



Roger Pelham, Sr. Planner
Washoe County – Community Services Department
1001 E. Ninth St
Reno, NV 89512
775.328.3622

Re: WTM19-001 – Please Valley Estates Appeal – Conditions of Approval

Truckee Meadows Fire Protection District (TMFPD)

The following conditions are requirements of the Truckee Meadows Fire Protection District, which shall be responsible for determining compliance with these conditions. Unless otherwise stated, these conditions shall be met prior to the issuance of any building or grading permit or on an ongoing basis (phased development) as determined by TMFPD.

Any future development of a single, multiple, or all parcels will be subject to currently adopted Fire and Wildland-Urban Interface Codes at the time of development on the specific parcel.

Based on this specific application we recommend that funding be identified for future improvement of access to this development including the Rhodes Road Bridge. To mitigate the delayed response time, TMFPD would require in accordance with the International Wildland-Urban Interface Code Section 104.5, that the applicant provide an NFPA 13D Sprinkler System in each proposed building or make access improvements to meet response times for this area as stated in 2019 Truckee Meadows Fire Protection District Deployment Plan as accepted by the Board of Fire Commissioners.

Contact Name – Dale Way, 775.326.6000, Dway@tmfpd.us

Fire Apparatus Access Roads

1. Fire apparatus access roads shall be in accordance with *International Fire Code* Appendix D and all other applicable requirements of the IFC. (IFC 503.1 / D101.1)
2. Approved fire apparatus access roads shall be required for every facility, building, or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access roads shall comply with the requirements of IFC Section 503 and Appendix D and shall extend to within 150 feet of all portions of the facility and all portions of the *exterior walls* of the first story of the building as measured by an *approved* route (as the hose lays around obstructions) around the exterior of the building or facility. (IFC 503.1.1)
3. Fire Department access roads shall have an all-weather surface and be capable of supporting the weight of Fire Department apparatus (80,000 pounds). (IFC 503.2.3 / D102.1)



4. Fire apparatus access roads shall have a minimum width of 20 feet (with no parking), 26 feet (one side parking), and 32 feet (parking on both sides), exclusive of shoulders, and an unobstructed vertical clearance of not less than 13 feet 6 inches. (IFC 503.2.1 / D103.6.1 / D103.6.2)
5. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1). (IFC D103.1)
6. Fire apparatus access roads less than the width required for parking on both sides shall be marked and/or signed in accordance with Section 503.3 and Appendix D103.6 to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility. (IFC 503.3 / D103.6)
7. Fire apparatus access roads shall not exceed 10 percent in grade. Angles of approach and angles of departure must not exceed 6 percent for 25 feet before or after the grade change. (IFC D103.2 / 503.2.8)
8. Fire apparatus access roads shall have a minimum inside turning radius of 28 feet, and a minimum outside turning radius of 52 feet. (IFC D103.3)
9. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with width and turnaround provisions in accordance with Table D103.4. (IFC D103.4)
10. Developments of one- or two-family *dwelling*s where the number of *dwelling units* exceeds 30 shall be provided with two separate and *approved* fire apparatus access roads. (IFC D107.1)

Fire Protection Water Supplies

1. An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises on which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction. (IFC 507.1)
2. The number of fire hydrants available to a building shall be not less than the minimum specified in Table C102.1. (IFC C102.1)
3. Fire hydrant systems shall comply with Washoe County Standard Detail W-23 and IFC Sections 507.5.1 through 507.5.6. (IFC 507.5 / Washoe County Code)
4. Fire hydrants must be spaced at a maximum separation of 500 feet along the required apparatus access lane in residential areas and 1,000 feet where not required for structures to provide for transportation hazards. Hydrant spacing may be increased by 125 feet if all structures within the development are provided with fire sprinkler protection. There is no allowable increase for hydrants installed for transportation hazards. (IFC Table C102.1)



5. In developments with R-3 occupancies, where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 600 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official. (IFC 507.5.1)
6. Unobstructed access to fire hydrants shall be maintained at all times. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants. (IFC 507.5.4)
7. A 3-foot minimum clear space shall be maintained around the circumference of fire hydrants, as measured from the furthest edge of a fire hydrant in any direction. (IFC 507.5.5)
8. Fire hydrants shall not be located within six feet of a driveway, power pole, or light standard. (IFC 507.5.6)
9. Fire hydrants shall be located adjacent to apparatus access lanes and a minimum of four feet and a maximum of seven feet from back of curb. Provide a detail on the plans. (IFC 507.5.6)
10. Fire hydrants shall have a concrete pad around the base in accordance with Washoe County Standard Detail W-23.

International Wildland-Urban Interface Code

1. All parcels located in other than a Low Hazard WUI Rating shall comply with all provisions of the IWUI as adopted and amended by TMFPD and Washoe County Building.
2. The IWUI Fire Hazard designation for your project is available on the provided Washoe Regional Mapping System link. (<https://gis.washoecounty.us/wrms/firehazard>). After you have found your property using the address search feature, the color of the background area will indicate your wildland fire risk.
3. When you have determined your Fire Risk Rating use the link provided, to determine the *IWUIC* construction and defensible space requirements. (https://www.washoecounty.us/building/Files/Files/2012%20WUI%20CODE%20GUIDE_rev%2011-25-13.pdf).



Appeal of Denial of Tentative Subdivision Map Case Number WTM19-001 Pleasant Valley Estates



Washoe County Commission

May 12, 2020



This Appeal Request is Unique

The applicant requests that the Board of County Commissioners consider a revised tentative subdivision map application, rather than the application that was considered, and denied, by the Planning Commission.



Original Request

- 58-lot single-family residential, common-open-space tentative subdivision map,
- Lots ranging in size from 12,507 to 74,591 square feet in size
- Slopes greater than 15% on 20% or more of the site and is subject to Hillside Development standards
- Maximum allowable number of dwelling is 58



Current Request

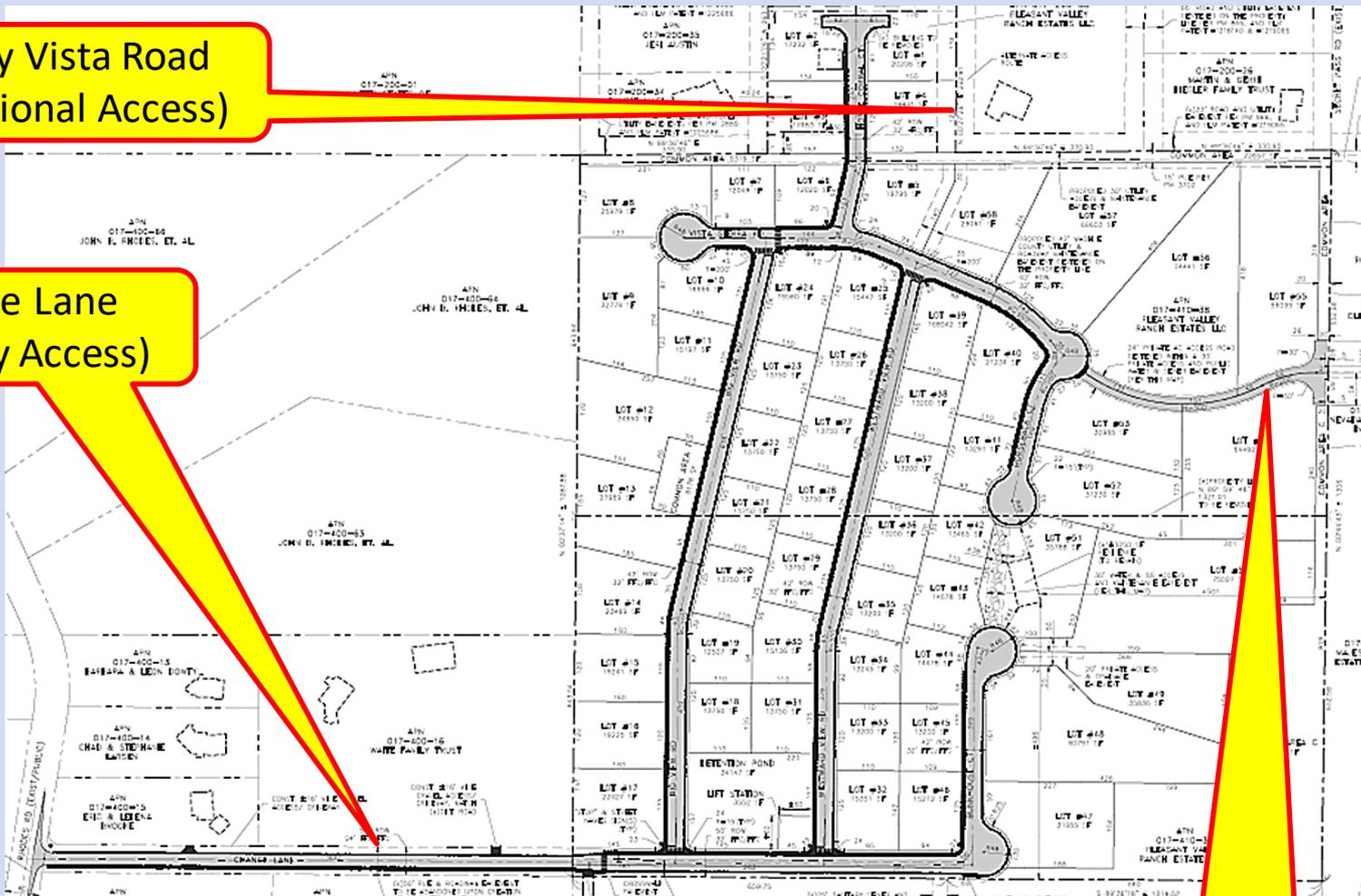
- 45-lot single-family residential, common-open-space tentative subdivision map,
- Lots ranging in size from 12,000 to 196,020 square feet in size
- Slopes greater than 15% on 20% or more of the site and is subject to Hillside Development standards
- Maximum allowable number of dwelling is 58



Original Request: Proposed Lots

Rocky Vista Road
(Additional Access)

Chance Lane
(Primary Access)



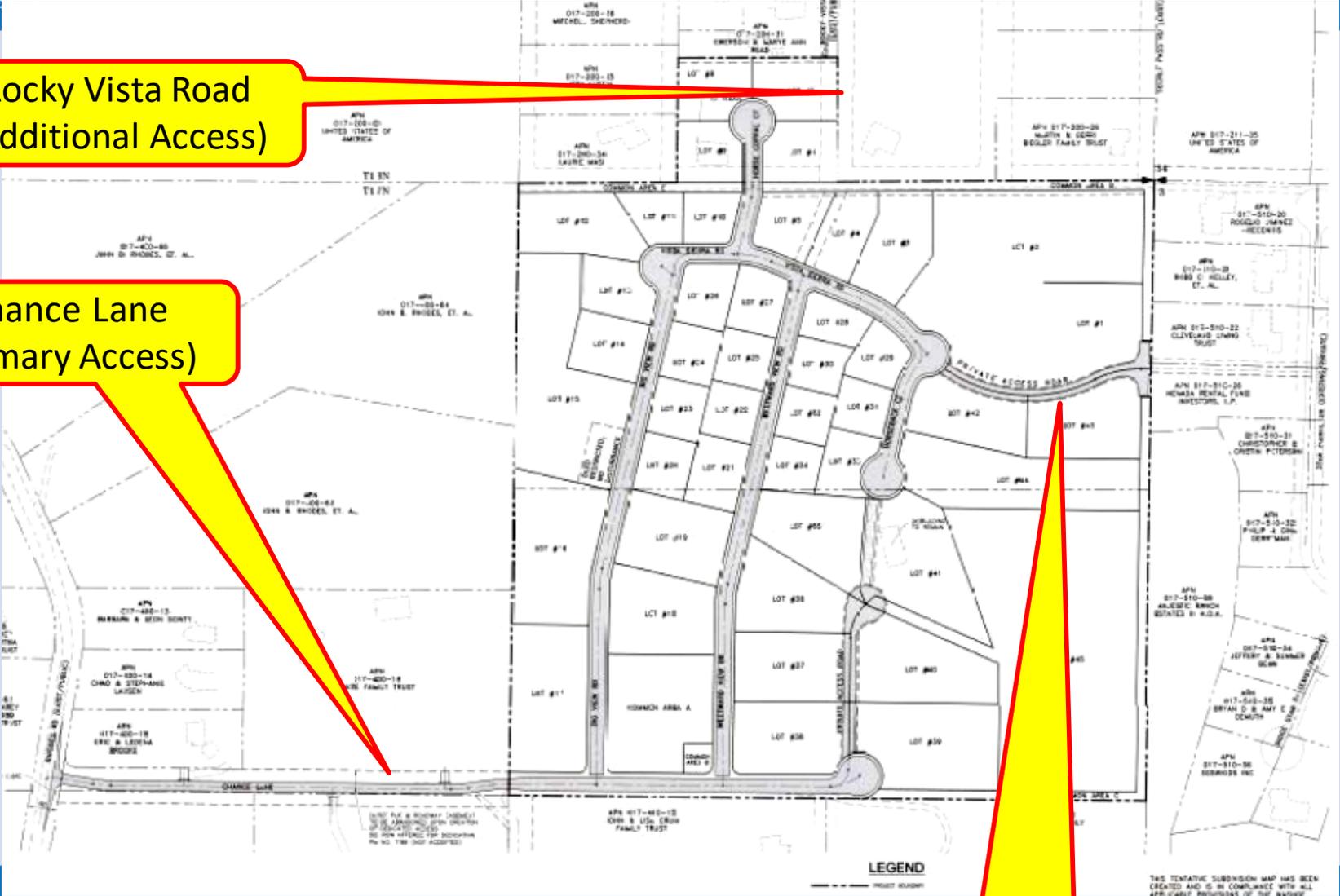
To Star Point Drive
(Emergency Access)



Current Request: Proposed Lots

Rocky Vista Road
(Additional Access)

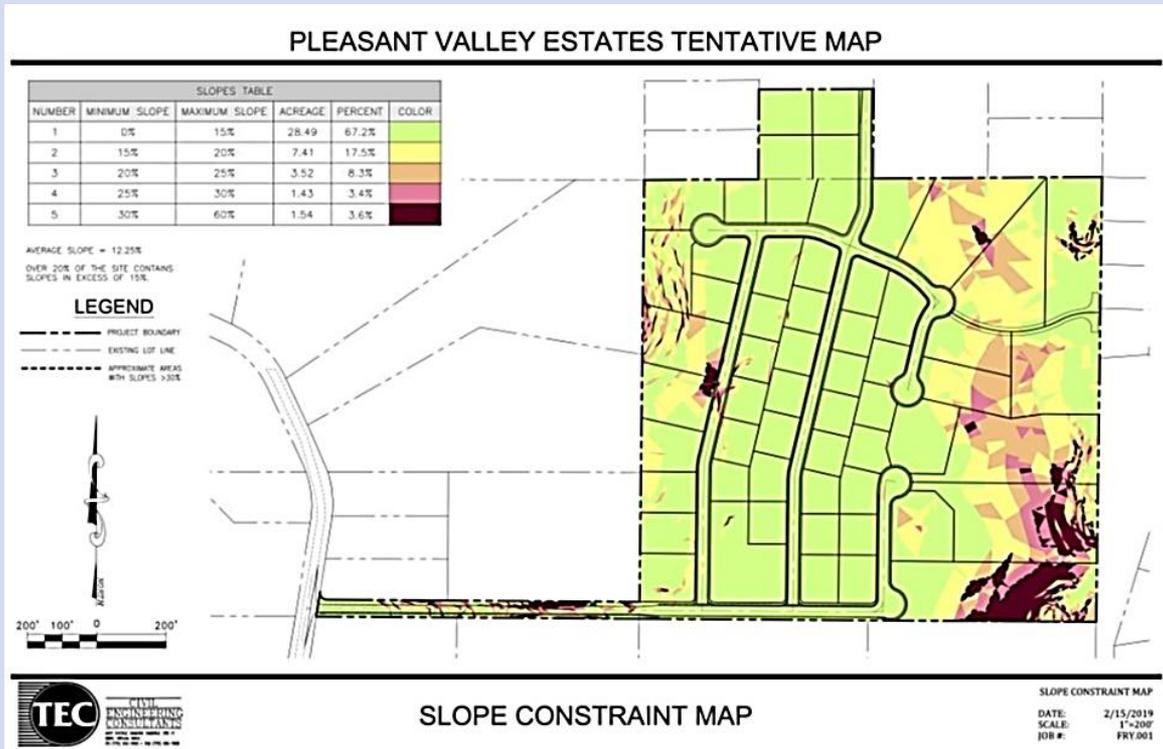
Chance Lane
(Primary Access)



To Star Point Drive
(Emergency Access)



Evaluation



Developed area is primarily on lesser slopes. With updated configuration most slopes above 30% are proposed to be included in residential lots.



Evaluation

Grading (Article 438):

- **Approximately 231,000 cubic yards**
- **Within proposed development area generally comply with the standards of Article 438**



Evaluation

Street Design (Article 436)

- **Chance Lane was originally proposed at 12% for approximately 420 feet, now designed at 9% (complies with Code)**
- **2:1 slopes were originally proposed adjacent to Chance Lane, now proposed at 3:1 (Complies with Code)**



Evaluation

Street Design (Article 436)

110.436.30:

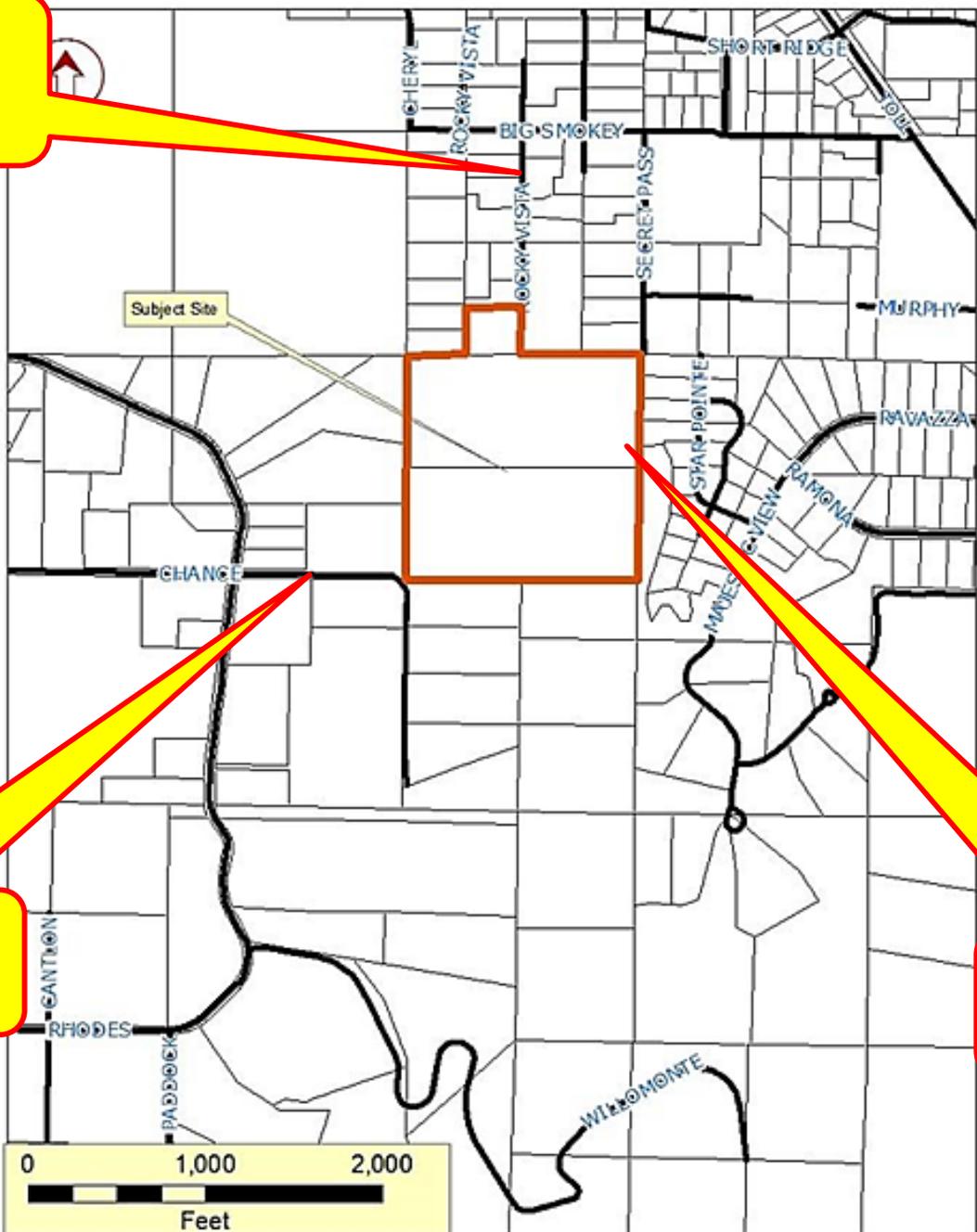
- (b)(2) Residential and Collector Streets. Residential collector and locations streets shall have a maximum grade of six (6) percent except as otherwise approved by the County Engineer, because of topographical constraints.
- (b)(4) Street Grade Exceptions. If approved by the County Engineer, the maximum grade for residential and collector streets may be increased as follows:
 - (i) Streets with a northern exposure may be allowed a maximum grade of nine (9) percent.
 - (ii) Streets with a southern exposure may be allowed a maximum grade of ten (10) percent.
 - (iii) All streets with grades greater than eight (8) percent shall be limited to a horizontal length of four hundred (400) feet, and shall be provided with landings on both ends of the steeper section of the grade. The grade of the landings shall be six (6) percent or less and at least one hundred (100) feet in length.



Evaluation

- **Roadway connection between the Toll Road area and the Rhodes Road area is supported by the South Valleys Area Plan**
- S.V.3.6: Emergency or secondary access from the Toll Road area to U.S. 395 via Rhodes Road or other feasible location is desired. Development proposals in this general area should be examined for their ability to provide this access. New development should not be permitted to prevent this access from being established.

Rocky Vista Road
(Access to Toll
Road Area)



Chance Lane
(Primary Access)

Emergency Access
to Star Pointe Drive



South Truckee Meadows / Washoe Valley Citizen Advisory Board

- **Meeting of September 12, 2019**
- **Minutes included at Exhibit B to the Planning Commission Staff Report**
- **CAB voted to recommend denial**
- **Concern raised that the bridge on Rhodes Road will not support emergency vehicles**
- **Rhodes Road provides access to Chance Lane (primary access to proposed subdivision)**



South Truckee Meadows / Washoe Valley Citizen Advisory Board

- Planning Staff contacted Truckee Meadows Fire Protection District with this question
- After Planning Commission Staff Report was finalized there was substantial conversation between TMFPD and Washoe County Engineering

From: Kukulus, Alex K
Sent: Friday, September 20, 2019 1:22 PM
To: Hein, Stephen; Coon, Don
Cc: Solaro, David; Smith, Dwayne E.
Subject: RE: Rhodes Rd Bridge

Thank You! We have notified our personnel to discontinue all apparatus responses over the bridge until further notice, which will impact response times to those affected areas. We will wait to hear the outcome of the re-evaluation.

Regards,

Alex Kukulus

Deputy Chief of Operations | Truckee Meadows Fire Protection District
akukulus@tmfpd.us | Office: 775.326.6000 | Cell: 775.762.0638
1001 E. 9th St. Bldg. D 2nd Floor, Reno, NV 89512



"Committed to excellence, service, and the protection of life and property in our community"



TMFPD Response Time

From: Johnson, Jay L
To: Kukulus, Alex K; Coon, Don; Pelham, Roger
Cc: Moore, Charles
Subject: RE: NEW QUESTION: Rhodes Rd Bridge

Sent: Fri 9/27/2019 11:14 AM



All,
I ran the route from TM32 to the intersection of Rhodes and Cedar with the bridge in service and then with the bridge out. Getting to the Rhodes/Cedar intersection is very nearly the worst case scenario, so all other deltas in that area will be less.

With bridge in service: 5.8 miles, 7.6 minutes
Bridge OUT: 7.2 miles, 13.3 minutes

Difference: 5.7 minutes

If you wanted a real-world check, I'd suggest driving from TM32 to the west side of the bridge, then again from TM32 to the east side and compare that difference.

Thanks,
Jay



Jay Johnson, GISP
Certified Mapping Scientist
GIS - Regional Services | Technical Services
jjohnson@washoecounty.us | Office: 775.328.2341
1001 E. Ninth St., Reno, NV 89512





TMFPD Response Time

From: Kukulus, Alex K
Sent: Tuesday, October 1, 2019 8:29 AM
To: Heeran, Jennifer; Hein, Stephen; Smith, Dwayne E.
Cc: Coon, Don; Moore, Charles
Subject: FW: NEW QUESTION: Rhodes Rd Bridge

Hello,

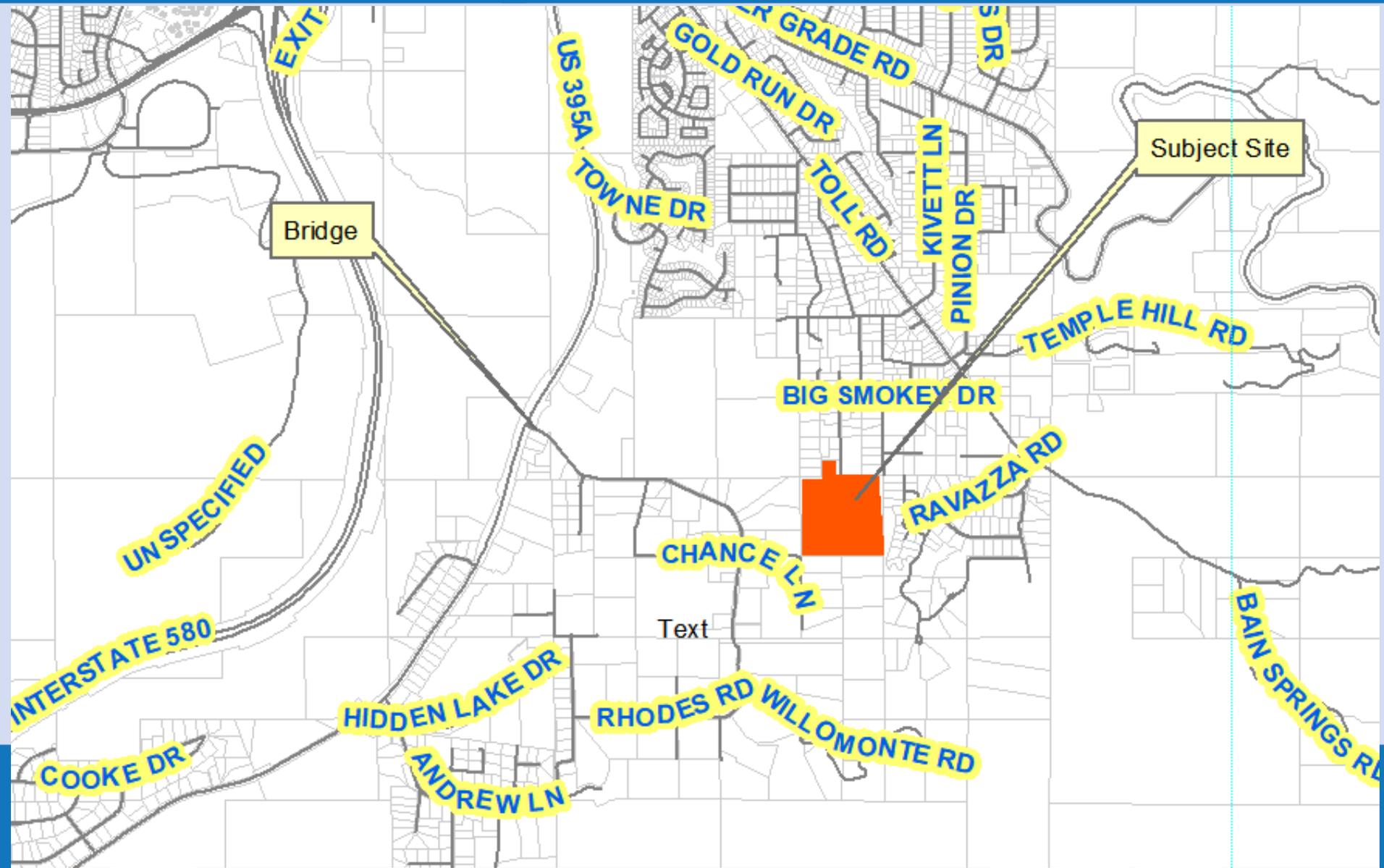
Don asked me to reply to your question about extended response times to the Rhodes Rd area. I've attached some response time maps that we have to illustrate the situation. Currently, that area is at the farthest reach between our East Washoe Station (32) and Foothill Station (33). The current travel time is estimated at 8-9 minutes. We also include approximately 2 minutes for dispatch processing time and "turnout time" (reaction time and getting the crew dressed/responding). Cumulatively, we expect about a 10-11 minute total response time to those areas just across the bridge. The Fire Commissioners have adopted acceptable response times based on land use designation/population density. The majority of that affected area falls under our suburban response time standard, which is 10 minutes. Therefore, with the bridge passable, we were right on the edge of an acceptable response time, if not a little bit outside of it. However, based on GIS' projection of adding approximately 5.7 minutes into some of those areas, our total response time would be as high as 16 minutes. That's a significant increase and well beyond our accepted standards. I hope this answers your question, but please let me know if I can provide any additional information.

Regards,

Alex Kukulus

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I





New TMFPD Conditions



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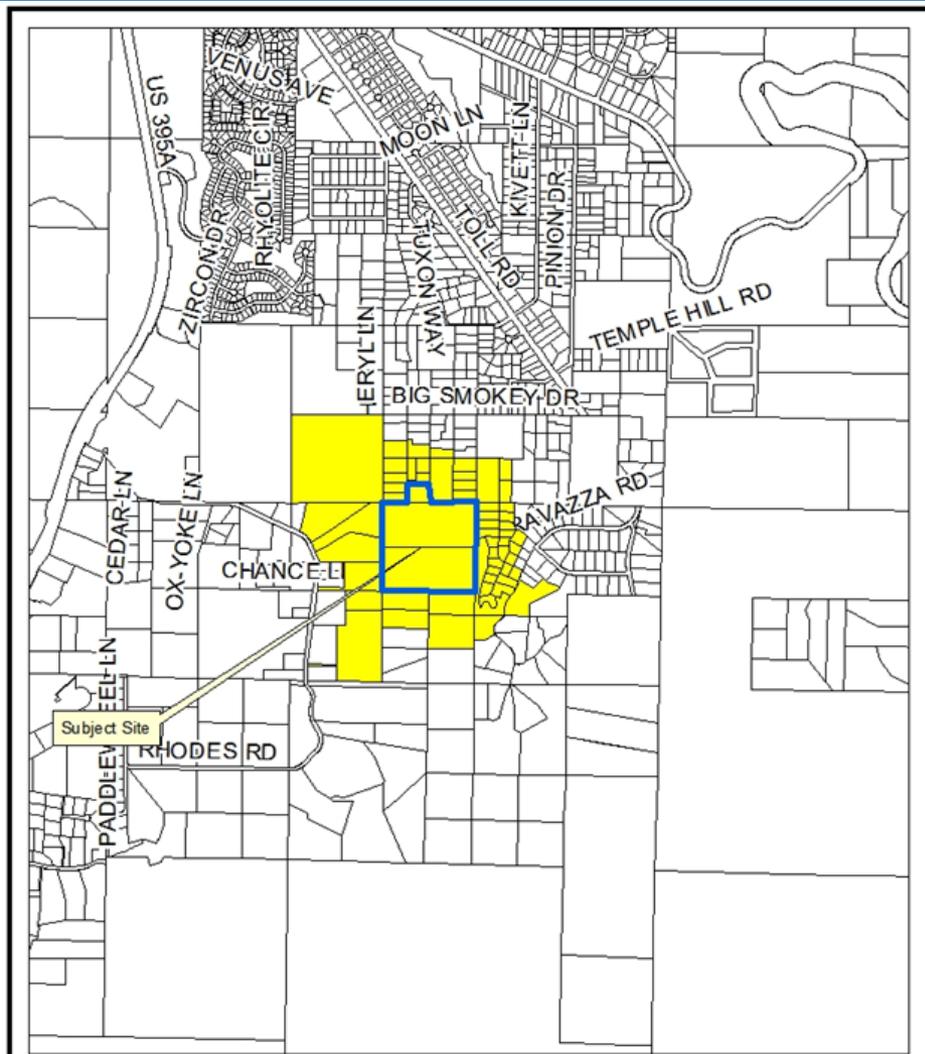
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Truckee Meadows Fire Protection District • 3663 Barron Way, Reno, NV 89511 • tmfpd.us • 775-326-6000



Public Notice

- Notice sent to 59 affected property owners at a distance of 500 feet from the subject site.



Mailing Label Map
Tentative Subdivision Map Case Number WTM19-001
Pleasant Valley Estates



59 Parcels selected at 500 feet.

Source: Planning and Building Division

Date: February 2019

Community Services
Department
Planning and
Development Division
WASHOE COUNTY
NEVADA

Head Office: 601 1130
Reno, Nevada 89502
(775) 332-3600



Reviewing Agencies

Conditions were recommended by:

Washoe County:

- Planning and Building Division
- Engineering and Capital Projects
- Parks
- Water Rights
- Health District EMS

Truckee Meadows Fire Protection District



Tentative Subdivision Map Findings

- 1) Plan Consistency. That the proposed map is consistent with the Master Plan and any specific plan.
- 2) Design or Improvement. That the design or improvement of the proposed subdivision is consistent with the Master Plan and any specific plan.
- 3) Type of Development. That the site is physically suited for the type of development proposed.

Staff Comment: The proposed (revised) map is generally consistent with the goals and policies of the Master Plan including the residential density and lot design required by the Master Plan and the Southeast Truckee Meadows and South Valleys Area Plans. The primary access to the subdivision has been revised to meet the requirements of Article 436. The grading has been revised to conform to the requirements of Article 438.



Tentative Subdivision Map Findings

4) Availability of Services. That the subdivision will meet the requirements of Article 702, Adequate Public Facilities Management System.

5) Fish or Wildlife. That neither the design of the subdivision nor any proposed improvements is likely to cause substantial environmental damage, or substantial and avoidable injury to any endangered plant, wildlife or their habitat.

6) Public Health. That the design of the subdivision or type of improvement is not likely to cause significant public health problems.

Staff Comment: Community water service and community sewer service are proposed to be provided to all proposed dwellings. Proposed improvements are not likely to cause substantial environmental damage, or substantial and avoidable injury to any endangered plant, wildlife or their habitat, as the proposed subdivision is located adjacent to existing development of a similar pattern and some open space is being preserved within the development.



Tentative Subdivision Map Findings

7) Easements. That the design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through, or use of property within, the proposed subdivision.

8) Access. That the design of the subdivision provides any necessary access to surrounding, adjacent lands and provides appropriate secondary access for emergency vehicles.

Staff Comment: Walking trails, emergency access and public roadways have been included in the proposed subdivision application materials, or have been included in the recommended conditions of approval.



Tentative Subdivision Map Findings

9) Dedications. That any land or improvements to be dedicated to the County is consistent with the Master Plan.

Staff Comment: The open space associated with this proposed subdivision will remain in the ownership of the proposed Home Owners Association (HOA). Infrastructure improvements built to County standards may be accepted by the appropriate agencies.

10) Energy. That the design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

Staff Comment: To the extent feasible, the design of the subdivision provides for future passive or natural heating or cooling opportunities.



Recommendation

**Planning Staff Recommendation to
Planning Commission on Original
Tentative Map: “No Recommendation”**

**Planning Staff is bringing forward the
action of the Planning Commission to the
Board of County Commissioners: “Denial”**



Possible Actions

Should the Board agree with the action taken by the Planning Commission, a possible motion would be:

“Move that the Board affirm the decision of the Washoe County Planning Commission based on the deliberations during the hearing on the appeal.”



Possible Actions

Should the Board disagree with the action taken by the Planning Commission, possible motions would be:

“Move that the Board reverse the decision of the Washoe County Planning Commission and approve the subdivision with conditions based on the deliberations during the hearing on the appeal.”; OR

“Move that the Board modify the decision of the Washoe County Planning Commission and approve the REVISED subdivision (with the different configuration of 45 lots) with conditions (included as Attachment D) and with modifications based on the deliberations during the hearing on the appeal.”



Possible Actions

Should the Board choose to remand the item back to the Planning Commission with instructions, a possible motion would be:

“Move that the Board take action to remand the appeal back to the Washoe County Planning Commission with instructions given during the hearing on the appeal.”

PLEASANT VALLEY ESTATES (WTM19-001)

TENTATIVE SUBDIVISION MAP

Washoe County – Board of County Commissioners
Public Hearing May 12th, 2020

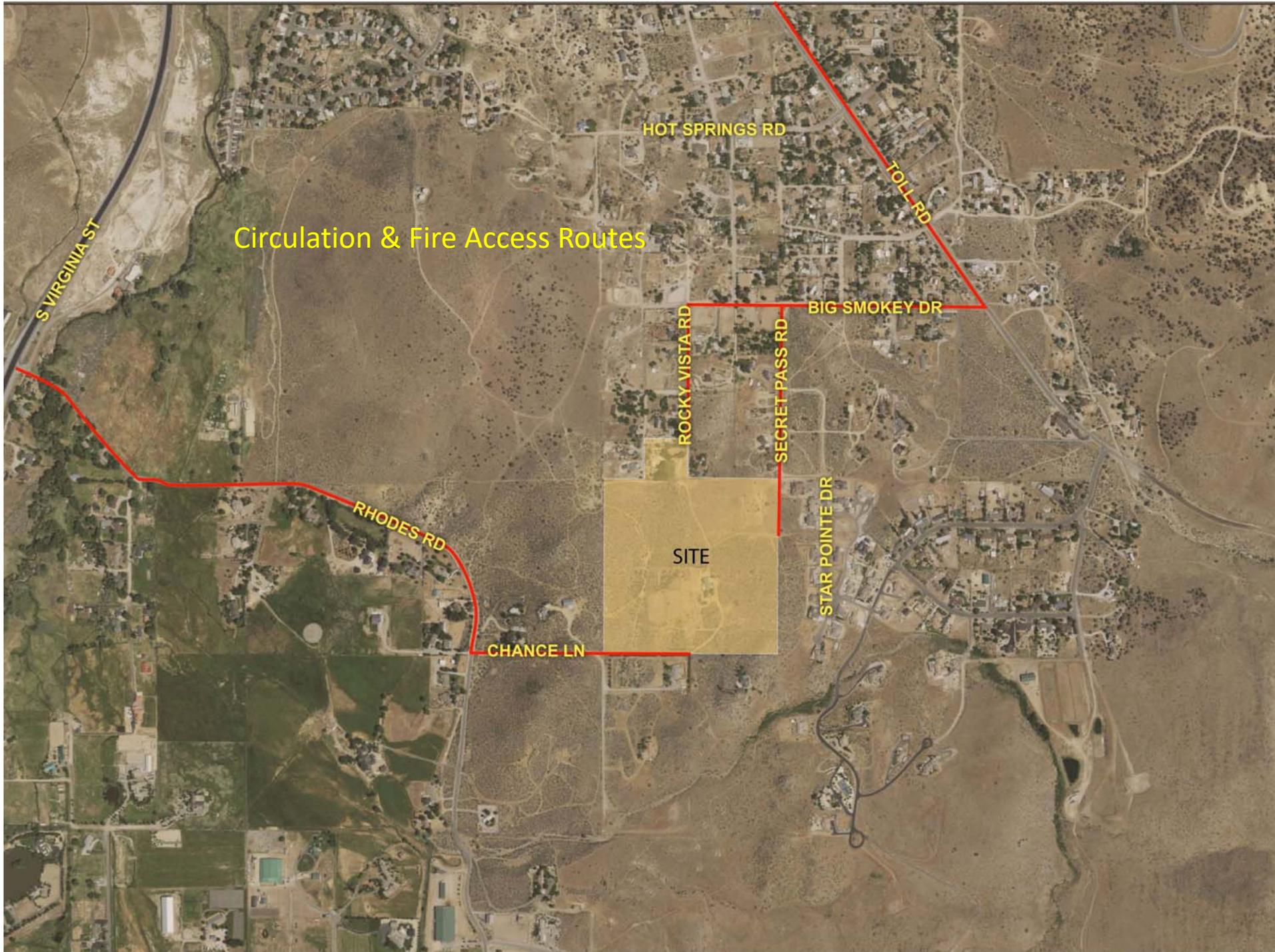
Applicant: Pleasant Valley Estates, LLC represented by:

John F. Krmpotic



Jason Gilles, P.E.





Circulation & Fire Access Routes

HOT SPRINGS RD

TOLL RD

S VIRGINIA ST

BIG SMOKEY DR

ROCKY VISTA RD

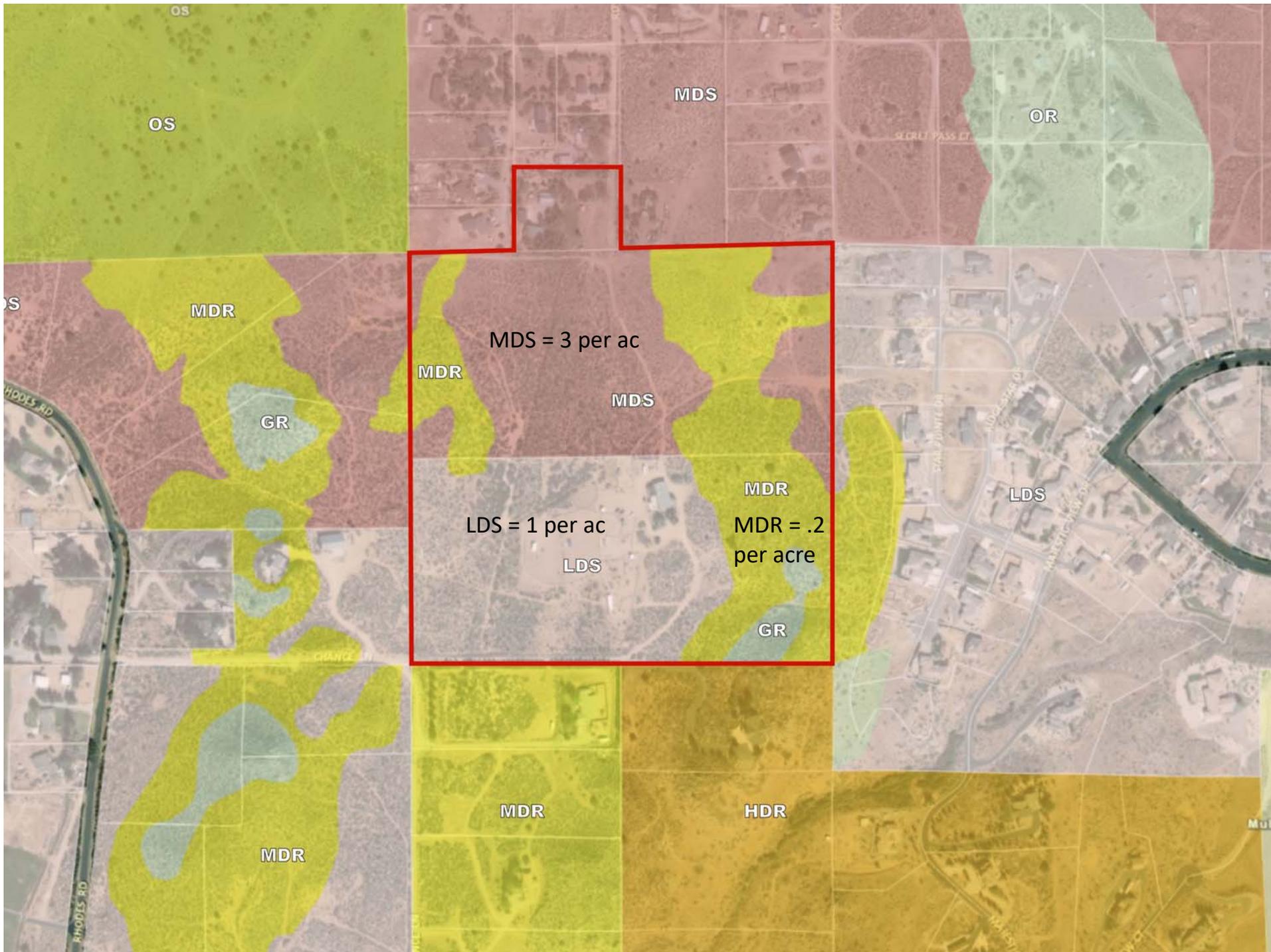
SECRET PASS RD

RHODES RD

SITE

STAR POINTE DR

CHANCE LN



Lot Size Fit to Zoning (lot size & density)

