

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

Answer: The location of the Northern Addition at the north end of Spanish Springs Valley will have the effect of generating commuter traffic on Pyramid Highway in the opposite direction of the heavy morning and evening commutes. This is a so-called "reverse flow" effect is discussed in Hawco's traffic report on this proposal. Over time, as development occurs in the Northern Addition and more people wish to live closer to their work locations, development in the Northern Addition should have the effect of reducing commuter traffic flow to and from Spanish Springs Valley, when roads are the most congested. In addition, since the Northern Addition accesses Pyramid Highway from Ingenuity Avenue rather than Pebble Creek Drive, which the existing residential subdivision is designed to use, Pebble Creek residents will have less future traffic on their local streets.

15. Are there wetlands, geohazards, or other environmental constraints to development in the Northern Addition?

Answer: No, there are no wetlands, floodplain or known fault hazards on the property. The property is sparsely vegetated with sagebrush and grasses, and there are no known populations of endangered or threatened species.

Master Plan Amendment Supplemental Information

(All required information may be separately attached)

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

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

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

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

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

This MPA request seeks to expand the Spanish Springs Business Center by changing the master plan category of APN 538-171-09, called in this application the Northern Addition, from Suburban Residential to Industrial. All land within the Spanish Springs Business Center is zoned industrial. The Northern Addition is currently zoned Low Density Suburban (1 home per acre).

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

In 1999 the Spanish Springs Specific Plan designated this property Low Density Suburban and the Spanish Springs Business Center adjacent to it to the south, industrial. Since then the business center has expanded from 300 acres to over 500 acres to meet market demand. The business center is now over two-thirds sold out with few remaining large parcels (20 acres or more). In 2014 a major study was conducted by the Truckee Meadows Regional Planning Agency, the Truckee Meadows Regional Industrial Lands Analysis. This study concluded Washoe County lacks large parcels which are development-ready for industrial use. This amendment would add development-ready large parcels recommended by the study. The Spanish Springs Business Center is now a full service business/industrial park with a variety of employment-generating uses and opportunities. These uses vary from a 750,000 square foot distribution business to small office uses that provide immediate services to the community. The amount of vacant, available industrially-zoned properties within the county is currently limited. In order to provide more land for future business park uses, including light industrial, the applicant is requesting this increase to industrial zoning for the subject vacant property.

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

The property is located on the west side of Pyramid Highway north of Ingenuity Avenue and south of Pebble Creek Drive, at the northeast edge of the existing Spanish Springs Business Center, an industrial park.

The intersection of Pyramid Highway and Ingenuity Avenue is approximately one-quarter mile to the south of the property. Access to the property is from Ingenuity Avenue via Hawco Court. There will be no access, other than emergency vehicle access, from Pebble Creek Drive. The legal description is attached.

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

APN of Parcel	Master Plan Designation	Existing Acres	Proposed Master Plan Designation	Proposed Acres
538-171-09	Suburban Residential	60.151	Industrial	60.151

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

North	Vacant land zoned LDS, partially owned by the applicant
South	Industrial
East	Pyramid Highway and LDS on the east side of the highway
West	Industrial

Continued - please see following page.

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

The Northern Addition is vacant land and surrounded on three sides by vacant land. The fourth side is Pyramid Highway. It is located within the Suburban Character Management Area ("SCMA"). The closest developed subdivision is Pebble Creek, located \pm 1,200 feet to the north. Vacant residential land immediately north of the property is subject to tentative maps. Existing industrial uses in Spanish Springs Business Center include the Sanmar distribution facility approximately 700 feet to the southwest and a personal storage facility less than 500 feet south. Ingenuity Drive via Hawco Court provides access to the Northern Addition from Pyramid Highway. These are existing county streets with all utilities. While Pyramid Highway is adjacent to the eastern boundary of the property, there will be no direct access and a 25-foot buffer strip along the highway.

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

It is a very flat piece of property (about 1% to 2% slope). There is light to moderate vegetation that covers the site with sagebrush and grasses. There is no known wildlife habitat associated with the property due to the lack of topography and vegetation. The Boneyard Flat Playa is located to the northwest. All surface water drainage will be conveyed by storm drains and ditches from the property, across a portion of the Spanish Springs Business Center to Boneyard Flat. There are no known mineral deposits on the site. Soils are consistent with the land in the vicinity on the valley floor. There are no water bodies, streams or wetlands on the property, nor is it in the 100-year flood plain.

MPA APPLICATION CONTINUED (Item #3c)

Project Name: Spanish Springs Business Center – Northern Addition

Applicant: Mystic Mountain, LLC

3.c. Continued: The compatibility ratings are based on comparisons found in the compatibility table of the Land Use and Transportation Element. The compatibility table does not take into consideration the fact that the Industrial land use designation within the Spanish Springs Area Plan is significantly less intensive than the Industrial designations found throughout the rest of the Washoe County, and no heavy industrial uses are allowed under the current area plan. The land use pattern in Spanish Springs west of Pyramid Highway adopted in 1999 and continued in 2004 when the area plan was approved anticipates residential subdivisions bordering the industrial land uses of the Spanish Springs Business Center on the north and south.

Approximately 1/4 mile to the north of the subject site is the developed portion Pebble Creek subdivision. In between Pebble Creek and the subject parcel is undeveloped property zoned for LDS residential uses and subject to tentative maps. If in the future this area is developed with residential units, there are standards within the Spanish Springs Area Plan that require buffering. Specifically, in Appendix B of the area plan, the standards for buffers, screens and setbacks are set forth for mitigation purposes in order to address compatibility of residential subdivisions with the proposed adjoining industrial land uses.

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

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

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

Explanation:

--

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

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

Explanation:

--

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

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

Explanation:

--

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

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

Explanation:

The property has no know geologic hazards.
--

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

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

Explanation:

--

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

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

Explanation:

--

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

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

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

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

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

See attached letter.

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

Based on the water use per acre for LDS subdivisions in the unincorporated area of Spanish Springs compared to the water use per acre of developed industrial properties in Spanish Springs Business Center, water use will be less intense if this application is approved. If a high-water industrial development were to locate on the Northern Addition, the applicant has sufficient water rights available to meet any foreseeable need.
--

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

a. System Type:

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

b. Available:

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

c. Washoe County Capital Improvements Program project?

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

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

TMWA is the municipal water provider of community potable water service, since its 2015 merger with the county water system. Nonpotable (reclaimed) water for landscape irrigation and industrial processing, if any, is supplied by the Sparks effluent water system. Storage tanks, transmission lines and distribution water lines for potable and nonpotable water are built and existing for service to the Northern Addition. No CIP water improvements are required. Extensions of water, sewer and other utility lines in streets will be privately funded by industrial developers.
--

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

a. System Type:

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

b. Available:

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

c. Washoe County Capital Improvements Program project?

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

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

Washoe County is the municipal provider of community sewer service for this property. Sewer lines are built and in place in streets for extensions of service funded by industrial developers. A county sewer lift station is located on the north boundary of the property.

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

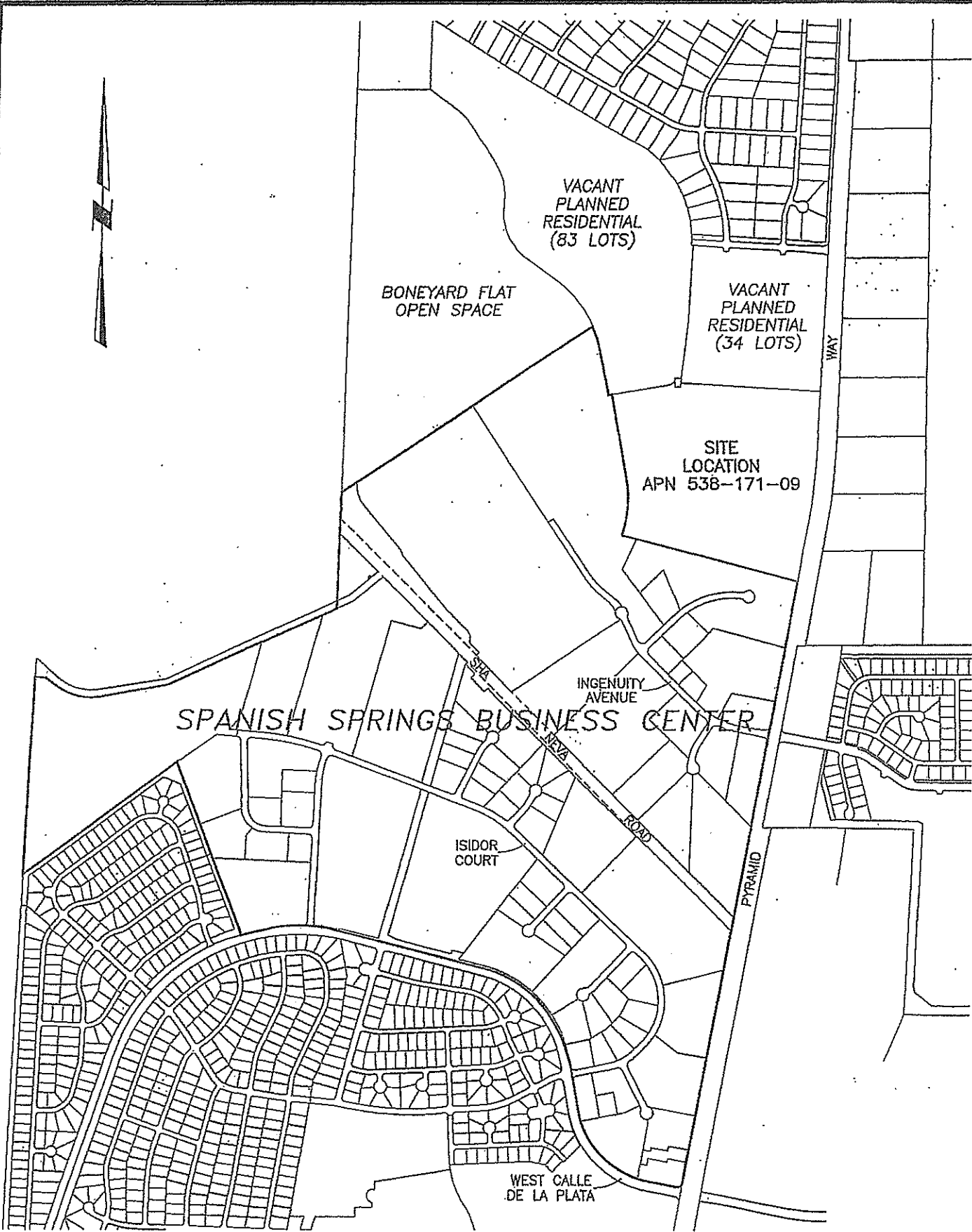
A traffic study is included in this application. It identifies the names of the streets and intersections that will carry traffic flows for the proposed site. The regional street system will primarily include use of Pyramid Highway en route to McCarran Boulevard and the U.S. 395 and I-80 freeways. This amendment, by replacing a future residential subdivision designed to use Pebble Creek Drive with industrial land accessed by Ingenuity Avenue in the Spanish Springs Business Center, will reduce local traffic for Pebble Creek residents and reroute the traffic to and from the Northern Addition on existing streets not used by local residents. These local streets have sufficient capacity to accommodate the increase.

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

Yes Traffic report attached No

13. Community Services (provided and nearest facility):

a. Fire Station	TMFD station near La Posada and Pyramid Highway
b. Health Care Facility	Northern Nevada Medical Center/Renown Urgent Care
c. Elementary School	Alice Taylor Elementary School
d. Middle School	Shaw Middle School
e. High School	Spanish Springs High School
f. Parks	Sky Ranch Park, Gator Swamp Park, Eagle Canyon Park
g. Library	Spanish Springs Library
h. Clif fare Bus Stop	None. RTC does not offer transit service to this area at this time.



SCALE: 1" = 1200'

VICINITY MAP
SPANISH SPRINGS BUSINESS CENTER

Comments and Questions From
Neighborhood Meeting on October 5, 2015
At Spanish Springs Elementary School
MPA15-006 and RZA15-007

- Notice mailed to 320 households, including all of Pebble Creek
- 35 residents attended (30 signed in – see attached Sign In Sheet)
- Bob Sader and Jesse Haw made a brief presentation outlining the requested amendments, the residents asked questions and made comments. The meeting started at 6:35 p.m. and ended at 8:10 p.m.
- Summary of Topics
 - traffic, both volume on Pyramid Highway and adverse effect of large trucks.
 - building design, placement and use in business park, including buffers, setbacks, and height limits.
 - impact on residents' property values.
 - no questions or comments on water, sewer or other utilities
- Specific questions or comments of residents
 1. No development should be allowed before Pyramid Highway is widened.
 2. What effect will this have on the value of my home? (asked twice)
 3. Was the traffic report done recently and was a traffic count at Ingenuity and Pyramid Highway performed?
 4. What guaranty do we have that the more land closer to my home will not be converted to industrial in the future?
 5. What type of industrial buildings will be built?
 6. A recent RGJ article reported on a future housing boom, so why not develop this property as residential?
 7. Is there a sale of this property pending?
 8. What buffers and building setback standards are there for industrial development on Pyramid Highway and adjacent to residential land?
 9. How will money paid by developers for road impact fees be spent? (asked twice)
 10. Do design guidelines address night lighting?

11. How is maintenance in the business park handled?

12. Can buildings be designed to have loading bays not be visible from streets and residences?

13. How many acres are unsold in the business park and why is more acreage needed now? Is this request premature?

14. Traffic volumes on Pyramid Highway are high and truck traffic, particularly to and from the aggregate pits, is bad. (discussed and commented upon several times).

15. What is the next step for these applications?

- Specific comments and questions were taken down by an employee of the applicant and are paraphrased above.

Washoe County Citizen Advisory Boards CAB Member Worksheet



Citizen Advisory Board: Spanish Springs

Meeting Date: Attended public meeting not CAB - 10-5-15

Topic or Project Name (include Case No. if applicable): MPA15-006 and RZA15-007
Mystic Mountain

Please check the appropriate box:

My comments were (or) were not discussed during the meeting.

Identified issues and concerns:

Home values, lighting, height & trucks were among neighbor concerns.

Suggested alternatives and/or recommendations:

This projects presents to be well thought out. I attended the community meeting. While all public CAB participants were notified by Mystic Mountain, approximately 16 attended. From those the major concerns were traffic and home values. The petitioner has met with owner of lot to the north has no concerns per petitioner.

Developing the property in an industrial manner does not present to me to be an issue. I would recommend paving this. It may will allow

Name Diana Costa-Guyon Date: 10-10-15
(Please Print)

Signature: Diana Costa-Guyon

This worksheet may be used as a tool to help you take notes during the public testimony and discussion on this topic/project. Your comments during the meeting will become part of the public record through the minutes and the CAB action memorandum. Your comments, and comments from other CAB members, will and shall not collectively constitute a position of the CAB as a whole.

You may also complete this worksheet and send it separately to your County Commissioner.

Commissioner's Name: Lauren Hartung

Use additional pages, if necessary.

Worksheets may be mailed to:

Washoe County Community Development
Attn: CAB Program
Post Office Box 11130
Reno, NV 89520-0027

From: [Jill Savely](#)
To: [Sannazzaro, Grace](#)
Subject: Mystic Mountain LLC
Date: Friday, October 09, 2015 8:11:57 PM

I fully support the proposed Master Plan Amendment submitted by Mystic Mountain LLC (Hawco Development). Pyramid Highway north of Bridle Path and its counterpart on the west side of the highway is much more suited for the proposed industrial development than it for one more residence in a suburban subdivision of any kind.

Carl Savely
305 Alamosa Dr.
89441