

SUN VALLEY MULTI-FAMILY

MASTER PLAN AMENDMENT AND REGULATORY ZONE AMENDMENT APPLICATIONS



Prepared by:



May 15, 2015

Job # 223-01

SUN VALLEY MULTI-FAMILY

MASTER PLAN AMENDMENT AND REGULATORY ZONE AMENEMENT APPLICATION

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Table of Contents

Introduction	1
Project Location	1
Existing Conditions	2
Project Concept.....	7
Request Summary	5
Master Plan Amendment	5
Regulatory Zone Amendment	10
Potential Impacts	13
Traffic	13
Schools	15
Public Facilities/Infrastructure	15
Site Suitability.....	16
Public Services	16
Planning Policy Analysis	18
Sun Valley Area Plan.....	18
Washoe County Master Plan.....	24
Washoe County Development Code	29
Truckee Meadows Regional Plan	29
Request Findings	30
Master Plan Amendment	31
Regulatory Zone Amendment	32

List of Figures:

Figure 1 – Vicinity Map.....	1
Figure 2 – Slope Exhibit.....	2
Figure 3 – Existing Conditions	3
Figure 4 – Existing Conditions	4
Figure 5 – Sun Valley Area Plan – Master Plan Land Use.....	7
Figure 6 – Existing/Proposed Master Plan Designations	8
Figure 7 – Sun Valley Area Plan Zoning Map	11

List of Figures (continued):

Figure 8 – Existing/Proposed Zoning..... 12
Figure 9 – Development Suitability Map 17

List of Tables:

Table 1 – Trip Generation 14
Table 2 – Projected School Enrollment..... 15

Appendices:

- Washoe County Development Application
- Owner Affidavits
- Master Plan Amendment Application
- Regulatory Zone Amendment Application
- Property Tax Verification
- Application Checklist Letter
- Preliminary Title Report (Original Only)

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Introduction

This application includes the following requests:

- A **Master Plan Amendment** to re-designate 9.9± acres of property from Suburban Residential (SR) to Urban Residential (UR); and
- A **Regulatory Zone Amendment** to rezone 9.9± acres from Public/Semi Public Facility (PSP) to Medium Density Urban (MDU).

Project Location

The Sun Valley Multi Family site (AP # 085-820-31) consists of 9.9± acres located on the north side of West 1st Avenue, two blocks west of Sun Valley Boulevard. Specifically, the site is bound by Slope Drive on the east and McGuffey Road on the west. Figure 1 (below) depicts the project location.

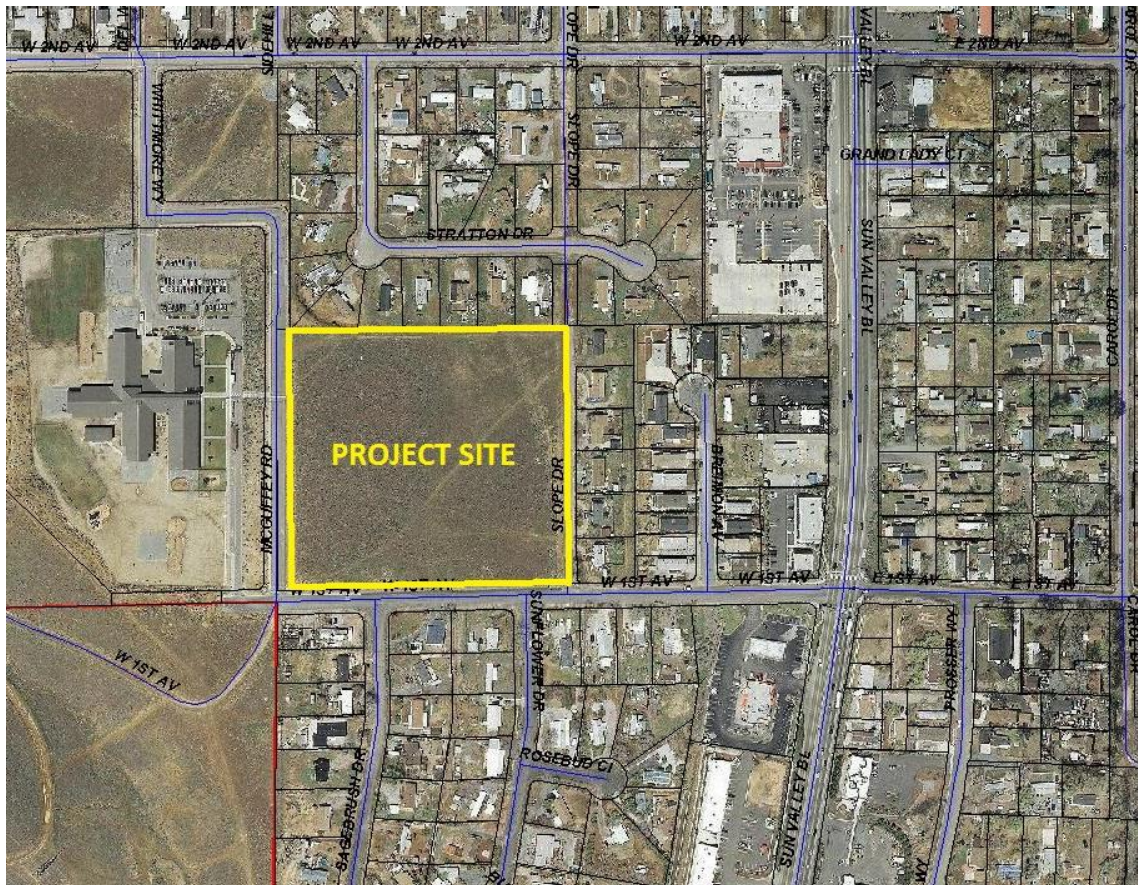


Figure 1 – Vicinity Map

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Existing Conditions

Currently, the project site is vacant. Surrounding land use includes Lois Allen Elementary School to the west and single family residential uses (at varying densities) to the north, east, and south. The City of Reno corporate boundary is adjacent to the property at the southwest corner (depicted in Figure 1 as a red line). The contiguous property located within the City of Reno is zoned Mixed Use (MU) which allows for a wide range of commercial and multi-family uses.

The site is served and accessed by West 1st Avenue along with McGuffey Road and Slope Drive. 1st Avenue provides direct access to Sun Valley Boulevard, two blocks east of the site.

The site slopes down from west to east at approximately 10%. Although the site is not entirely flat, it is well suited for development and is not inconsistent with other developed parcels in the area, including Lois Allen Elementary School to the west. The site does not qualify as a hillside development per Article 424 of the Washoe County Development Code as it does not contain slopes in excess of 15% on 20% or more of the site. Figure 2 (below) depicts the elevation differential across the site while Figures 3 and 4 (following pages) include photographs of the property.



Figure 2 – Slope Exhibit

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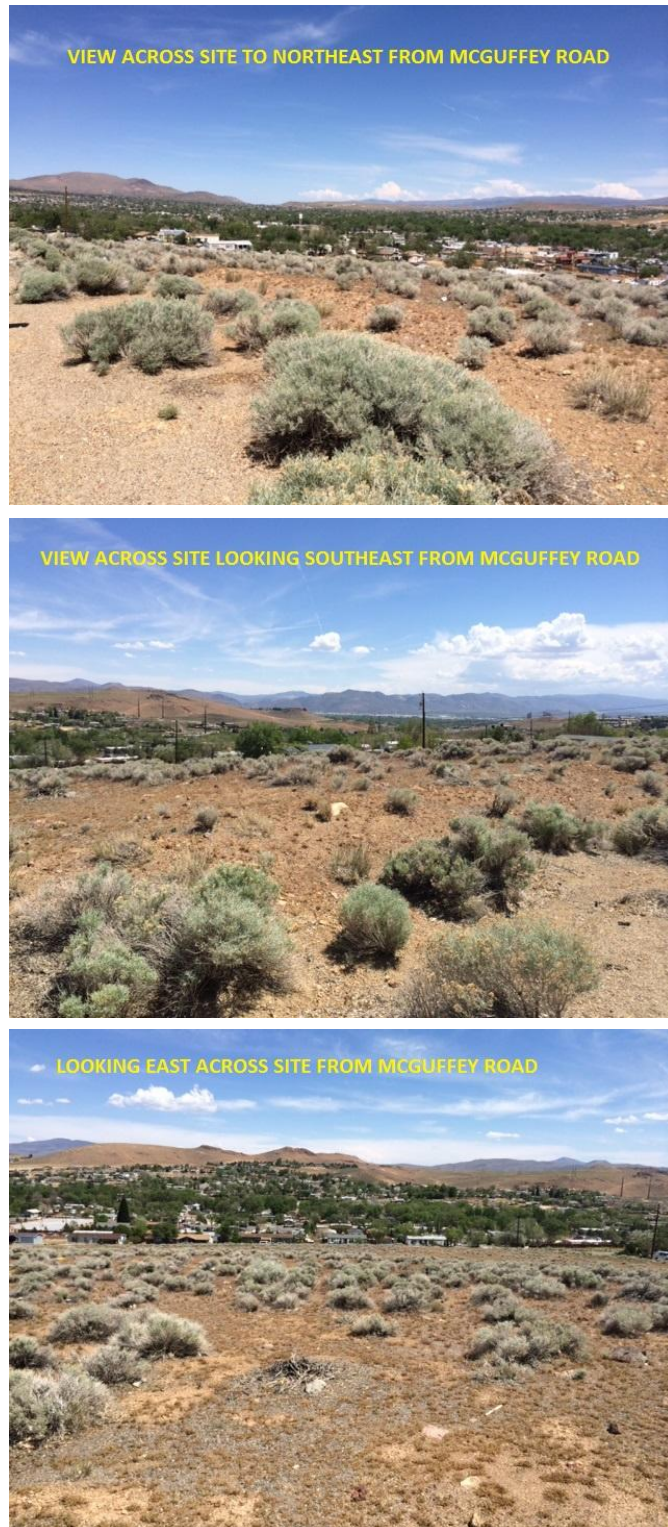


Figure 3 – Existing Conditions

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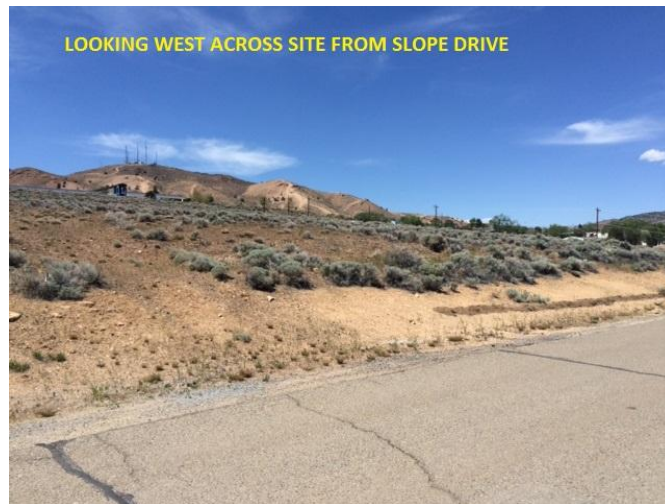
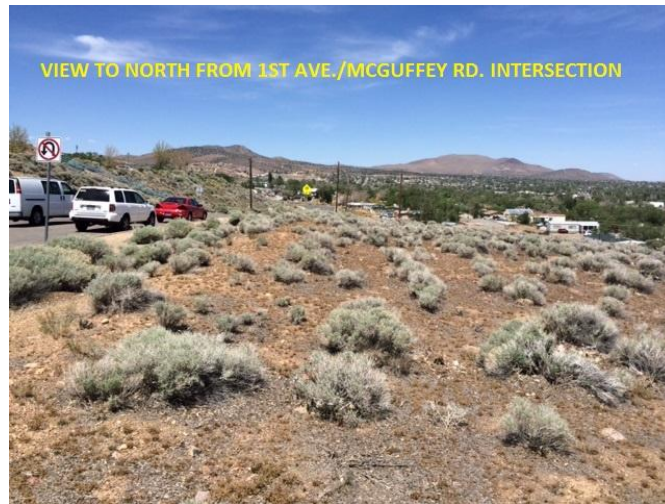


Figure 4 – Existing Conditions

Request Summary

This application includes two land use requests in order to establish multi-family zoning at the project site. The first is a Master Plan Amendment (MPA) from the current Suburban Residential designation to Urban Residential. The second request is a Regulatory Zone Amendment (RZA) from the current Public/Semi-Public Facility zoning to Medium Density Urban.

It is the intent of the project applicant to establish the necessary Master Plan and zoning designations to position the site for multi-family development. Although no specific project is being proposed at this time, the applications included with this request will establish the base densities and standards for which a future project must conform.

It is important to note that this application is essentially the first step in establishing multi-family use at the project site. Approval of the MPA and RZA do not grant an approval of a specific project. Once the proper land use designations are in place, any future development of the site for multi-family use would require subsequent public review in the form of an Administrative Permit per Table 110.302.05.1 of the Washoe County Development Code. The Administrative Permit process can analyze project specifics and associated impacts. This will allow for any specific impacts to be properly addressed and/or mitigated once a site specific plan is presented. Thus, this application does grant the approval of a multi-family project at this time. Instead, it grants the underlying land uses that will allow for the public review of a subsequent project that must stand in its own merits and meet provisions of the Washoe County Development Code along with applicable legal findings that must be met with an Administrative Permit.

Each request is summarized below:

- **Master Plan Amendment**

It is proposed to amend the current Suburban Residential (SR) Master Plan designation to Urban Residential (UR). The UR designation is well suited for the project site based on a variety of factors. To begin with, UR will allow for residential densities comparable to those envisioned within contiguous parcels to the southwest that are located within the Reno City limits. Additionally, UR will allow for increased density and future multi-family development that can serve to diversify the housing options within Sun Valley.

Diversification of the housing stock within Sun Valley is beneficial in that there are very limited multi-family offerings within the Planning Area. The project is well suited to meet the needs of this growing community and is located in an area of existing infrastructure, including municipal sewer and water service that can support the proposed intensification. Also, the site is located directly across from an existing school and is a short walk to commercial services and transit facilities along Sun Valley Boulevard. Therefore, intensification of the site serves to promote goals and policies of the Master Plan and Truckee Meadows Regional Plan by providing for more intense land uses in areas served by existing services and infrastructure. Establishing multi-family use at the site promotes a more walkable neighborhood development pattern.

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The majority of residential land within the Sun Valley Area Plan is designated as SR. Unfortunately, this does not allow for a very diverse housing mix. Although much of the area is already developed with SR densities, much of the residential uses within Sun Valley are targeted for redevelopment. The project site is unique in that it is a large undeveloped parcel. As such, redesignation of the site to UR does not constitute a “spot zoning” situation. Instead, it can be viewed as an opportunity to enhance the area through investment into the neighborhood and by diversifying the housing options within the community.

The intent of the UR designation is discussed within the Washoe County Master Plan. It is stated that the UR designation is intended to incorporate municipal services (i.e. water and sewer), should make use of existing transit services/facilities, and be located in areas of existing schools, parks, etc. In the case of this request, the subject site meets these criteria. It is located in an area already served by municipal infrastructure. Additionally, there is a school directly across the street that includes a joint use park site and is located less than a 2 block walk to existing RTC Citifare bus line service.

Under the Development Guidelines section included in the Master Plan, it states that affordable housing opportunities area encouraged within the UR designation based on the availability of public services. As discussed previously, this request can serve to lay the groundwork for future multi-family units that will serve to diversify the current housing options within the community, including the opportunity to develop more affordable housing.

The Master Plan also establishes appropriate thresholds for traffic generated by uses within the UR designation and the associated zoning designations. Traffic impacts are discussed later in this report, but when coupled with the proposed Medium Density Urban zoning, this request will provide for consistency with the adopted Washoe County Master Plan guidelines.

Page 51 of the Washoe County Master Plan establishes standards for public services and facilities within the UR designation (section D). This includes a 5 minute response time for fire and emergency medical services. There is an existing Truckee Meadows Fire Protection District station on Sun Valley Boulevard north of the project site that is within a 5-minute response time of the subject property. Additionally, REMSA ambulance service is already operating in the vicinity of the site with a 5-minute or less response time. Washoe County Sheriff patrols are currently occurring within the immediate area of the site, ensuring that a 10-minute response time can be achieved. As mentioned previously, the site meets the locational criteria for elementary service (within one mile) and is located 3.48 driving miles from Trainer Middle School and 2.71 driving miles from Hug High School. Although the 3.48 mile separation is slightly above the 2 mile standard for middle schools, it is important to note that some residential areas zoned for Trainer and over 10 miles from the campus. The distances estimated are driving miles. As such, aerial and walking distances are less.

Figure 5 (following page) depicts the existing Sun Valley Area Plan Master Plan land use. As discussed previously, the map visually depicts the lack of diversification in residential densities. The only other UR designations are to the south and are limited. Thus, the proposed additional of 9.9± acres of UR land use is justified and, in fact, warranted.

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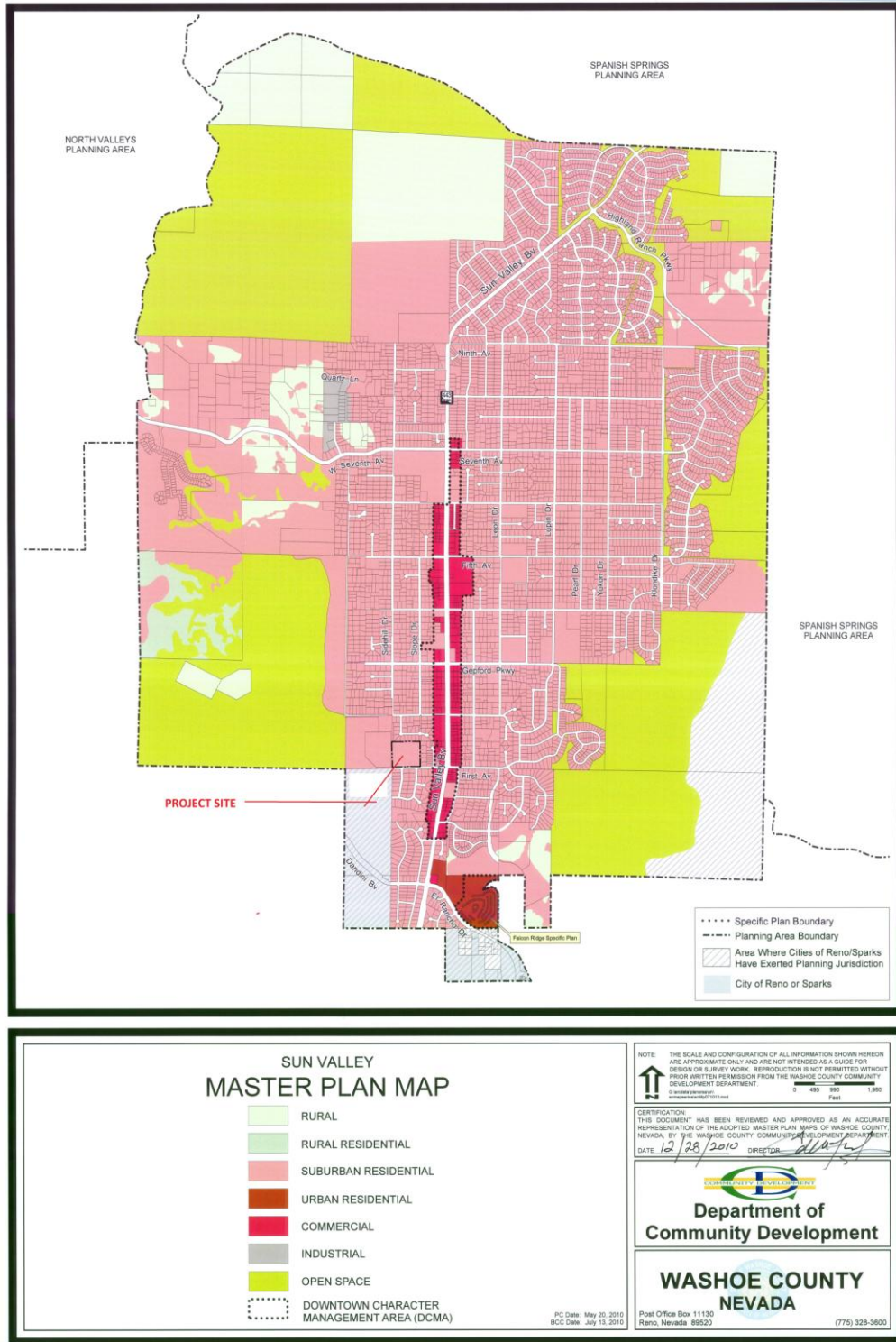


Figure 5 – Sun Valley Area Plan – Master Plan Land Use

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Figure 6 (below) depicts the existing and proposed Master Plan land use designations for the subject site.



Figure 6 – Existing/Proposed Master Plan Designations

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Another consideration of this MPA request is Policy SUN.1.3 contained on page 3 of the Sun Valley Area Plan. Policy SUN.1.3 reads as follows:

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

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

The subject property included with this application is identified as lying within the Suburban Character Management Area within the Sun Valley Area Plan. Therefore, Policy SUN.1.3 is applicable to this MPA request.

As described in the following section of this report, this application also requests a Regulatory Zone Amendment (RZA) from PSP to Medium Density Urban (MDU). Policy SUN.1.3 does not identify MDU as a zoning designation to be included within the Suburban Character Management Area. However, it is crucial to point out that Washoe County's current zoning already conflicts with Policy SUN.1.3. As depicted in Figure 8 in the following section, parcels zoned MDU exist at the southern portion of the Suburban Character Management Plan Area. Therefore, Washoe County has established a precedence to allow for inconsistencies with Policy SUN.1.3.

As part of this MPA request, an amendment to Policy SUN.1.3 can be included to add MDU zoning as a permitted designation, along with other non-conforming existing zones contained within the Suburban Character Management Area (i.e. Low Density Urban). Preclusion of the MDU designation does not necessarily preclude the County from approving the RZA request included with this application. However to provide consistency between the Area Plan map, developed parcels, and adopted policies, this minor change can be included as a simple "housekeeping" amendment with this application. It is assumed that Washoe County Planning and Development staff will make the final determination on this issue.

When considering the appropriateness of including the MDU designation in Policy SUN.1.3, it is important to consider the densities associated with the MDU zone (up to 21 dwelling units per acre). Although the zoning category includes "urban" in its name, 21 dwellings per acre is very much a suburban density and is consistent with other goals and policies of the Area Plan, Master Plan, and Regional Plan (as outlined later in this report).

- **Regulatory Zone Amendment**

The second component of this request is a Regulatory Zone Amendment (RZA). Currently, the project site is zoned Public and Semi-Public Facilities (PSP). The parcel is currently owned by the Washoe Ability Resource Center (WARC). WARC is a well respected non-profit organization within the community that assists and provides resources to citizens in our community with disabilities. It is assumed that the current PSP designation is reflective of the WARC ownership. However, WARC wishes to sell the parcel in order to fund programs and/or reinvest in a more central location that better serves the entire region.

Without the WARC ownership, the current PSP designation is out of place in terms of potential land uses it could accommodate. The PSP designation allows for a variety of institutional uses that would not complement residential development patterns in the area. This application proposes to rezone the site to Medium Density Urban (MDU). The MDU designation will allow for the development of multi-family residential units at a maximum density of 21 dwelling units per acre.

The proposed MDU zoning is consistent with the proposed UR Master Plan designation and will provide for multi-family use that is complementary to adjoining residential development. Establishment of multi-family use at the site can serve to diversify the housing options within Sun Valley and is well located in terms of access to transit facilities, schools, public infrastructure, and recreational opportunities.

The Sun Valley Area Plan clearly lacks diversification in housing stock. As Figure 7 (following page) illustrates, the majority of housing within Sun Valley is zoned Medium Density Suburban (MDS). With minor exceptions, the entire area plan is developed at the same density. This has resulted in inefficient use of infrastructure and sprawl within the valley. There are some areas of multi-family use at the southeast portion of the Area Plan. However, these offerings are limited to a few small apartment complexes. Given that the project site is within walking distance to commercial services along Sun Valley Boulevard, in close proximity to existing transit lines, and well situated to Truckee Meadows Community College, it is an ideal location for additional multi-family use within the Area Plan.

The proposed MDU zoning also serves to implement goals and policies of the Truckee Meadows Regional Plan which encourages a variety of densities and housing types. It can be argued that the Sun Valley Area Plan does not fully comply with the policies of the Regional Plan and that rezoning of the site to MDU will provide for greater conformance.

It is important to note that the Washoe County Master Plan designates the project site as an area “most suitable for development.” As such, intensification of zoning is appropriate and will provide for more fiscally responsible development in terms of maximizing infrastructure utilization, etc. Additionally, development of the site for multi-family use will provide a much higher property tax yield for Washoe County than uses typically permitted under the current PSP zoning.

As noted previously, Figure 7 (following page) depicts the existing zoning within the Area Plan boundaries, while Figure 8 (page 11) depicts the existing and proposed zoning for the project site.

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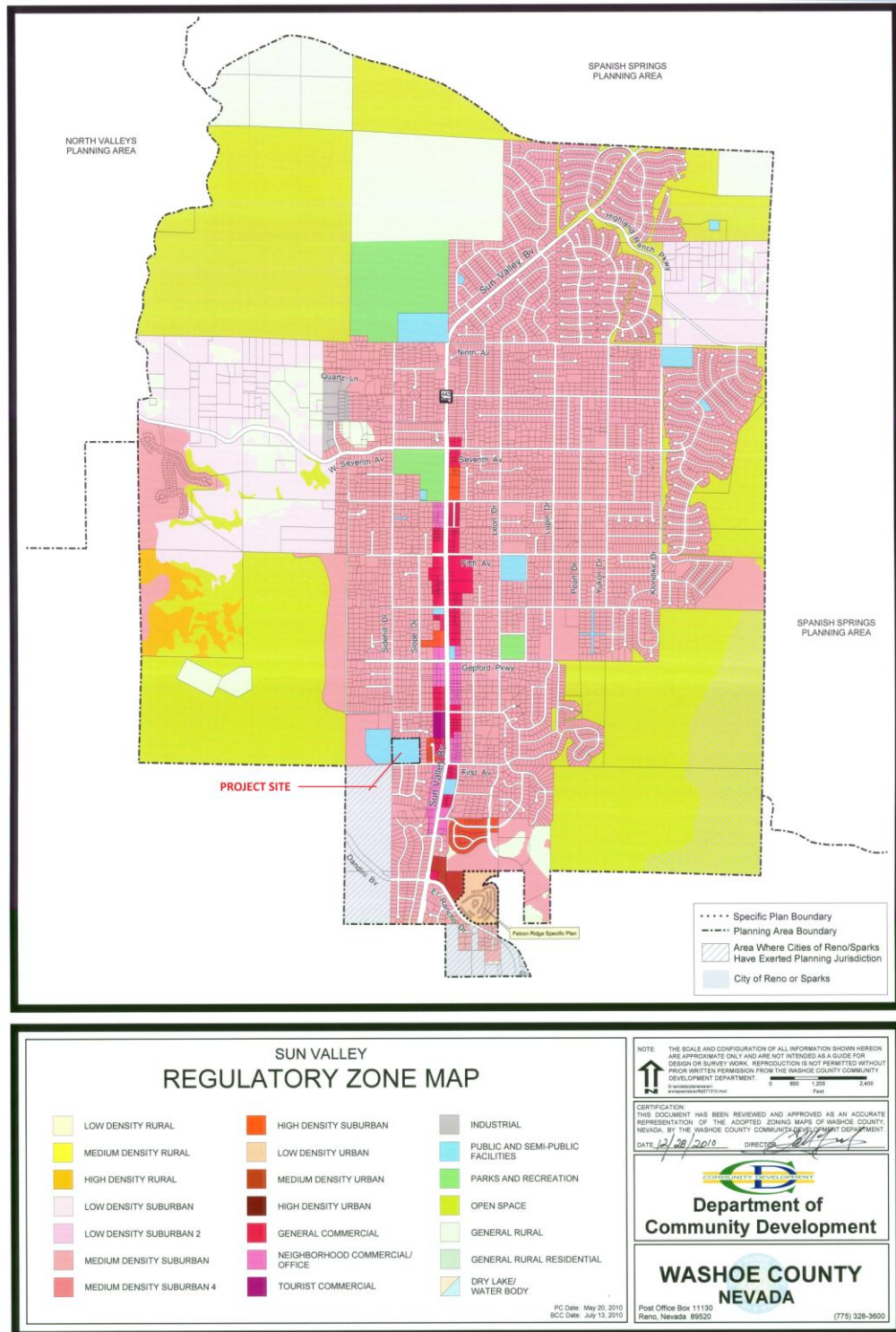


Figure 7 – Sun Valley Area Plan Zoning Map

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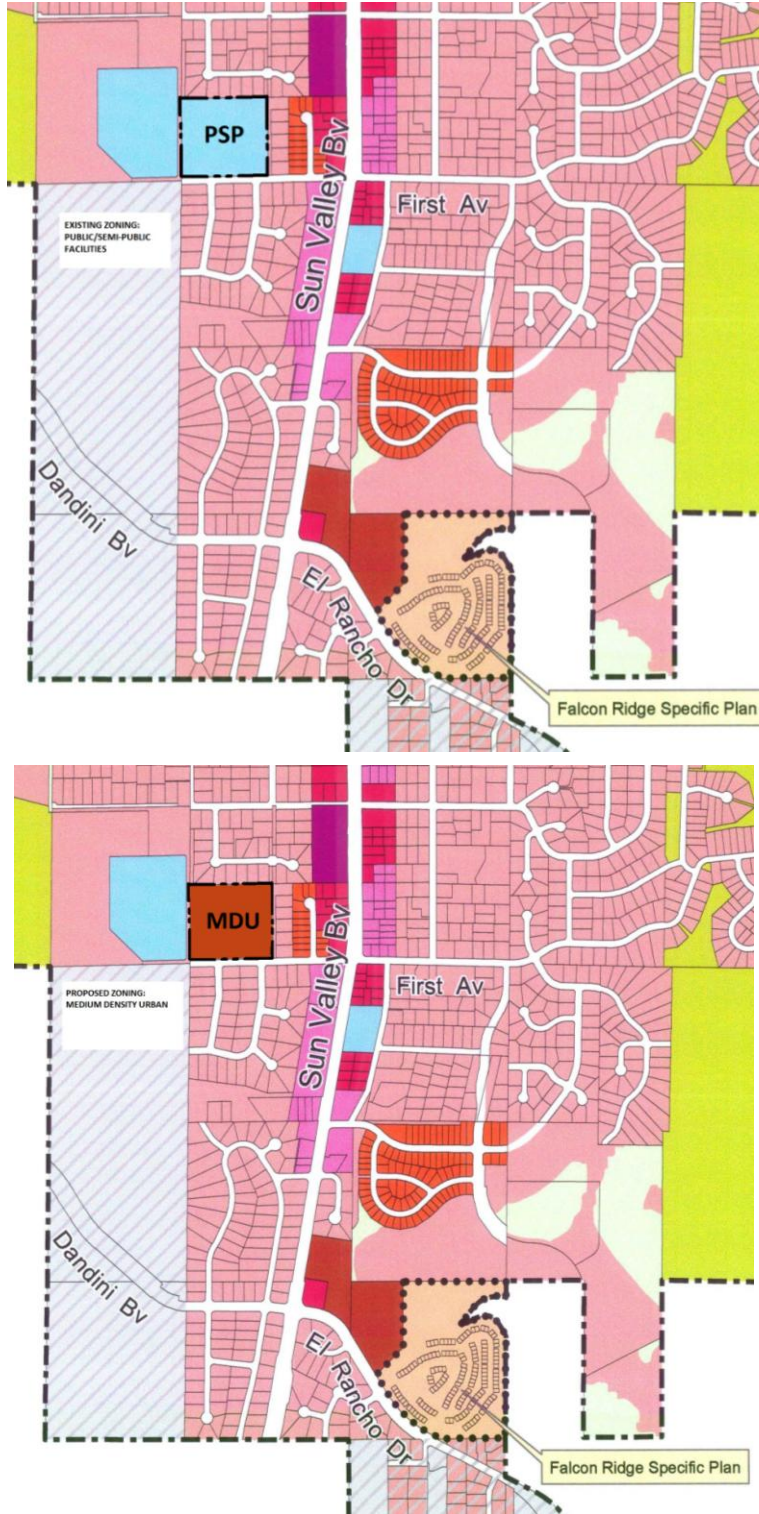


Figure 8 – Existing/Proposed Zoning

Potential Impacts

At this time, no site specific project is being proposed. Therefore, it is difficult, and in some cases, impossible to fully assess the impacts of an unknown final project. However, it is logical to assume that the site will be developed with some sort of multi-family use such as apartments, condominiums, townhomes, etc. As such, this section attempts to analyze the planning-level impacts associated with these MPA and RZA requests.

It is very important to note that the MPA and RZA requests included with this application do not grant an entitlement to construct multi-family use at the site. Rather, this is simply the first step in establishing the appropriate underlying land use designations for a future project. Such a project will, at a minimum, be subject to the review and approval of an Administrative Permit. Unless every property owner within 750 feet of the project site agrees to the proposed project (which is highly unlikely), a public hearing process with the Sun Valley Citizens Advisory Board (CAB) and Washoe County Board of Adjustment (BOA) will occur prior to any construction. During that time, detailed impact analysis will be required and the project will be conditioned to properly mitigate any and all impacts. This can be as simple as conditioning fencing types to requiring street and municipal service upgrades.

This sections aims to provide a cursory impact analysis based on the worst-case development scenario. Therefore, the following analysis assumes build out of the site at maximum density of 207 units (21 dwellings per acre). In reality, an actual project may be much less dense depending on market demand, project development concepts, etc. As such, it would be unjust to complete a full impact analysis on a “fantasy” project that could skew actual results, etc. (either in favor or against).

- **Traffic**

Traffic is a measurable impact that will result no matter what is developed at the site. In preparing this report, the recent (January 2015) Sun Valley Boulevard Corridor Study completed by the Regional Transportation Commission (RTC) was reviewed for its applicability to the project site. The study identifies the 1st Avenue/Sun Valley Boulevard intersection as a high priority for upgrades, including potential realignment and the addition of a left-turn lane. The study also notes that the existing intersection operates at a level of service (LOS) B during the am and pm peak hours. LOS B is well above accepted RTC and Washoe County standards.

Any future development at the site will be required to pay Regional Road Impact Fees. If warranted based on the final trip generations/impacts, these funds could be earmarked for improvements noted in the corridor study or within the RTC Capital Improvements Program (CIP).

This report analyzes potential traffic that could be generated as a result of this request. It is important to note that there are several land uses that could be developed under the current PSP zoning (without discretionary review) that would generate significant vehicles trips.

SUN VALLEY MULTI-FAMILY

Although the levels of service are acceptable based on current demands and projected growth, the 2015 Corridor Study also comes to the following conclusion:

“The capacity analysis conducted in this study assumes that the proposed Pyramid Highway/US 395 Connection makes a connection to the Sun Valley community at the planned West Sun Valley Arterial rather than directly to Sun Valley Boulevard. Under that basis, the current lane configurations on Sun Valley Boulevard and the existing intersection configurations are anticipated to adequately serve the traffic growth through the 2035 horizon. However, if the Pyramid Highway/US 395 Connection had a direct interchange with Sun Valley Boulevard, additional travel lanes could be necessary on Sun Valley Boulevard between the Pyramid Highway/US 395 Connection and US 395.”

Maximum density for the site would be 207 units with the approval of the included requests. In order to achieve this density, apartment units would have to be constructed. For purposes of this analysis, the Institute of Transportation Engineers (ITE) Trip Generation Manual was used to calculate potential trip generation. Specifically, land use code # 221 (Low-Rise Apartment) was considered. The Low-Rise Apartment land use was selected based on the fact that the Sun Valley Area Plan limits building height to no more than two stories. Thus, the ITE definition of low-rise apartments as “a land use including apartments (rental dwellings) in rental buildings that have one or two levels (floors), such as garden apartments” was most logical.

The following table summarizes potential traffic generation based on the estimates from the ITE Trip Generation Manual.

Table 1 – Trip Generation

Trip Type	Generation Factor	Calculation	Total Trips
AM Peak	0.47 trips per unit	0.47 x 207	97.29 Trips
PM Peak	0.58 trips per unit	0.58 x 207	120.06 Trips
Average Daily Trips (ADT)	6.59 trips per unit	6.59 x 207	1,364 ADT

Assuming a worst-case density, a potential project would only generate 1 vehicle per 1.23 minutes during the am peak hours and 1 vehicle per minute during the pm peak hours at the 1st Avenue/Sun Valley Boulevard intersection. Thus, it is unlikely that the existing LOS would be altered. Even if it did drop to LOS C, it is within acceptable RTC standards.

Another consideration is that this analysis does not account for walking and bicycle trips given the site’s close proximity to commercial uses and existing transit lines.

SUN VALLEY MULTI-FAMILY

- **Schools**

As part of this MPA/RZA process, the Washoe County School District was consulted as to the current capacities of schools that serve the project area. It was determined that the project site is zoned for the following schools:

- Lois Allen Elementary School
- Trainer Middle School
- Hug High School

Mike Boster, Washoe County School District Planner, provided the School District's accepted student generation formulas along with the existing enrollments and capacities for each school. Mr. Boster also indicated that capacities can be misleading based on special programs that may be occurring within the school facility. For example, Lois Allen Elementary has two special education classrooms which are capped by law on maximum classroom size. This can therefore skew actual capacity levels. Regardless, Mr. Boster concurred that the School District could provide refined enrollment and capacity numbers as part of this and a future public review process.

Once again, for the sake of this analysis, a maximum density yield of 207 units was assumed. The following table summarizes potential school impacts.

Table 2 – Projected School Enrollment

School	Current Enrollment	Capacity	Generation Rate ¹	Number of New Students
Lois Allen ES	618 students	621 students	0.032/unit	6.6 students
Trainer MS	755 students	749 students	0.006/unit	1.2 students
Hug HS	1,395 students	1,645 students	0.029/unit	6 students

1 – provided by the Washoe County School District.

It is important to note that this analysis does not consider the potential for children to attend charter schools, private institutions, or home schooling and is therefore a worst-case scenario.

- **Public Facilities/Infrastructure**

There are existing municipal infrastructure including sewer, water, and storm drain within McGuffey Drive and 1st Avenue, adjoining the project site. To estimate water and sewer demand at this time would be pure speculation. The primary reason for this is the unavailability of a precise unit mix (i.e. number of bedrooms and fixtures). As such, water and sewer demands could vary widely.

SUN VALLEY MULTI-FAMILY

Any new development will be subject to review by the Washoe County Departments of Engineering, Public Works, and District Health. Additionally, a future project will also be reviewed by the Sun Valley General Improvement District. At that time, upgrades or any applicable infrastructure improvements/additions will be identified and can be conditioned on a project-specific basis. Of course, any new improvements triggered by development of the site would be at the expense of the developer and not Washoe County or its citizens.

Power, natural gas, cable television, and high speed internet service all exist at or adjacent to the project site. In fact, improvements to all municipal services and infrastructure occurred with development of Lois Allen Elementary School directly west of the project site, across McGuffey Drive.

- **Site Suitability**

As noted previously in this report, the site is well suited for the type of density potential associated with the requested designations. This is based on the availability of existing site services and infrastructure. The site slopes at approximately 10% and is compatible/consistent with other developed parcels in the area. In fact, the subject property is one of the few remaining large undeveloped infill parcels in the area. As such, the Sun Valley Area Plan identifies the project site as “most suitable” for development on its Development Suitability Map. A copy of this map is included in Figure 9 on the following page.

There are no known site conditions that would preclude development of the parcel. A detailed soils report will be required with any future development that occurs onsite.

- **Public Services**

The site is within walking distance of existing RTC Citifare bus lines/transit service along Sun Valley Boulevard. Additionally, the property is within an acceptable response time of the Truckee Meadows Fire Protection District station located on North Sun Valley Boulevard. Lastly, the Washoe County Sheriff's Office has existing patrols within the project area.

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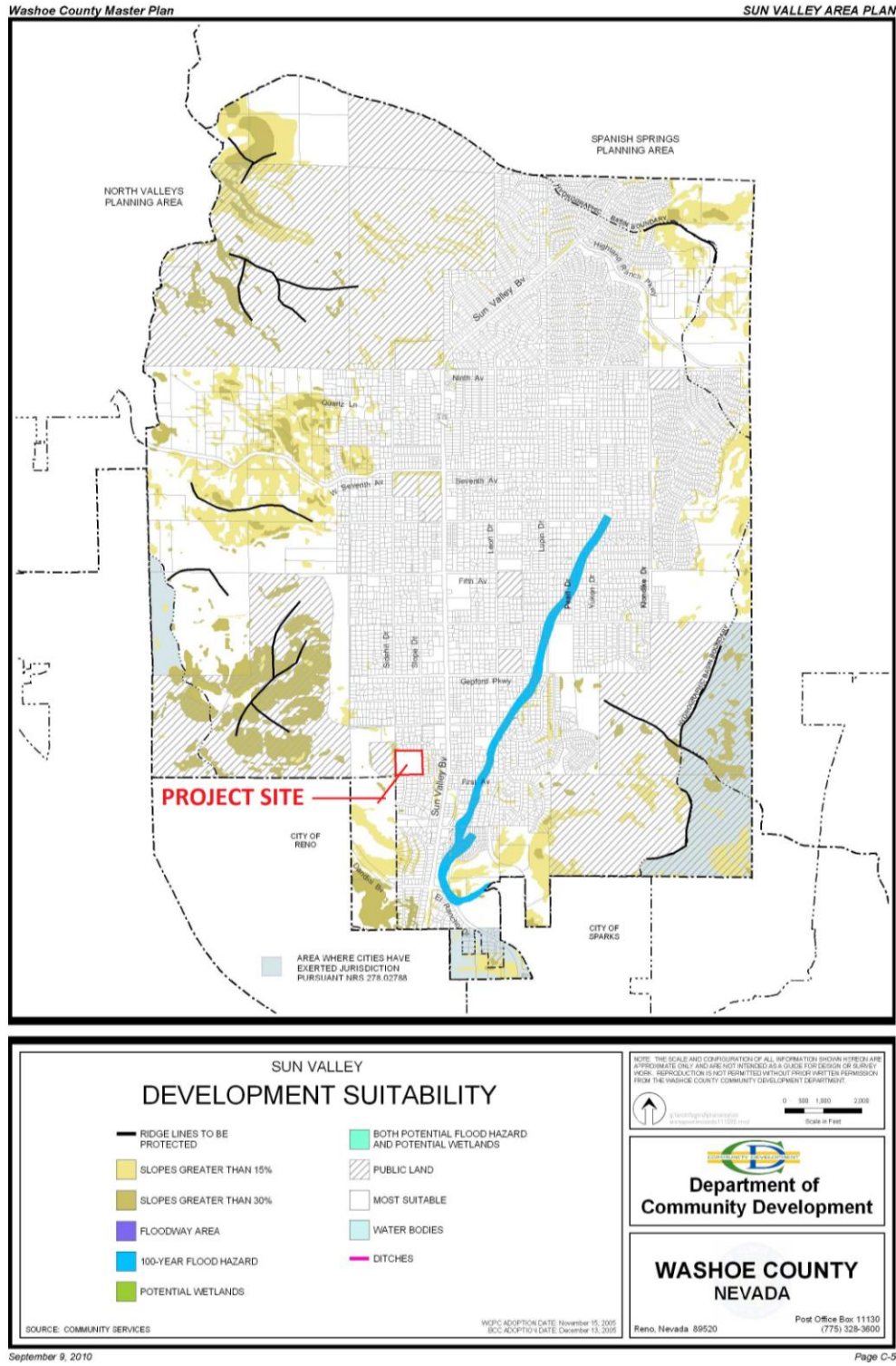


Figure 9 – Development Suitability Map

Planning Policy Analysis

The proposed requests must be reviewed for consistency with the goals and policies of the Washoe County Master Plan, Sun Valley Area Plan, and Truckee Meadows Regional Plan. Each of these planning documents is addressed below:

- **Sun Valley Area Plan**

The Sun Valley Area Plan is an element of the Washoe County Master Plan that establishes the overall theme and vision that the community has in terms of how they wish to see Sun Valley develop over the next 20 years. Last updated in 2010, there has been very little change within the plan area in the last 5 years. However, as the region's economy continues to recover, there is now opportunity to implement change within the plan area, consistent with the goals and policies of the Sun Valley Area plan. This project can be a catalyst for positive change in the area.

A bullet point from the *Introduction* section of the Sun Valley Area Plan states that the *“Washoe County Board of County Commissioners and the Washoe County Planning Commission, the Sun Valley community will maintain and apply objective standards and criteria that serve to manage growth and development in Sun Valley in a manner that provides a range of low, medium and high density housing opportunities...”*

The requested UR and MDU designations will allow for higher density residential options within the plan area. As part of the *Character Statement*, the Plan discusses *“a mixed range of residential opportunities.”* As noted previously, the existing zoning patterns within the Sun Valley Area Plan do not achieve the range of residential densities that would be expected in a suburban setting. Although the plan promotes mixed-use residential opportunities along Sun Valley Boulevard, it does very little to diversify the overall housing mix. The addition of the higher densities associated the MDU zoning are an appropriate way of achieving this housing mix by allow for a different product type that is sparse within the Area Plan (i.e. apartments or condominiums) at a density that is typical of a suburban character.

With the exception of the Sun Valley Boulevard corridor, the current Master Plan and zoning mix within the Area Plan essentially encourages suburban sprawl. This actually conflicts with other goals of the Area Plan in terms of infrastructure utilization, resource management, etc. It is recognized that the community vision if to maintain a suburban “feel” within the community. This is accomplished through provisions within the Washoe County Development Code Article 218 such as capping building heights, requiring community water and sewer service, etc. However, smart growth and accepted land use planning principles recognize that multi-family use is highly appropriate in a suburban setting in order to provide additional housing opportunities to residents. Well respected planning institutions such as the American Planning Association (APA) and Urban Land Institute (ULI) categorize the MDU allowed density (21 du/ac) as a “suburban” density, not urban. In fact, our own region includes residential densities at approximately 20+ units per acre within suburban centers. Such projects can be found in northwest Reno, south Reno, Spanish Springs, etc., all of which are considered to be suburban in character.

SUN VALLEY MULTI-FAMILY

The APA has published numerous studies on residential densities and the impact that they have on communities. One APA studies states that *“in neighborhoods and at the regional level, planners and elected officials find that encouraging high-density development in appropriate locations can promote community goals established by a community visioning process. Some benefits realized through increased density are: capitalizing on existing infrastructure to reduce the cost of providing public services; reducing traffic congestion and supporting transit by developing at higher densities around transit stations; and using transfer of development rights ordinances to encourage the preservation of rural character and agricultural land uses. Higher density areas can be more easily walkable commercial and employment centers, and are better served by local and regional transit.”* In the case of the Sun Valley Multi-Family project, the APA analysis can be directly applied. The site is located in an area of existing infrastructure, is not rural in character, and can promote a walkable neighborhood in terms of convenient access to commercial uses and existing transit facilities.

The Sun Valley Area Plan references “sustainable” growth throughout. Promotion of higher densities that capitalize on existing infrastructure also use less energy, create less environmental disturbance, and reduce overall emissions/carbon footprints as compared to typical suburban sprawl development patterns. In fact, it is widely accepted within the planning community that density increase is a key to developing sustainable communities.

The Area Plan also contains policies that are applicable to this particular MPA and RZA requests. These policies are listed below and are addressed in **bold face** type:

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

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

This policy was addressed in the previous section of this report. There is already MDU zoning located within the Suburban Character Management Area. Also, the densities allowed under MDU are consistent with suburban development as defined by nationally recognized planning organizations. Washoe County staff will determine if a “housekeeping” amendment to this policy will occur as part of this MPA request.

SUN VALLEY MULTI-FAMILY

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

The findings included in the Plan Maintenance section of the Area Plan are addressed later within this section. Additionally, the findings established for MPA requests in the Washoe County Development Code are also addressed in the following section of this report.

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

As addressed in a previous section of this report, the intensification of density at the project site will not generate significant impact to area schools. In fact, this request supports the neighborhood school philosophy by providing housing opportunities directly across the street from an existing elementary school.

SUN.10.1 Whenever applicable, all development within the Sun Valley Suburban Character Management Area and the Downtown Character Management Area will connect to a community water service.

Although not specifically applicable at this time (absent a site specific project), a legitimate consideration in up-zoning the property is the fact that the site can be served by municipal water and sewer. Any necessary upgrades or alterations to the system can be conditioned with forthcoming entitlements and will be at the expense of the developer. Additionally, water rights necessary to serve the project will be dedicated at that time as well.

Goal Thirteen: Amendments to the Sun Valley 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 Sun Valley Vision and Character Statement.

The Vision and Character Statement of the Area Plan both seek to provide revitalization and investment into the community. Additionally, the Character Statement clearly seeks to create a “diverse community” and a “mixed range of residential opportunities.” This request can serve to accomplish exactly that. The property is an infill site that, through this process, can serve to diversify the housing options within Sun Valley. In turn, this can promote further reinvestment into the area, serving as a catalyst for further implementation of the community vision for Sun Valley.

SUN VALLEY MULTI-FAMILY

The community wishes to manage growth and traffic congestion as identified in the Character Statement. By increasing density, overall traffic generation is reduced in comparison to the lower density sprawl type development that has historically occurred within Sun Valley. Providing the opportunity for a more diverse housing mix will encourage new growth and provide existing citizens the opportunity for transitional housing types within the community.

SUN.13.1 In order for the Washoe County Planning Commission to recommend the approval of any amendment to the Sun Valley Area Plan, the following findings must be made in addition to the required findings in the Washoe County Development Code, Section 110.820.15

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

As noted under Goal Thirteen, the requested Master Plan and zoning designation are consistent with the Vision and Character Statement of the Sun Valley Area plan and serve to provide a wider range of housing options to Sun Valley citizens. This will appeal to new and existing citizens alike. The project site is an infill parcel that will be served by existing public facilities and will not generate an undue burden on area roads, schools, etc. In fact, subsequent entitlements needed prior to construction of new multi-family use at the site can be conditioned to ensure that all potential impacts are eliminated or properly mitigated. This request simply establishes the underlying land use designations and does not outright grant anyone the ability to begin construction at the site.

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

As noted previously, the majority of policies associated with the Area Plan cannot be evaluated without a site specific project. As such, any future development at the site will be subject to a separate entitlement/public review process in which it will be evaluated in context with the Area Plan policies. However, from a land use perspective, the requests included with this application are consistent with the goals, policies, and vision of the Sun Valley Area Plan. It is noted that Policy SUN.1.3 is inconsistent with existing zoning patterns occurring within the plan area. As such, this request can also serve as a “housekeeping” amendment to provide consistency between the Plan policies and actual zoning that is already occurring and will occur with this request.

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

The proposed amendment will not result in negative impacts. This is simply a land use designation amendment and will not permit the construction of new multi-family units. Instead, development of the site will be subject to subsequent entitlements and a public review process. At that time, specific impacts can be assessed and conditioned to ensure proper mitigation of impacts and the protection of the public’s health, safety, and welfare.

SUN VALLEY MULTI-FAMILY

SUN.13.2 Amendments will be reviewed by the Department of Community Development against the following set of criteria and thresholds that are measures of the impact on, or progress toward, the Vision and Character Statement:

- a. A feasibility study has been conducted 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 Sun Valley by the Sun Valley General Improvement District in conjunction with the Department of Water Resources. This may be waived by the Department of Public Works for projects that are determined to have minimal impacts. The Department of Water Resources will establish and maintain the standards and methodologies for the feasibility studies.*

In the absence of a specific project, completion of a feasibility study would be purely speculative. The study could be skewed either in favor or against a project with simple data manipulation. Luckily, this is not of significant concern since a subsequent entitlement process must occur prior to development of the property. At that time, a detailed analysis of the existing municipal services will be provided based on a highly specific demand/generator. Thus, any needed improvements can be conditioned and will be at the expense of the project developer.

It is important to note that municipal services, including water, sewer, and storm drain, exist at the project site. Therefore, in accordance with Area Plan policies and Development Code requirements, these services will be extended and upgraded (at the developers expense) to serve a future site specific project under a forthcoming entitlement/public review process.

- b. A traffic analysis has been conducted that clearly identifies the impact of the adopted level of service within the Sun Valley planning areas and the improvements likely to be required to maintain/achieve the adopted level of service. This 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.*

Once again, it is not possible to complete a highly detailed traffic analysis in the absence of a specific project. However, a preliminary traffic impact analysis, coupled with a review of the Sun Valley Boulevard Corridor Study completed by the Regional Transportation Commission is presented in a previous section of this report (Potential Impacts). As noted, traffic impacts will be reviewed under a subsequent forthcoming entitlement request/public review process.

SUN VALLEY MULTI-FAMILY

- c. *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 Sun Valley planning area, the necessary improvements required to maintain the established level of service are scheduled in either Washoe County Capital Improvements Program or Regional Transportation Commission Capital Improvements 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.*

As noted in the Potential Impacts section of this report, the Sun Valley Boulevard/1st Avenue intersection currently operates at a level of service (LOS) B. Additionally, improvements to the intersection, as previously detailed, have been identified. Based on the worst-case traffic generation discussed in the Potential Impacts section, it is highly unlikely that a future project will reduce the LOS below RTC acceptable levels. Once again, all impacts will be fully reviewed under a subsequent public review process.

- d. *If roadways impacted by the 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 Commission plans AND the necessary improvements are scheduled in either the Washoe Capital Improvements Program or Regional Transportation Commission Capital Improvements Program within three years of approval of the intensification.*

These determinations will be made with a site specific future project. It is also important to note that a future project will be required to pay Regional Road Impact fees which can be earmarked for identified improvements within the plan area.

- e. *Washoe County will work to ensure that the long range plans of facilities providers for transportation, water resources, schools and parks reflect the goals and policies of the Sun Valley Area Plan.*

Not applicable at this time.

- f. *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 improvements plan or rezoning plan in place that would enable the District to absorb the additional enrollment. The Washoe County Planning Commission, upon request of the Washoe County School District Board of Trustees, may waive this finding.*

As noted in the Potential Impacts section of this report, student generation from a future project is anticipated to be minimal and will not alter the existing service levels of the schools for which the site is zoned. Also, the site is ideal for residential intensification that supports the neighborhood elementary philosophy given its proximity to Lois Allen Elementary School (directly to the west).

SUN VALLEY MULTI-FAMILY

Many of the policies contained within the Sun Valley Area Plan will be pertinent to a future project at the subject property. However, at this time a site specific project is not being proposed. Future development of multi-family use will be subject to an Administrative Permit application that will require the analysis of the Sun Valley Area Plan policies for consistency. This will include a public review before the Sun Valley Citizens Advisory Board and a public hearing before the Washoe County Board of Adjustment.

While it is not possible to condition a MPA or RZA request, a future entitlement request to allow for actual construction of multi-family uses can. At that time, all of the specific project impacts will be evaluated. This includes a detailed traffic impact analysis, public facilities study, etc. which will ensure consistency with Area Plan policies. This level of detail is simply not available at this time. However, the requested changes represent good planning, a sustainable growth pattern, and are supported by a variety of policies, etc. and therefore stand on their own merits.

It is also noteworthy that as part of this MPA review process a noticed neighborhood meeting will take place in conjunction with the Sun Valley Citizens Advisory Board. This will allow any concerned residents to provide input on the proposed amendments prior to the finalization of a staff report or scheduling for a public hearing.

- **Washoe County Master Plan**

The Washoe County Master Plan contains numerous goals and policies that support the requested Master Plan and Regulatory Zone Amendments included with this application. These policies are listed and addressed below:

Housing Element:

Goal One: Remove Regulatory Barriers to increase the availability of affordable and workforce housing for all.

Increased density at the project site will allow for new housing types to be introduced within Sun Valley, including apartments. Apartments will provide for a more affordable housing option than typical single family homes.

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

Currently, there is a lack of flexibility in the Sun Valley Area Plan in order to allow for a balanced mix of housing types. This amendment will allow for much needed multi-family uses within the area and will serve to diversify the Sun Valley housing market and offer citizens new housing options.

Policy 1.5: Encourage development at higher densities where appropriate.

As described in other sections of this report, the project site is well suited for intensification and can serve to meet the growing housing demands within Sun Valley.

SUN VALLEY MULTI-FAMILY

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

This Program is strongly supported by this request. The project is located in an area of existing infrastructure and services and is well suited for development at higher densities.

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

This is an infill project that can serve as a catalyst for further investment/reinvestment within the area. Additionally, it will serve to diversify the housing options within Sun Valley which are currently quite limited.

Policy 3.1: In accordance with Policy LUT.19.1 in the adopted Land Use and Transportation Element, the County will encourage density incentives when certain public and/or environmental improvements are provided.

Future development of the property could provide for the extension of public utilities and services to adjoining properties.

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

The site will provide new housing stock in the form of multi-family units (which are typically more affordable than single family homes) in the direct vicinity of existing transit services along Sun Valley Boulevard.

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

The site is well suited to implement this policy based on its proximity to Lois Allen Elementary School and commercial districts and transit services along Sun Valley Boulevard.

SUN VALLEY MULTI-FAMILY

Land Use and Transportation Element

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

LUT.1.1: Washoe County should define smaller areas where more intense suburban developments permitted (parallel with the Area Plan Suburban Character Management Area, or SCMA), and larger areas outside the suburban areas where development is strictly limited to retain the existing rural character (parallel with the Area Plan Rural Character Management Area, or RCMA).

This project is a perfect example of how this policy can be implemented. The site is within a SCMA and the density proposed is consistent with a suburban form and character.

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

The site is within convenient walking distance of commercial uses and transit services along Sun Valley Boulevard.

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

Increasing density (in character with surrounding development patterns) as proposed with this application is a smart growth principle.

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).

This project represents fiscally responsible growth as it is located within an area of existing infrastructure and services and can maximize utilization of such facilities. Additionally, development of the site will likely result in significantly higher property tax yields over what would be developed under the current PSP zoning.

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.

This request can serve to implement this policy based on providing a much needed diversification to the Sun Valley housing market. The site is well situated in terms of infrastructure and services to accomplish this.

SUN VALLEY MULTI-FAMILY

LUT.3.4 Strengthen existing neighborhoods and promote infill development.

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

The project site is an infill development that can spur further reinvestment into the area and improvements to existing public facilities.

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.

The site is identified as “most suitable” for development within the Sun Valley Area Plan and is one of the few remaining large undeveloped parcels in the area. As such, it is well suited to meet the future housing needs of Sun Valley.

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

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

There is currently a lack of zoning to allow for diversification and expansion of the Sun Valley housing offerings. This request can help to solve that and provide new, needed housing options.

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

This request will accomplish exactly what this policy sets out to do. It will serve to create a mix in available residential uses/densities in the direct vicinity of existing commercial uses.

SUN VALLEY MULTI-FAMILY

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

As an infill project, this site is well positioned to maximize infrastructure usage and help reduce inefficiencies.

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

Current zoning patterns within Sun Valley deter the development of apartment uses. It is important from a planning perspective to balance housing types within a suburban area. This request can help to achieve that balance within Sun Valley.

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

The subject property is well suited to accomplish this in that it will provide higher density residential uses within walking distance of everyday commercial services and transit lines.

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

As detailed previously, the proposed amendments will not alter the suburban character of the area and are consistent with the Vision and Character Statement included in the Sun Valley Area Plan.

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

As depicted in Figure 9, the Sun Valley Area Plan identifies the project as “most suitable” for development.

Population Element

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

Currently, this goal is not being met within the Sun Valley Area Plan due to the lack of diversity in housing stock and zoning patterns. As described previously throughout this report, this request can serve to help implement this goal.

SUN VALLEY MULTI-FAMILY

- **Washoe County Development Code**

Article 218 of the Washoe County Development Code specifically addresses the Sun Valley area. This section of code contains no requirements or Area Plan modifiers that would preclude the proposed MPA/RZA requests included with this application. The project site is situated to meet all requirements including those related to community water and sewer, air pollution, height restrictions, lot standards, etc.

- **Truckee Meadows Regional Plan**

Master Plan Amendment applications in Washoe County are required to complete a review by the Truckee Meadows Regional Planning Agency. This project advances many of the goals and policies of the *2012 Truckee Meadows Regional Plan*. In general, this application seeks to intensify development within the existing Service Area boundary and to encourage infill development close to existing services. This project seeks to do exactly this by placing multi-family housing on an infill lot, two blocks from Sun Valley Boulevard and adjacent to the City of Reno boundary.

More specifically, the project conforms to the goals and policies of the *Regional Plan*, as outlined below.

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 Areas (TMSA).*

The project site is within the existing TMSA. It is an infill site that is surrounded by development and is close to existing transportation and other infrastructure.

Policy 1.1.3 *or Reno, Sparks, and Washoe County the Regional Plan defines Truckee Meadows Service Areas (TMSA) and Future Service Areas (FSA) that avoid environmental degradation, optimize infrastructure, and maintain a compact form while providing for a variety of living and working situations.*

The goal of this project is to increase the housing choices for area residents at a location that does not require the extension of City and County services.

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.*

The site is not located within a Development Constraints Area.

SUN VALLEY MULTI-FAMILY

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

This project is an attempt to enhance the mix of residential densities. The requested zoning is medium density (i.e. Medium Density Urban). The area is already served by neighborhood retail services and the site is close to Sun Valley Boulevard, thereby providing access to public transit.

Policy 1.3.2 In locations where attached housing types are appropriate to support affordability and transit goals, the Washoe County master plan shall designate such areas and determine densities on a case-by-case basis, subject to regional conformance review.

The project intends to provide attached housing that will increase the options for affordable living. The site is close to an existing transit line.

GOAL 1.4 Within one year of the adoption of the Regional Plan local government master plans must include strategies based on quantifiable goals set by the jurisdiction to a) increase affordable housing opportunities for persons earning less than 80% AMI and b) increase workforce housing opportunities for persons earning between 80 and 120% of the AMI. The goals will be measurable, with a timeline that covers at least the five-year planning period.

The project can enhance affordable housing options. Even at market rates, the project will enhance overall housing options and will contribute to a functional housing market.

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.

Infrastructure is already in place around the site, therefore the concurrency requirements are met. A traffic analysis will be required at the project review stage and any mitigation requirements will be included in the project design.

Request Findings

The Washoe County Development Code establishes legal findings that must be made by the Planning Commission and Board of County Commissioners in order to approve Master Plan Amendment and Regulatory Zone Amendment requests. These findings are listed below and are addressed in **bold face** type.

- **Master Plan Amendment**

When adopting an amendment, the Commission shall make all required findings contained in the area plan for the planning area in which the property that is the subject of the Master Plan amendment is located and, at a minimum, make at least three of the following findings of fact unless a military installation is required to be noticed, then in addition to the above, a finding of fact pursuant to subsection (6) shall also be made:

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

The requested Urban Residential designation will allow for the establishment of Medium Density Urban (MDU) zoning. The MDU zoning will increase density at the project site to 21 units per acre. As described in the previous Planning Policy Analysis section, the increase in density can serve to diversify the housing options within Sun Valley which current designations do not fully allow for. This can serve to implement the Vision, Character Statement, goals, and polices of the Area Plan, as detailed throughout this report.

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

The proposed multi-family use will complement adjoining residential uses and Lois Allen Elementary School to the west. In fact, it will promote the County and School District's goal of walkable neighborhood elementaries. Future required entitlements will ensure that all potential impacts created by a multi-family project are fully addressed, vetted, and properly conditioned to ensure adequate mitigation.

- (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.

The Sun Valley Area Plan currently has very little diversity in residential zoning types. This MPA will allow for the establishment of MDU zoning that will allow for a needed housing type within the community to meet current demands. Additionally, this request promotes smart growth planning principles and serves to implement numerous policies of the Master Plan, as detailed in previous sections of this report.

SUN VALLEY MULTI-FAMILY

- (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.

The site is an infill parcel and is thus located in an area served by existing infrastructure and services. As detailed in the Potential Impacts section of this report, the site will meet all requirements of the Washoe County Development Code. With future required discretionary review, a site specific project can be conditioned to provide any necessary upgrades, improvements, and/or extensions of public facilities.

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

The subject site is identified as most suitable for development within the Area Plan and can serve to better meet the housing needs of the community. As the economy continues to recover, so does the demand for housing in the area. This request will establish the framework to meet those housing needs.

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

Not applicable.

- **Regulatory Zone Amendment**

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

As detailed in the Planning Policy Analysis section of this report the request RZA serves to implement numerous goals and policies of the Washoe County Master Plan and the Sun Valley Area 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.

This request does not grant the absolute right to develop the parcel. Instead, it establishes the land use framework that will allow for future consideration of a multi-family project. At that time, project specific impacts can be evaluated during a public review process and appropriate conditions can be added or changes made. From a pure land use perspective, multi-family use is appropriate with the surrounding residential and public facility land uses.

SUN VALLEY MULTI-FAMILY

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

The Sun Valley Area Plan currently has very little diversity in residential zoning types. This MPA will allow for the establishment of MDU zoning that will allow for a needed housing type within the community to meet current demands. Additionally, this request promotes smart growth planning principles and serves to implement numerous policies of the Master Plan, as detailed in previous sections of this report.

- (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.

As an infill property, the subject site is located in an area of existing services including utilities, schools, parks, transit, etc. and is therefore well suited for the densities allowed under the MDU designation.

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

As detailed in the Planning Policy Analysis section of this report, the project actually serves to implement goals and policies of the Master Plan and Area Plan. In fact, it is almost certain that additional goals and policies will be implemented with future development of multi-family use at the site.

- (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.

The subject site is identified as most suitable for development within the Area Plan and can serve to better meet the housing needs of the community. No environmental or other conditions exist that would preclude development of the property at the densities permitted within the MDU zone. As an infill site, the property can maximize infrastructure usage providing for smart growth from both a planning and fiscal perspective.

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

Not applicable.

APPENDICES

Washoe County Development Application

Your entire application is a public record. If you have a concern about releasing personal information, please contact Planning and Development staff at 775.328.3600.

Project Information		Staff Assigned Case No.: _____	
Project Name: Sun Valley Multi-Family			
Project Description: A request for a Master Plan Amendment to redesignate 9.9+/- acres in the Sun Valley Area Plan from Suburban Residential to Urban Residential and rezone the property from Public/Semi-Public Facility to medium Density Urban.			
Project Address: 5100 W. 1st Avenue, Sun Valley			
Project Area (acres or square feet): 9.9 +/- acres			
Project Location (with point of reference to major cross streets AND area locator): North side of 1st Avenue between McGuffey Drive and Slope Drive.			
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No(s):	Parcel Acreage:
085-820-31	9.9 +/- acres		
Section(s)/Township/Range: Section 19, T 20, R 20			
Indicate any previous Washoe County approvals associated with this application: Case No.(s).			
Applicant Information (attach additional sheets if necessary)			
Property Owner:		Professional Consultant:	
Name: Washoe Ability Resource Center		Name: Rubicon Design Group, LLC	
Address: 555 Reactor Way		Address: 100 California Ave., Suite 202	
Reno, NV	Zip: 89502	Reno, NV	Zip: 89509
Phone: 775-825-1972	Fax:	Phone: 775-425-4800	Fax:
Email:		Email: mrailey@rubicondesigngroup.com	
Cell:	Other:	Cell: 775-250-3455	Other:
Contact Person: Lavonne Brooks		Contact Person: Mike Railey	
Applicant/Developer:		Other Persons to be Contacted:	
Name: Garret Leahey & Company, Inc.		Name:	
Address: 9190 W. Olympic Blvd., Suite 150		Address:	
Beverly Hills, CA	Zip: 90212		Zip:
Phone: 310-553-5577	Fax:	Phone:	Fax:
Email: gdleahey@gmail.com		Email:	
Cell: 323-509-4936	Other:	Cell:	Other:
Contact Person: Garret Leahey		Contact Person:	
For Office Use Only			
Date Received:	Initial:	Planning Area:	
County Commission District:		Master Plan Designation(s):	
CAB(s):		Regulatory Zoning(s):	

Community Services Department
Planning and Development
**MASTER PLAN AMENDMENT
APPLICATION**



Community Services Department
Planning and Development
1001 E Ninth St., Bldg A.
Reno, NV 89520

Telephone: 775.328.3600

Master Plan Amendment Supplemental Information

(All required information may be separately attached)

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

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

<input checked="" type="checkbox"/> A request to change a master plan designation(s) from the adopted master plan and/or area plan maps
<input checked="" 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?

<p>It is requested to redesignate the subject parcel from Suburban Residential to Urban Residential and provide for a minor "housekeeping" amendment to Policy SUN.1.3 of the Sun Valley Area Plan. Refer to attached report for a highly detailed project description.</p>

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

North	Suburban Residential
South	Suburban Residential
East	Suburban Residential
West	Suburban Residential

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

The site is currently vacant and is located in an area served by municipal infrastructure including water, sewer, etc. Refer to attached report for a highly detailed description.

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

The site is identified in the Sun Valley Area Plan as "most suitable" for development and generally contains slopes at 10% or less. There are no known natural hazards, wildlife habitats, etc. Refer to attached report for a detailed analysis.

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:

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

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

a. Permit #	Water rights will be	acre-feet per year	
b. Certificate #	dedicated with a site-	acre-feet per year	
c. Surface Claim #	specific project. Not	acre-feet per year	
d. Other #	applicable at this time.	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):

No development is currently proposed. Details on water rights and dedications will be provided with a future site-specific project.

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

The project applicant will purchase water rights either from the Truckee Meadows Water Authority or on the open market and dedicate them to serve a future site-specific project.

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

a. System Type:

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

b. Available:

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

c. Washoe County Capital Improvements Program project?

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

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

--

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

a. System Type:

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

b. Available:

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

c. Washoe County Capital Improvements Program project?

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

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

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

Sun Valley Boulevard. Refer to attached report for a full analysis.

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.)

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

13. Community Services (provided and nearest facility):

a. Fire Station	Truckee Meadows Fire Protection District - Sun Valley Station
b. Health Care Facility	Renown Regional Medical Center
c. Elementary School	Lois Allen
d. Middle School	Trainer
e. High School	Hug
f. Parks	Sun Valley Regional Park
g. Library	Washoe County - North Valleys Branch
h. Citifare Bus Stop	Sun Valley Blvd. @ 1st Avenue

14. Describe how the proposed amendment fosters, promotes or complies with the policies of the adopted area plans and elements of the Washoe County Master Plan:

a. Population Element:

A detailed Planning Policy Analysis is included in the attached report. The project specifically supports Goal 3.

b. Conservation Element:

A detailed Planning Policy Analysis is included in the attached report.

c. Housing Element:

A detailed Planning Policy Analysis is included in the attached report. The project specifically supports Goal 1 and Policies 1.1, 1.5, 2.1, 3.1, 3.4, and 3.5.

d. Land Use and Transportation Element:

A detailed Planning Policy Analysis is included in the attached report. The project supports policies LUT.1.1, 1.4, 3.1, 3.2, 3.4, 3.5, 4.1, 4.3, 5.3, 17.3, 18.5, and 23.1.

e. Public Services and Facilities Element:

A detailed Planning Policy Analysis is included in the attached report.

f. Adopted area plan(s):

A detailed analysis of the Sun Valley Area Plan is included in the attached report including analysis of the plan's Vision, Character Statement, goals, and policies.

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

The Plan Maintenance criteria is addressed in extensive detail within the attached report.

Applicant Comments

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

Refer to the attached report for a highly detailed project description, exhibits, analysis of applicable goals and policies, review of the Truckee Meadows Regional Plan, and analysis of the required findings.

Community Services Department
Planning and Development
REGULATORY ZONE AMENDMENT
APPLICATION



Community Services Department
Planning and Development
1001 E Ninth St., Bldg A.
Reno, NV 89520

Telephone: 775.328.3600

Regulatory Zone Amendment Supplemental Information

(All required information may be separately attached)

Chapter 110 of the Washoe County Code is commonly known as the Development Code. Specific references to Regulatory Zone amendments may be found in Article 821, Amendment of Regulatory Zone.

Please complete this questionnaire to ensure consistent review of your request to amend the Washoe County Zoning Map. Please provide a brief explanation to all questions answered in the affirmative.

1. Please describe the Regulatory Zone amendment request:

It requested to rezone the 9.9+/- acre site from Public/Semi-Public Facility (PSP) to Medium Density Urban (MDU). Refer to attached report for a detailed project description.

2. List the Following information regarding the property subject to the Regulatory Zone Amendment.

- a. What is the location (address, assessor's parcel number or distance and direction from nearest intersection)?

5100 W. 1st Avenue, Sun Valley. The site is located on the north side of 1st Avenue, approximately 2 blocks west of Sun Valley Boulevard. The site is bound by McGuffey Drive on the west and Slope Drive on the east. A legal description is included in the attached title report.

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

APN of Parcel	Master Plan Designation	Current Zoning	Existing Acres	Proposed Zoning	Proposed Acres
085-820-31	SR	PSP	9.9 +/- acres	MDU	9.9 +/- acres

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

	Zoning	Use (residential, vacant, commercial, etc.)
North	MDS	Single Family Residential
South	MDS	Single Family Residential
East	MDS	Single Family Residential
West	PSP	Elementary School

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

The site is currently vacant and is located in an area served by municipal infrastructure including water, sewer, etc. Refer to attached report for a highly detailed description.

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

The site is identified in the Sun Valley Area Plan as "most suitable" for development and generally contains slopes at 10% or less. There are no known natural hazards, wildlife habitats, etc. Refer to attached report for a detailed analysis.

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

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

Explanation:

--

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

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

Explanation:

--

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

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

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

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

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

No development is currently proposed. Details on water rights and dedications will be provided with a future site-specific project.

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

The project applicant will purchase water rights either from the Truckee Meadows Water Authority or on the open market and dedicate them to serve a future site-specific project.

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

a. System Type:

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

b. Available:

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

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

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

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

--

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

a. System Type:

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

b. Available:

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

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

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

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

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

Sun Valley Boulevard. Refer to attached report for a full analysis.

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

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

12. Community Services (provided and nearest facility):

a. Fire Station	Truckee Meadows Fire Protection District - Sun Valley Station
b. Health Care Facility	Renown Regional Medical Center
c. Elementary School	Lois Allen
d. Middle School	Trainer
e. High School	Hug
f. Parks	Sun Valley Regional Park
g. Library	Washoe County - North Valleys Branch
h. Citifare Bus Stop	Sun Valley Blvd. @ 1st Avenue

Projects of Regional Significance Information – for Regulatory Zone Amendments

Nevada Revised Statutes 278.026 defines “Projects of Regional Significance.” Regulatory Zone amendment requests for properties within the jurisdiction of the Truckee Meadows Regional Planning Commission (TMRPC) must respond to the following questions. A “Yes” answer to any of the following questions may result in the application being referred first to the Truckee Meadows Regional Planning Agency for submission as a project of regional significance. Applicants should consult with County or Regional Planning staff if uncertain about the meaning or applicability of these questions.

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

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

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

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

3. Will the full development potential of the Regulatory Zone amendment increase hotel accommodations by 625 or more rooms?

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

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

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

5. Will the full development potential of the Regulatory Zone amendment increase water usage by 625 acre-feet or more per year?

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

6. Will the full development potential of the Regulatory Zone amendment increase traffic by 6,250 or more average daily trips?

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

7. Will the full development potential of the Regulatory Zone amendment increase the student population from kindergarten to 12th grade by 325 students or more?

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

Applicant Comments

This page can be used by the applicant to support the regulatory zone amendment request and should address, at a minimum, how one or more of the findings for an amendment are satisfied. (Please refer to Article 821 of the Washoe County Development Code for the list of Findings.)

Refer to the attached report for a highly detailed project description, exhibits, analysis of applicable goals and policies, review of the Truckee Meadows Regional Plan, and analysis of the required findings.

Washoe County Treasurer
 Tammi Davis

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 Reno, NV 89520-3039

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

 **Payment Information**

 **Special Assessment District**

 **Installment Date Information**

 **Assessment Information**

Washoe County Parcel Information

Parcel ID	Status	Last Update
08582031	Active	5/13/2015 2:11:20 AM
Current Owner: WASHOE ABILITY RESOURCE CENTER 555 REACTOR WAY RENO, NV 89502		SITUS: 5100 W 1ST AVE WCTY NV
Taxing District 4025	Geo CD:	
Legal Description		
Township 20 Section 19 SubdivisionName _UNSPECIFIED Range 20		

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

Tax Year	Net Tax	Total Paid	Penalty/Fees	Interest	Balance Due
2014	\$2,165.64	\$2,165.64	\$0.00	\$0.00	\$0.00
2013	\$2,166.02	\$2,166.02	\$0.00	\$0.00	\$0.00
2012	\$2,165.88	\$2,165.88	\$0.00	\$0.00	\$0.00
2011	\$2,116.14	\$2,116.14	\$0.00	\$0.00	\$0.00
2010	\$3,421.58	\$3,421.58	\$0.00	\$0.00	\$0.00
Total					\$0.00

Important Payment Information

- **ALERTS:** If your real property taxes are delinquent, the search results displayed may not reflect the correct amount owing. Please contact our office for the current amount due.
- For your convenience, online payment is available on this site. E-check payments are accepted without a fee. However, a convenience fee does apply for online credit card payments. See Payment Information for details.

The Washoe County Treasurer's Office makes every effort to produce and publish the most current and accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use, or its interpretation. If you have any questions, please contact us at (775) 328-2510 or tax@washoecounty.us



223-01

May 15, 2015

Roger Pelham
Washoe County Community Services Dept.
1001 E. Ninth Street
Reno, Nevada 89505

Re: Sun Valley Multi-Family - Master Plan Amendment and Regulatory Zone Amendment

Dear Roger,

As we discussed prior to the submittal of the attached Master Plan Amendment and Regulatory Zone Amendment applications, there are requirements outlined in the submittal checklist that do not apply to the proposed requests at this time. This is based on the fact that a specific project is not being proposed in conjunction with the MPA or RZA. Instead, the requests will simply allow for land use designations that will establish the necessary zoning for a future multi-family project (to be reviewed under separate entitlement requests).

Since a specific project is not proposed, it is not possible to complete a traffic impact analysis as required on the application checklist. Therefore, as we discussed, we have included a cursory traffic analysis in the attached report that includes trip generation estimates, a summary of existing levels of service, etc.

The other item we discussed was checklist items 8 and 10. You indicated that we did not need to submit a scaled plan in absence of a development proposal and that the Washoe County GIS department would simply make the update in the County's database. Please do not hesitate to contact me if there is any additional data or details you may require.

We greatly appreciate your assistance with this project and look forward to working with you as we move ahead. In the meantime, please do not hesitate to call me at (775) 250-3455 or email at mrailey@rubicondesigngroup.com should you have any additional questions or concerns. Thanks again.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Railey", is written over a light blue horizontal line. The signature is fluid and cursive.

Michael Railey
Partner

Attachments:

TRAFFIC IMPACT STUDY

FOR

Sun Valley

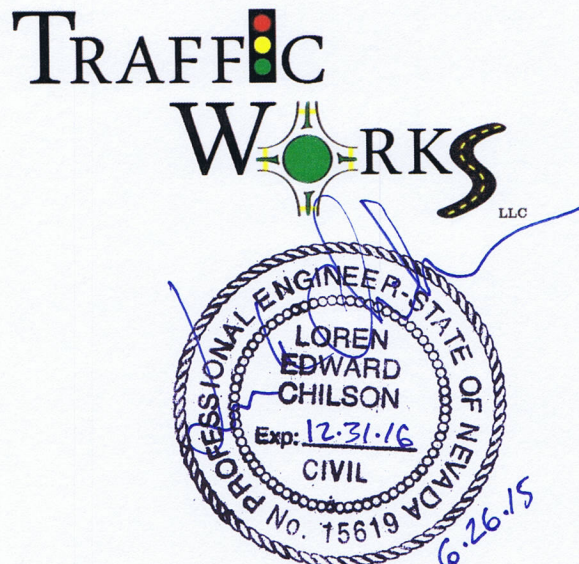
Multi-Family Project

June 26, 2015

PREPARED FOR:

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

PREPARED BY:



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

YOUR QUESTIONS ANSWERED QUICKLY

Why did you perform this study?

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

What does the project consist of?

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

How much traffic will the project generate?

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

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

Are there any traffic impacts?

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

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

LIST OF FIGURES

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

LIST OF APPENDICES

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

INTRODUCTION

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

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

Study Area and Evaluated Scenarios

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

- Sun Valley Boulevard/1st Avenue

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

- Existing Conditions (no project)
- Plus Project Conditions

Analysis Methodology

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

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

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

Table 1: Level of Service Definition for Intersections

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

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

Level of Service Policy

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

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

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

EXISTING TRANSPORTATION FACILITIES

Roadway Facilities

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

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

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

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

Alternate Travel Modes

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

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

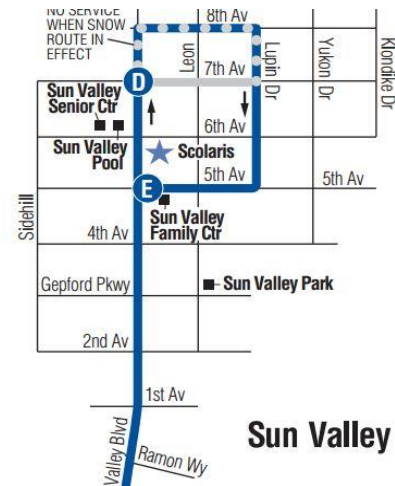


Exhibit 1. RTC Transit Route 5

EXISTING CONDITIONS

Existing Traffic Volumes

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

Existing Intersection Level of Service

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

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

Table 2: Existing Conditions Intersection Level of Service Summary

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

PROJECT GENERATED TRAFFIC

Project Description

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

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

Trip Generation

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

Table 3: Daily Trip Generation Estimates

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

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

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

Table 4: Trip Generation Comparison

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

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

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

Trip Distribution and Assignment

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

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

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

EXISTING PLUS PROJECT CONDITIONS

Traffic Volumes

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

Intersection Level of Service Analysis

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

Table 5: Plus Project Intersection Level of Service Summary

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

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

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

Queue Length Analysis

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

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

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

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

CONCLUSIONS & RECOMMENDATIONS

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

Proposed Project

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

Existing Level of Service

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

Plus Project Level of Service

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

Queue Length

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

Mitigation Measures

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

Study Intersection

① Sun Valley Blvd. & 1st Ave.

Mc Guffey Road

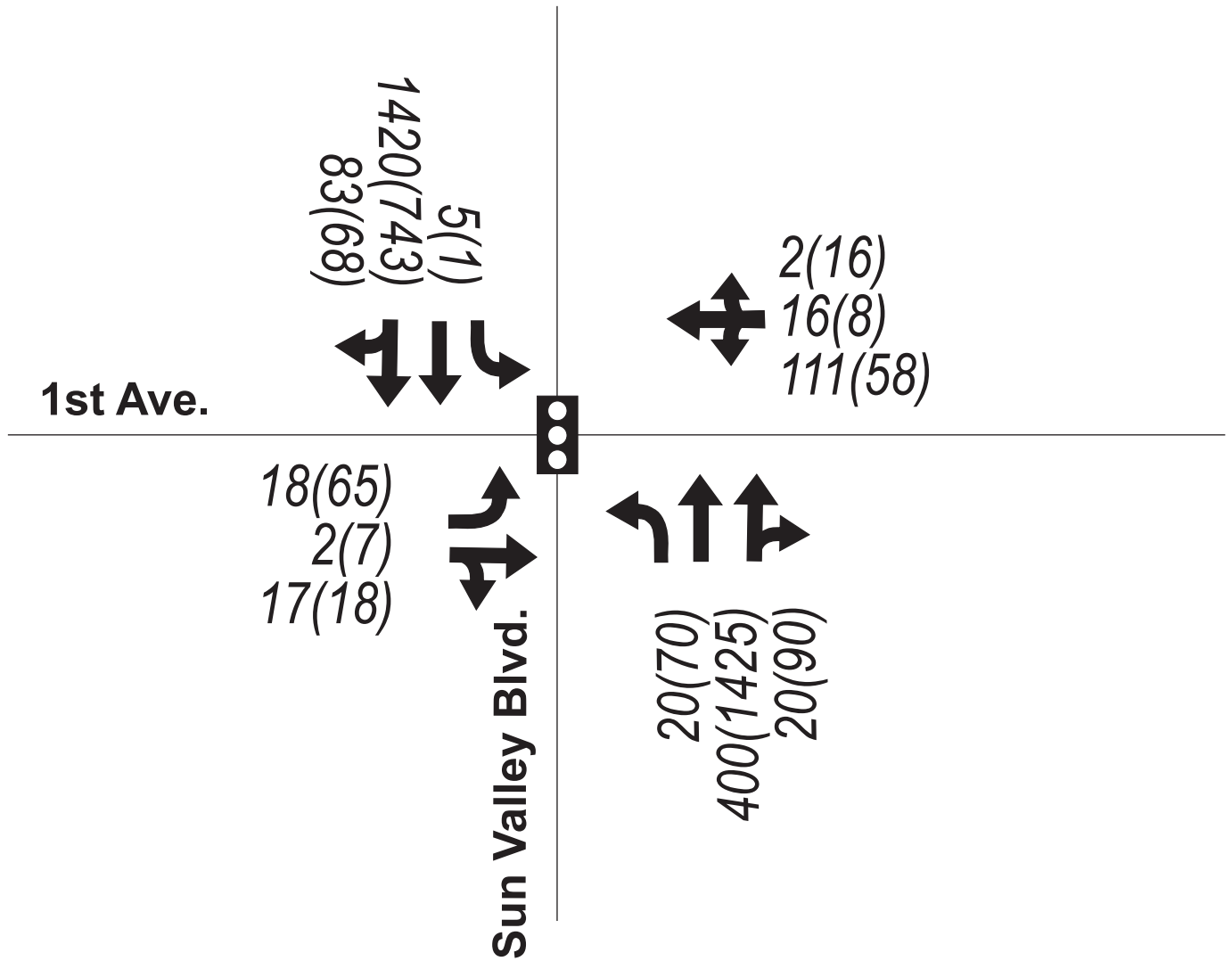
Project Site

Sun Valley Boulevard

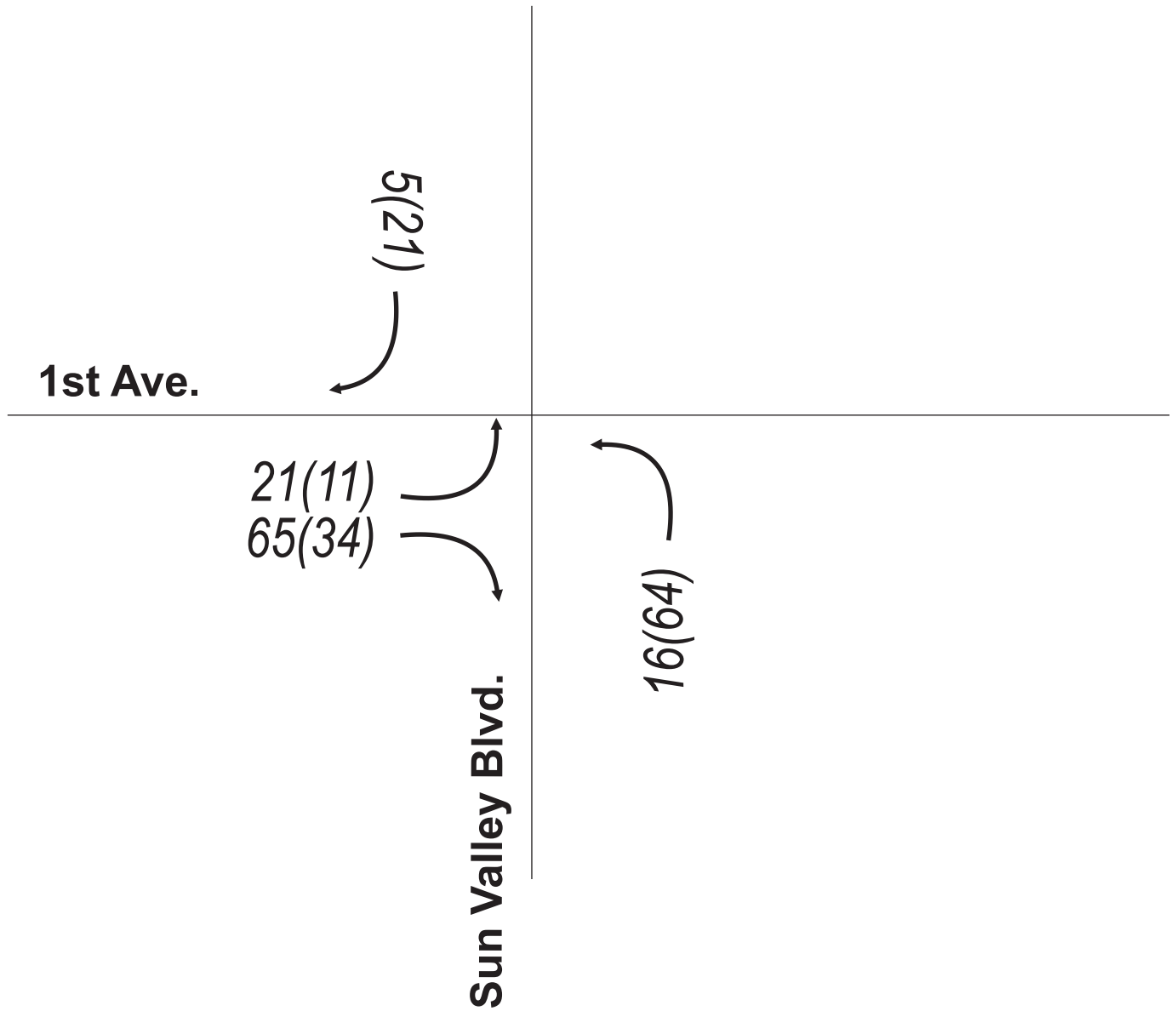
1st Avenue

①

1 Sun Valley Blvd. & 1st Ave.



1 Sun Valley Blvd. & 1st Ave.

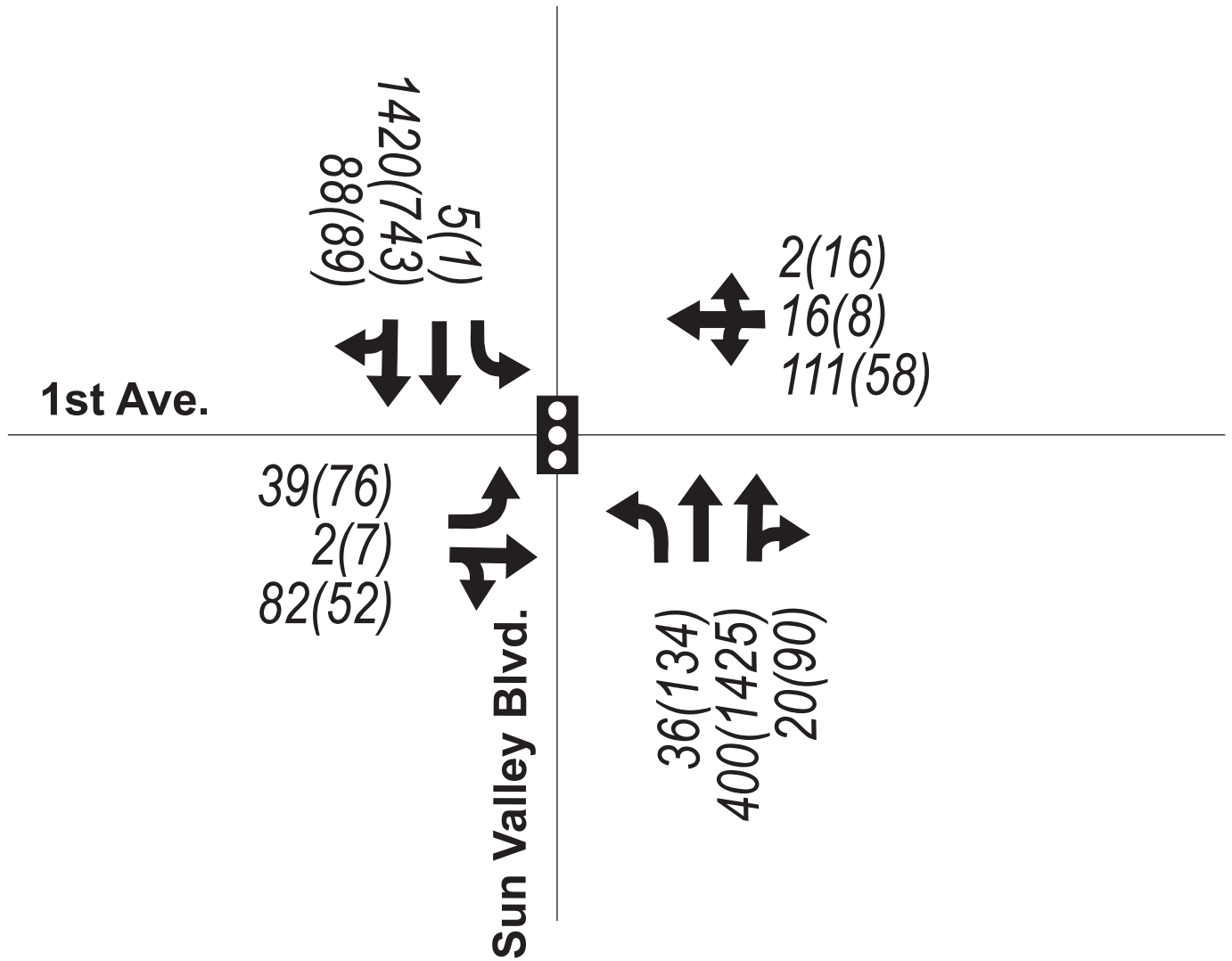


LEGEND

AM(PM) - Project Trips



1 Sun Valley Blvd. & 1st Ave.






















Appendix A

Existing Conditions LOS Calculations




















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

6/29/2015

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

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

6/29/2015

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

Appendix B

Trip Generation Calculations

Weekday Average Daily Trip Generation Calculations

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

Weekday AM Peak Hour Trip Generation Calculations

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

Weekday PM Peak Hour Trip Generation Calculations

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




















Appendix C

Plus Project LOS Calculations

HCM 2010 Signalized Intersection Summary




















3: Sun Valley Blvd/Sun Valey Blvd & W 1st Ave/E 1st Ave

6/29/2015

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

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

6/29/2015

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

1448481

DEC 17 1990

After recording, return Easement to the Grantee at the following address:
Washoe County School District
425 East Ninth Street
Reno, Nevada 89520

APN 85-820-31

GRANT OF EASEMENT
(Slope)

Without consideration, Joseph L. Fornaro, a single man, hereinafter referred to as "Grantor," as the owner of a parcel of real property located in the County of Washoe, State of Nevada, more particularly described on Exhibit A attached hereto and incorporated herein by reference, hereinafter referred to as the "Servient Parcel," hereby gives, grants, transfers, and conveys to the Board of Trustees of the Washoe County School District, a body corporate, hereinafter referred to as the "Grantee," a perpetual non-exclusive easement and right-of-way to establish, construct, repair, and maintain the necessary grade and slope for the construction, repair, and use of the adjacent public roadway, together with any works or appurtenances necessary or incidental to maintaining the grade and slope, on the portion of the Servient Parcel more particularly described as follows:

All that certain real property situate within the Southeast Quarter (SE1) of the Southwest Quarter (SW1) of Section Nineteen (19), Township Twenty (20) North, Range Twenty (20) East, M.D.B.&M., Washoe County, Nevada, being more particularly described as follows:

COMMENCING at the southwest corner of Section Nineteen (19), Township Twenty (20) North, Range Twenty (20) East, M.D.B.&M.;

THENCE along the south line of said Section 19, North 88°08'53" East, 1164.49 feet to the southeast corner of Government Lot 4 of said Section 19;

THENCE along the east line of said Lot 4, North 00°36'16" West, 30.00 feet to the north right-of-way line of West First Street;

THENCE along said right-of-way, North 88°03'53" East, 45.45 feet to the POINT OF BEGINNING;

THENCE continuing North 88°08'53" East, 34.89 feet;

THENCE North 01°51'07" West, 15.00 feet;

THENCE South 88°08'53" West, 40.00 feet;

THENCE North 00°36'16" West, 225.00 feet;

THENCE South 89°23'44" West, 15.00 feet;

THENCE South 00°36'16" East, 219.89 feet to the beginning of a tangent curve to the left;

1.

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26

5K3188PG0520

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 08-11-2010 BY 60322 UCBAW/BJS

THENCE 31.85 feet along the arc of said curve, having a central angle of 91°14'51" and a radius of 20.00 feet, to the Point of Beginning.

The above described Slope Easement contains 4,115 square feet of land more or less.

BASIS OF BEARINGS: The courses as shown of Parcel Map #2450, File No. 1409959 on June 29, 1990 in the Official Records of Washoe County, Nevada.

The above-described easement is also depicted on the Exhibit to Accompany Legal Description prepared by Pyramid Engineers and Land Surveyors, a true and correct copy of which is attached hereto as Exhibit B and incorporated herein by reference.

The easement granted hereby shall include, and Grantor hereby grants to Grantee, the following:

1. The right of ingress to and egress from the above-described easement over and across the Servient Parcel by such means and routes as shall occasion the least practical damage and inconvenience to the Servient Parcel and the use thereof;

2. The perpetual right to enter on the above-described easement to establish, construct, repair, and maintain the grade and slope of the above-described property as is necessary for the construction, repair, and use of the public roadway located adjacent thereto, together with any landscaping or appurtenances necessary or incidental thereto, and the further right to plant or remove landscaping as may be necessary to maintain the grade and slope, the right to deposit excavated earth thereon, and the right to use and store materials and equipment thereon as may be necessary or useful for the above purposes.

Grantee and Grantee's heirs, successors, and assigns, shall be responsible for any damage to buildings, fences, personal property or structures suffered by the Grantor, and Grantor's heirs, successors, and assigns, by reason of the construction, maintenance, and repair of the grade and slope of the above-described easement. Grantor, and Grantor's heirs, successors, and assigns hereby reserve the right to the use of the above-described easement for purposes which will not interfere with the easement and rights hereby conveyed to Grantee.

The easement herein conveyed is intended by the parties to be an easement in gross for the benefit of the Grantee, and Grantee's successors and assigns, and the Grantee shall have the right to transfer, assign, and dedicate this slope easement for public use, and upon such a transfer, assignment, or dedication of the slope easement, Grantee shall be relieved of any further obligations hereunder.

Dated this 29 day of November, 1990.

GRANTOR

Joseph L. Fornaro
Joseph L. Fornaro

2.

27

New Jersey
STATE OF ~~NEVADA~~)
UNION) ss.
COUNTY OF WASHOE)

On this *29* day of *November*, 1990, personally appeared before me, a Notary Public, Joseph L. Fornaro, personally known (or proved) to me to be the person whose name is subscribed to the above instrument who acknowledged that he executed the instrument.

[Signature]
NOTARY PUBLIC

TAMELA J. ZOCH
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires October 29, 1994



DEC 17 1990

BK3188PG0522

WASHINGTON, D.C. 20004, U.S.A. • U.S. DEPARTMENT OF JUSTICE • FEDERAL BUREAU OF INVESTIGATION

28

EXHIBIT A
Description of Servient Parcel

The SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section Nineteen (19), Township Twenty (20) North, Range Twenty (20) East, M.D.B.&M.

Excepting therefrom the south 30 feet being West First Street.

DEC 17 1990

BK3188PG0523

WALTERS, CITY, JARINER, WATTS, ETC., LEE & CLAYTON, ATTORNEYS AT LAW, LAS VEGAS, NEVADA

29

DEC 17 1990

BK318860525

DEC 17 1990

OFFICIAL RECORDS
WASHOE COUNTY, NEV
RECORD REQUESTED BY
Walther - Key et al 4:03 PM
JOE MELCHER
COUNTY RECORDER
FEE *10.00* DEP *OK*

10.00 BK

31

AVIGATION EASEMENT

This indenture made this 21st day of November, 1988, between Joseph L. Fornaro, (hereinafter referred to as "Grantor"), and the AIRPORT AUTHORITY OF WASHOE COUNTY, a quasi-municipal corporation of the State of Nevada, (hereinafter referred to as "Grantee"),

The Grantor, for and in consideration of ONE AND NO/100 DOLLARS (\$1.00) and other good and valuable consideration, paid by the Grantee to the Grantor, the receipt and sufficiency of which are hereby acknowledged, does hereby grant to the Grantee, his successors and assigns, a perpetual and assignable easement over the following described parcel of land in which the Grantor holds a fee simple estate, designated on the attached Exhibit "A", attached hereto, and by this reference made a part hereto, and referred to hereinafter as "the Property".

Grantor agrees that it, its heirs, successors, representatives, executors, administrators, and assigns, shall not hereafter erect, or permit the erection or growth of, any structure, tree or other object within the property to a height above 5,004 feet above mean seal level.

The Grantor further agrees that the easement and rights hereby granted to the Grantee in and over the Property are for the purpose of granting an easement in the airspace above said Property for the passage of aircraft as now or hereafter may be necessary or desirable and ensuring that the Property shall remain free and clear of any structure, tree, or other object which is or would constitute an obstruction or hazard to the flight of aircraft in landing and taking off at the Reno Cannon International Airport (hereinafter referred to as the "Airport"); that these rights shall include, but not be limited to the following:

1. The continuing and perpetual right, at Grantor's expense, to trim or top trees, bushes, shrubs, or any other perennial growth or undergrowth extending into, or which in the future could infringe upon or extend into the horizontal surface at an elevation of 5,004 feet above mean sea level.
2. The right to prohibit the future erection of buildings or other structures which would infringe upon or extend into the horizontal surface at an elevation of 5,004 feet above mean sea level.
3. The right to prohibit use of the property which would result in the creation of electrical interference or unusual lighting that would interfere with operation of the Airport or aircraft utilizing the airport.

B2858P0368

W.A. Sullivan

20

82858P0369

- 4. The right, at Grantor's expense, to mark and light as obstructions to air navigation, any and all structures, trees or other objects that may at any time project or extend above the horizontal surface at an elevation of 5,004 feet above mean sea level.
- 5. The right of ingress to and egress from, and passage over the land of the Grantor within the Property, for the above purposes.
- 6. For the use and benefit of the public, the right of flight for the passage of aircraft in the airspace above the Property, together with the right to cause in the airspace such noise, vibrations, fumes, dust, turbulence, fuel particles and similar activity as may be inherent in the operation of aircraft, now known or hereafter used for navigation of or flight in air, using the airspace or landing at, taking off from or operating on Reno Cannon International Airport.

TO HAVE AND TO HOLD said easement and all rights appertaining thereto unto the Grantee, his successors and assigns, until said Reno Cannon International Airport shall be abandoned and shall cease to be used for public airport purposes.

IT IS UNDERSTOOD AND AGREED that these covenants and agreements shall run with the land and shall be binding upon the heirs, representatives, administrators, executors, successors, and assigns of the Grantor, and that for the purpose of this instrument, the Property shall be the servient tenement and said Reno Cannon International Airport shall be the dominant tenement.

BY GRANTOR:

By: Joseph L. Fornaro
Joseph L. Fornaro

NEW JERSEY
STATE OF NEVADA)
LINCOLN) SS.
COUNTY OF WASHOE)

On this 21 day of November, 1988, personally appeared before me, a Notary Public, Joseph L. Fornaro, who acknowledged that (s)he executed the above instrument for the uses and purposes therein contained.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official stamp in the County of Washoe, State of Nevada, the day and year in this certificate first above written.

Micheleina Pecca
NOTARY PUBLIC
MICHELEINA PECCA
NOTARY PUBLIC OF NEW JERSEY
MY COMMISSION EXPIRES JUNE 16, 1991

2



21

Assessor's Parcel Number(s): 85-010-13

Project Name: Sidehill Subdivision

ACCEPTED FOR Airport Authority of Washoe County:

By: [Signature]
Silvio Petricciani, Chairman
Board of Trustees
Airport Authority of Washoe
County

By: [Signature]
Robert C. White
Executive Director
Airport Authority of Washoe
County

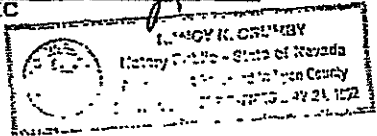
Date of Acceptance Dec. 15, 1988

82858P0370

STATE OF NEVADA)
) SS.
COUNTY OF WASHOE)

On this 15th day of December, 1988, personally appeared before me, a notary Public, Silvio Petricciani, known to me to be the Chairman of the Board of Trustees and Robert C. White, known to me to be the Executive Director of the Airport Authority of Washoe County, a quasi-municipal corporation, the entity that executed the within instrument and acknowledged to me that such entity executed the same.

[Signature]
NOTARY PUBLIC



22

EXHIBIT "A"

DESCRIPTION

All that certain lot, piece or parcel of land situate in the County of Washoe, State of Nevada, described as follows:

The Southwest 1/4 of the Southeast 1/4 of the Southwest 1/4 in Section 19, Township 20 North, Range 20 East, M.D.B.&M.

EXCEPTING THEREFROM a strip of land thirty (30) feet wide on the South side, for County road purposes.

Page 1

P50704-T

with the following...

B2858P0371

23

EXHIBIT "A"

NOTE: This map is based on the original survey records and is not intended to be used as a legal document. It is the responsibility of the user to verify the accuracy of the information shown on this map.

BOOK 82

T20N R19E
T20K R20E

82858P0372

SUBJECT

(69)

WILSON ST.

BOOK 35

FIRST AVENUE

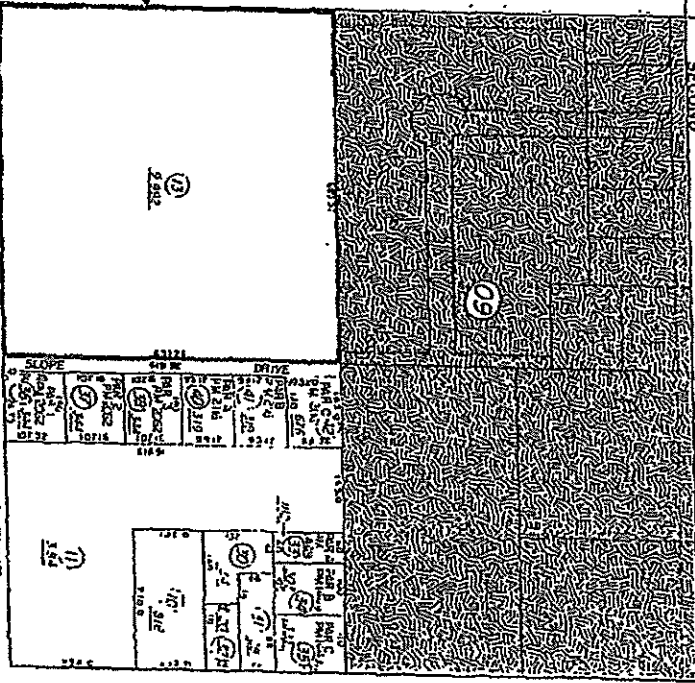
SIDEHILL DR.

SOUTH 1/2 OF SW 1/4 SECTION 19
T20N R20E

(7)

SLOPE DR.

NOTE: As per the Map County of Washoe, Nev., 2009. All rights reserved. No part of this map may be reproduced without the written permission of the County of Washoe, Nevada.



SUN VALLEY BOULEVARD

(02)

2ND AVE.

85-01

24

AIRPORT AUTHORITY
OF WASHOE COUNTY
P.O. BOX 12490
RENO, NV. 89510

OFFICIAL RECORDS
WASHOE COUNTY, NEVADA
REQUESTED BY
Airports Authority of Washoe County
89 JAN 25 P3:26
1301126

CCNY #1
FEE 12.00
KB

82858P0373

11/11/11

25

1117622

GRANT OF EASEMENT

THIS GRANT OF EASEMENT, made and entered into this ~~14th~~ ^{November} day of ~~September~~, 1986, by and between JOSEPH L. FORNARO, a single person, Party of the First Part, hereinafter referred to as "Grantor", and M. LAWRENCE BELLI and JEANNETTE C. BELLI, husband and wife, Parties of the Second Part, hereinafter referred to as "Grantees",

W I T N E S S E T H:

For and in consideration of the sum of One Dollar (\$1.00) and other good and valuable consideration, receipt is hereby acknowledged, Grantor hereby grants to Grantees a permanent easement and right-of-way for slope and drainage facilities upon, over, across and through the land herein described together with the perpetual right to enter upon said land to construct, reconstruct, maintain and repair said slope and drainage facilities and the further right to remove trees, bushes, undergrowth and other obstructions interfering with the location, construction and maintenance of said slope and drainage facilities.

The easement and right-of way hereby granted is situated in the SW $\frac{1}{2}$ of Section 19, T20N, R20E, M.D.M. located in the County of Washoe, State of Nevada, more particularly described as:

The east 30 feet of the SW $\frac{1}{2}$ of the SE $\frac{1}{2}$ of the SW $\frac{1}{2}$ of said Section 19; said easement also being the future right of way for Slope Dr.

TO HAVE AND TO HOLD, said easement and right-of-way unto the Grantees and their successors and assigns forever.

This is a non-exclusive Grant of Easement and to the extent that other uses do not interfere with the use of said easement by Grantees as permitted hereunder, Grantor, his successors and assigns, shall be permitted to use the same for any purpose they may desire.

The covenants and agreements herein contained shall inure to the benefit of and shall be binding upon the executors,

1117622

B2444P0539

NOV 18 1986

18

administrator, heirs, successors and assigns of the parties and shall be, and are, covenants running with the land binding upon said property of Grantor and for the benefit of Grantees.

IN WITNESS WHEREOF, the Grantor hereto has executed this Grant of Easement the day and year first above written.

Joseph L. Fornaro
JOSEPH L. FORNARO

STATE OF NEW JERSEY)
) ss.
COUNTY OF UNION)

On this 14 day of ^{NOVEMBER} September, 1986, personally appeared before me, a Notary Public, JOSEPH L. FORNARO, who acknowledged to me that he executed the above instrument.



Paulette M. Giroux
NOTARY PUBLIC

PAULETTE M. GIROUX
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires February 21, 1988

82444P0540

NOV 18 1986

1117622

OFFICIAL RECORDS
WASHOE CO., NEVADA
RECORD REQUESTED BY
GENE R. BARBAGELATA
86 NOV 18 P 4: 10

JUL MELCHER
COUNTY REC'DER
FEE 6.00 DEP 09

19

1117214

Return to:
Right-of-Way Department
Sierra Pacific Power Co.
P. O. Box 10100
Reno, Nevada 89520

FORNARO, Joseph L.
W.O. No. 86-05972-12
APN 85-010-13

jt util
4824.25

C30-

RIGHT OF WAY GRANT

THIS INDENTURE, made and entered into this 3rd day of NOVEMBER 1986, by and between JOSEPH L. FORNARO hereinafter called Grantor, and SIERRA PACIFIC POWER COMPANY, a Nevada corporation, and BELL TELEPHONE COMPANY OF NEVADA, a corporation, hereinafter called Grantees,

WITNESSETH:

That for and in consideration of the sum of One Dollar (\$1.00), paid by the Grantees to the Grantor, receipt of which is hereby acknowledged, the Grantor does hereby give and grant to the Grantees, their successors and assigns, the right, privilege and authority to construct, install, alter, repair, operate and maintain underground electric and communication facilities, gas and water distribution lines, hereinafter called "utility facilities", together with the necessary or convenient appurtenances connected therewith, under, across and upon the following described lands and premises, situate in the County of Washoe, State of Nevada, to-wit:

A portion of the South one-half of the Southw^{est} one-quarter (S-1/2, SW-1/4) of Section 19, Township 20 North, Range 20 East, M.D.M., Washoe County, Nevada.

A joint electric power and communication easement, 10.0 feet in width, the Southerly line of which being coincident with the following described line:

COMMENCING at the South quarter corner of said Section 19; said quarter corner being further described as a point on the centerline of First Avenue;

Thence South 88° 08' 53" West, 702.32 feet along the centerline of said First Avenue;

Thence leaving said centerline, North 00° 49' 27" West, 30 feet to the Southeast property corner of the Grantor and the TRUE POINT OF BEGINNING;

Thence South 88° 08' 53" West, 75 feet along the South property line of said Grantor to the Westerly terminus of this description.

Grantees, their contractors, agents, employees and servants, shall at all times have the right of ingress to and egress from said right of way and the utility facilities thereon, with the specific understanding that Grantees shall be responsible for any damage to buildings, fences, crops, animals or other personal property or structures, suffered by Grantor by reason of construction, maintenance or repair of said utility facilities.

Grantees also are granted the right from time to time to increase or decrease the size, weight or number and to change the configuration of said utility facilities or any of them, which may be installed in or upon the right of way hereby granted.

IN WITNESS WHEREOF, Grantor has executed these presents the day and year hereinabove written.

Joseph L. Fornaro
JOSEPH L. FORNARO

STATE OF New Jersey
COUNTY OF Union ss.

On Nov 11 1986 Date personally appeared before me a Notary Public,

JOSEPH L. FORNARO
Grantor(s)

who acknowledged that HE executed the within instrument.



PAULETTE M. GINDOX
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires February 21, 1990

Notary Public

1117214

NOV 17 1986

B2443P0581

16

117214

OFFICIAL RECORDS
WASHOE CO., NEVADA
RECORD REQUESTED BY

Sierra Pacific Power Co.
86 NOV 17 AM 11:18

JULIE McLEOD
COUNTY RECORDER
FEE 6.00 DEP ed

NOV 17 1986

02443P0582

17

1448482

DEC 17 1990

After recording, return Easement to the Grantee at the following address:
Washoe County School District
425 East Ninth Street
Reno, Nevada 89520

APN 85-820-31

GRANT OF EASEMENT
(Roadway)

Without consideration, Joseph L. Fornaro, a single man, hereinafter referred to as "Grantor," as the owner of a parcel of real property located in the County of Washoe, State of Nevada, more particularly described on Exhibit A attached hereto and incorporated herein by reference, hereinafter referred to as the "Servient Parcel," hereby gives, grants, transfers, and conveys to the Board of Trustees of the Washoe County School District, a body corporate, hereinafter referred to as the "Grantee," a perpetual non-exclusive easement and right-of-way to construct, maintain, repair, and use a public roadway, together with any works or appurtenances necessary or incidental thereto, over, through, and across the portion of the Servient Parcel more particularly described as follows:

All that certain real property situate within the Southeast Quarter (SE $\frac{1}{4}$) of the Southwest Quarter (SW $\frac{1}{4}$) of Section Nineteen (19), Township Twenty (20) North, Range Twenty (20) East, M.D.B.&M., Washoe County, Nevada, being more particularly described as follows:

COMMENCING at the southwest corner of Section Nineteen (19), Township Twenty (20) North, Range Twenty (20) East, M.D.B.&M.;

THENCE along the south line of said Section 19, North 88°08'53" East, 1164.49 feet to the southeast corner of Government Lot 4 of said Section 19;

THENCE along the east line of said Lot 4, North 80°36'16" West, 30.00 feet to the north right-of-way line of West First Street, being the POINT OF BEGINNING;

THENCE continuing along said east line of Lot 4, North 00°36'16" West, 624.99 feet to the southwest corner of the Bernard Subdivision, per Tract Map #1731, File No. 519732 on March 15, 1978 in the Official Records of Washoe County, Nevada;

THENCE along the south line of the area offered for dedication (Sidehill Drive) of said Bernard Subdivision, North 88°33'41" East, 25.00 feet (Tract Map #1731 - North 88°30'44" East);

THENCE South 00°36'16" East, 604.37 feet to the beginning of a tangent curve to the left;

THENCE 31.85 feet along the arc of said curve, having a central angle of 91°14'51" and a radius of 20.00 feet, to the north right-of-way line of West First Street;

THENCE along said right-of-way line, South 88°08'53" West, 45.45 feet to the Point of Beginning.

1.

BK3188960526

RECORDED AT THE CLERK'S OFFICE OF WASHOE COUNTY, NEVADA

32

DEC 17 1990

The above-described easement contains 15,712 square feet of land, more or less.

BASIS OF BEARINGS: The courses as shown on Parcel Map #2450, File No. 1409959 on June 29, 1990 in the Official Records of Washoe County, Nevada.

The above-described easement is also depicted on the Exhibit to Accompany Legal Description prepared by Pyramid Engineers & Land Surveyors, a true and correct copy of which is attached hereto as Exhibit B and incorporated herein by reference.

The easement granted hereby shall include, and Grantor hereby grants to Grantee, the following:

1. The right of ingress to and egress from the above-described easement over and across the Servient Parcel by such means and routes as shall occasion the lease practical damage and inconvenience to the Servient Parcel and the use thereof;

2. The perpetual right to enter on the above-described easement to locate, establish, construct, install, enlarge, excavate, remove, repair, maintain and operate the roadway, together with any works or appurtenances necessary or incidental thereto, over, through, under, and across the above-described easement, together with the right to excavate and refill ditches and trenches for the location of said roadway and appurtenances thereto, the right to remove trees, brush, undergrowth, and other obstructions interfering with the location, construction, and maintenance of said roadway, and the further right to deposit excavated earth and store material and equipment as may be necessary or useful for the above purposes.

Grantee and Grantee's heirs, successors, and assigns, shall be responsible for any damage to buildings, fences, personal property or structures suffered by the Grantor, and Grantor's heirs, successors, and assigns, by reason of the Grantee's use and exercise of the easements and rights conferred hereby, and the slope and drain shall be maintained, at Grantee's sole cost and expense, in a good, safe and sanitary condition of repair. Grantor, and Grantor's heirs, successors, and assigns hereby reserve the right to the use of the above-described roadway easement in common with the rights of the Grantee.

The easement herein conveyed is intended by the parties to be an easement in gross for the benefit of the Grantee, and Grantee's successors and assigns, and the Grantee shall have the right to transfer, assign, and dedicate this roadway easement for public use and upon such a transfer, assignment, or dedication of the roadway easement, Grantee shall be relieved of any further obligations hereunder.

Dated this 29 day of November, 1990.

GRANTOR

Joseph L. Fornaro
Joseph L. Fornaro

BK3188950527

RECORDED BY COUNTY CLERK, WASHOE COUNTY, NEVADA, ON 11/17/90 AT 10:58 AM

33

New Jersey
STATE OF NEVADA)
Unsub) : ss.
COUNTY OF WASHOE)

On this 29 day of November, 1990, personally appeared before me, a Notary Public, Joseph L. Fornaro, personally known (or proved) to me to be the person whose name is subscribed to the above instrument who acknowledged that he executed the instrument.

Tamela J. Zoch
Notary Public

TAMELA J. ZOCH
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires October 29, 1994



DEC 17 1990

BK3188PG0528

WASHOE COUNTY, NEVADA, COUNTY OF WASHOE, STATE OF NEVADA, ATTORNEY AT LAW, BINGHAM, UTAH

34

EXHIBIT A
Description of Servient Parcel

The SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section Nineteen
(19), Township Twenty (20) North, Range Twenty (20) East,
M.D.B.&M.

Excepting therefrom the south 30 feet being West First
Street.

DEC 17 1990

BK3188PG0529

WASHOE COUNTY, NV, CLERK OF COURSE, ATTORNEY AT LAW, RICHARD HERRERA

35

