

AGENCY REVIEW

Reno-Stead Corridor Joint Plan Amendments

APPLICATION INFORMATION

(COMMENTS DUE FROM REVIEWING AGENCIES BY FEBURARY 15, 2018)

January 17, 2018

The Reno-Stead Corridor Joint Plan (RSCJP) is a designated area within Washoe County to be jointly planned by Washoe County and the City for Reno.

The City of Reno is processing two amendments to the Reno-Stead Corridor Joint Plan. One LDC17-00043 (Echeverria Peavine Property) to remove ±559 acre from the Joint Plan and re-designate it a part of the City of Reno Master Plan. The second LDC18-00026 (United Federal Credit Union) amendment will rezone residential property to commercial use and open space.

Approval of any amendments to the adopted RSCJP required both the City of Reno City Council and Washoe County Board of County Commissioners. Washoe County staff is requesting that you, as a potentially affected agency, please review these plans and send your comments to staff for consideration during the review process.

- Does the change of use from residential to commercial impact your mission?
- Does the re-designation of ±559 acres of land as City of Reno Master Plan impact your ability to do your job? If approved, Washoe County will no longer be involved in the planning of this area.
- What challenges or benefits do you anticipate if these amendments are approved?
- **Please send your comments to Eva Krause, ekrause@WashoeCounty.us 775.328.3628.**
- IF you have no comments, please send a quick email to that affect. Thank you.

CASE DESRIPTIONS

LDC17-00043 (Echeverria Peavine Property) – For possible action:

- 1) To amend the Reno-Stead Corridor Joint Plan by removing ±559.3 acres from the Plan area and re-designating it within the City of Reno Master Plan; and
- 2) To amend the City of Reno Master Plan designations applicable to the subject property from Special Planning Area/Reno-Stead Corridor Joint Plan/High Density Rural (143.9 acres; 5 to 2.5 acre minimum lot size) and Special Planning Area/Reno-Stead Corridor Joint Plan/General Rural (418.8 acres) to City of Reno Single Family Neighborhood (2 to 8 dwelling units per acre) on ±375.5 acres, to City of Reno

Suburban Mixed Use on ±145.9 acres and to City of Reno Parks Greenways and Open Space on ±40.5 acres.

The ±559.3 acre site is located ±1,700 feet south of the US 395 and Red Rock Road interchange and has City of Reno and Washoe County zoning designations of Large Lot Residential-2.5 Acres (LLR2.5) and General Rural (GR), respectively.

PLANNER: Heather Manzo, Assistant Planner
CONTACT NUMBER: (775) 334-2668
EMAIL: manzoh@reno.gov
APPLICANT'S REPRESENTATIVE: Derek Kirkland, Wood Rodgers
CONTACT NUMBER: (775) 823-4068
WARD BOUNDARY: Ward 4
APN: 081-031-39 and 081-024-08
PLANNING COMMISSION HEARING DATE: TBD

AND

LDC18-00026 (United Federal Credit Union) – For possible action to amend the Reno-Stead Corridor Joint Plan by re-designating ±3.6 acre of Low Density Suburban/Rural Residential (3-7 dwelling units/acre) to ±2.73 acres General Commercial and ±0.15 acres Open Space.

The ±3.6 acre site is located on the west side of Lemmon Drive, ±403 feet north of the intersection of Lemmon Drive and Sky Vista Parkway in the Arterial Commercial (AC), and has City of Reno zoning designations of Large Lot Residential – 1 acre (LLR1), and Large Lot Residential – 2.5 acres (LLR2.5).

PLANNER: Jeff Borchardt, Assistant Planner
CONTACT NUMBER: (775) 667-6882
EMAIL: borchardtJ@reno.gov
APPLICANT'S REPRESENTATIVE: Derek Kirkland, Wood Rodgers
CONTACT NUMBER: (775) 823-4068
WARD BOUNDARY: Ward 4
APN: 086-380-20 & 21
PLANNING COMMISSION HEARING DATE: TBD



October 13, 2017

City of Reno

Ms. Claudia Hanson, AICP
PO Box 1900
Reno, NV 89505

RECEIVED

OCT 13 2017

CITY OF RENO
Community Development Dept.

Re: Echeverria Peavine Property Master Plan Amendment (LDC17-00043)

Dear Claudia,

Included with this letter is a revised Master Plan Amendment application for LDC17-00043. On behalf of the applicant, Peavine Investors, LLC, the Echeverria Peavine Property MPA request has been modified to 1) remove the property from the Reno Stead Corridor Joint Plan, and 2) request that the project be analyzed under the soon to be adopted Reimagine Reno Master Plan. We hereby waive the statutory time limits for review of this request, and would ask that removal from the Reno Stead Corridor Joint Plan move forward as soon as possible.

We look forward to working with you and staff on this exciting project! Should you have any questions, please do not hesitate to contact me at (775) 828-7742.

Respectfully Submitted,
WOOD RODGERS, INC.

Derek Kirkland
Senior Planner



Community Development Department

MEMORANDUM

Date: March 17, 2017
To: Development Review Committee
From: Heather Manzo, Assistant Planner
Subject: LDC17-00043 (Echeverria Peavine Property), 2nd Review Comments

Below are listed comments or concerns resulting from a review of revised materials that were received on March 9, 2017 for the project referenced above. You will be notified if additional comments or concerns are identified during the final review process:

Wood Rodgers' response to comments October 11, 2017:

Comments:

1. The revised Land Use map identifies High Density Suburban (3 – 7 dwelling units per acre) on the south and eastern portions of the project. Based upon the information that is currently available, it appears this request can be supported.

WR Response: On behalf of the applicant, we have submitted a revised application to 1) Remove the property from the Reno Stead Corridor Joint Plan (RSCJP), and 2) Process the MPA under the new Reimagine Reno Plan utilizing City of Reno Master Plan Designations of Single Family Neighborhood and Suburban Mixed Use. The southern parcel is proposed as SFN, and the northern parcel is proposed as SMU.

2. The Open Space Land Use designation should serve to protect drainageways and stream corridors, among other natural features. Further, these areas should be usable, accessible and protect or offer something unique to a plan. Staff recommends widening the proposed north/south Open Space designated areas to incorporate a larger, more usable segment of land that will further protect and enhance the natural drainage that crosses the site.

WR Response: The open space corridors were widened to include the majority of the 30% slopes adjacent to the drainageways, which almost doubled the amount of open space provided. The corridors range from approximately 80-feet wide to almost 300-feet wide in certain sections.

3. The density listed on the legend for High Density Rural on the Proposed Master Plan is incorrect. The Reno-Stead Corridor Joint Plan identifies this designation as appropriate for 5 to 2.5 acre lots. Any future plans should take into consideration compatibility with these properties.

Application for Master Plan Amendment **Echeverria Peavine Property**

Submitted to City of Reno January 9, 2017
Revised October 9, 2017

Prepared for

Peavine Investors, LLC

9432 Double R Blvd

Reno, NV 89521

Prepared by



WOOD RODGERS

BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

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Section 1

MASTER PLAN AMENDMENT APPLICATION CHECKLIST

INCOMPLETE APPLICATIONS WILL NOT BE SCHEDULED FOR PUBLIC HEARING.

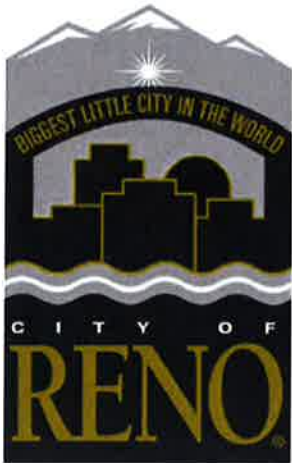
APPLICATIONS: Originals shall be unbound with two-hole punch at top of application. Copies shall be collated and bound into separate packets of the following:

Applicant	Item No.	ITEMS REQUIRED FOR GENERAL APPLICATION CHECKLIST	Staff
Complete and Correct			Incomplete
<input checked="" type="checkbox"/>	1	Application Form(s)	<input type="checkbox"/>
<input checked="" type="checkbox"/>	2	Owner's Affidavit, Applicant Affidavit	<input type="checkbox"/>
<input type="checkbox"/>	3	Washoe County Citizen Advisory Board Information (optional)	<input type="checkbox"/>
<input checked="" type="checkbox"/>	4	Legal Description. (Legal descriptions <u>must</u> be signed and stamped by a State of Nevada professional land surveyor)	<input type="checkbox"/>
<input checked="" type="checkbox"/>	5	8-1/2" x 11" Zoning/Vicinity Map	<input type="checkbox"/>
<input checked="" type="checkbox"/>	6	8-1/2" x 11" Site Plan	<input type="checkbox"/>
<input checked="" type="checkbox"/>	7	"A digital copy of the proposed Master Plan designation must be provided in a GIS or DWG format. This data must be in the Stateplane, NAD83 ground projection"	<input type="checkbox"/>
<input checked="" type="checkbox"/>	8	Supporting Information including an analysis of applicable findings and considerations listed under the MASTER PLAN AMENDMENT PROCEDURES	<input type="checkbox"/>
<input checked="" type="checkbox"/>	9	Verification that a neighborhood meeting has been scheduled and will be held prior to the Planning Commission public hearing in accordance with NRS 278.210.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	10	Project of Regional Significance Analysis (if applicable)	<input type="checkbox"/>
<input checked="" type="checkbox"/>	11	Traffic Impact Analysis (if applicable per RMC 18.12.903)	<input type="checkbox"/>
<input checked="" type="checkbox"/>	12	Major Drainageway, Hillside Development, Wetlands or other Environmental Constraints analysis (as applicable)	<input type="checkbox"/>
<input checked="" type="checkbox"/>	13	Check or Money Order	<input type="checkbox"/>

****Original application, one paper copy and twenty-four digital copies on CD in PDF format are required for this application****

Additional copies may be requested on a case-by-case basis dependent on distribution requirements

**CITY OF RENO
APPLICATION FOR MASTER PLAN AMENDMENT**



For Community Development Department Use Only:	
CASE NUMBER:	
<p>RECEIVED OCT 13 2017 CITY OF RENO Community Development Dept.</p>	
Date Received	
Time Received	

PROJECT NAME: Echeverria Peavine Property

PROJECT DESCRIPTION: Master Plan Amendment for two parcels totaling 559.3 +/- acres

PROJECT ADDRESS: Approximately 1,700 feet south of the intersection of US 395 and Red Rock Road

PROPERTY SIZE: 559.3 +/- acres ASSESSOR'S PARCEL NO(S): 081-031-39 and 081-024-08

ZONING - EXISTING: LLR-2.5 & Not Specified PROPOSED: Zoning Map Amendment not included at this time

MASTER PLAN - EXISTING: SPA-(RSCJP) HDR/GR PROPOSED: SFN, SMU, PGOS

EXISTING LAND USE: Vacant

PROPERTY OWNER(S)

NAME: Peavine Investors, LLC

ADDRESS: 9432 Double R Blvd
Reno, NV 89521

PHONE: 775-786-4800

APPLICANT/DEVELOPER(S)

NAME: Same as Above

ADDRESS: _____

PHONE: _____

FAX NO: _____

PERSON TO CONTACT REGARDING APPLICATION:

NAME: Wood Rodgers, Inc. (Attn Derek Kirkland)
(IF SAME AS OWNER OR APPLICANT, PLEASE INDICATE)

ADDRESS: 1361 Corporate Drive
Reno, NV 89502

PHONE: 775-823-4068

FAX NO: 775-823-4066

E-MAIL ADDRESS: dkirkland@woodrogers.com

The City of Reno will direct all mail on this project to the contact person designated above.
The above information is required.

CITY OF RENO
MASTER PLAN AMENDMENT APPLICATION

ASSESSOR'S PARCEL NO.: 081-031-39 and 081-024-08

EXISTING LAND USE DESIGNATION ON THE MASTER PLAN: Special Plan Area - Reno Stead Corridor Joint Plan

PROPOSED: Single Family Neighborhood (SFN), Suburban Mixed Use (SMU), Parks, Greenways, & Open Space (PGOS)

PRESENT ZONING: LLR-2.5 and Not Specified PROPOSED ZONING: No Change proposed at this time

DESCRIPTION OF MASTER PLAN DESIGNATION, ZONING AND USES OF ALL ADJACENT PROPERTIES:

NORTH High Density Rural (HDR) - Vacant land, commercial uses, large residential lots

SOUTH Open Space (OS) - OS (Washoe County/USA)

EAST General Rural, Industrial, Open Space (City of Reno)

WEST OS - Special Planning Area (Washoe County)

ADD GRAPHIC WHICH DEPICTS THE MASTER PLAN DESIGNATIONS IN THE VICINITY OF THE SITE.

HOW WILL THE MASTER PLAN AMENDMENT AFFECT:

- **THE LAND USE MIX**

The proposed MPA will allow for a mix of housing types with a transition of density from the existing HDR, will protect the two major draingeways with PGOS, and will provide new employment opportunities with a Suburban Mixed Use in an area adjacent to vacant land, Red Rock Rd, and US 395.

- **AVAILABILITY OF LAND TO MEET HOUSING AND EMPLOYMENT DEMANDS**

At 559 acres of vacant land adjacent to US 395, Red Rock Rd, and N. Virginia St, the Project Area provides a great opportunity to provide a mix of housing types to meet the Housing Demand Forecast for the City of Reno, as well as provide employment opportunities with the mixed use designation.

- **DEVELOPMENT TRENDS IN THE AREA**

The North Valleys is continuing to grow as an employment center. Residential development is following the employment demand. As the area continues to grow to the west, and eventually into Cold Springs, the Project Area and proposed MPA will provide opportunities for a mix of housing and employment, as well as provide for a neighborhood/town center for Red Rock.

DESCRIPTION OF WHY THE MASTER PLAN AMENDMENT IS BEING SOUGHT AT THIS TIME:

In anticipation of the Housing Demand Forecast, continued growth patterns in the North Valleys, and the desire for

employment opportunities the applicant is requesting a MPA in order to stay ahead of the curve, and plan for the future needs

of the North Valleys. The MPA will allow the applicant and the City of Reno to better plan for a future project, and needed infrastructure.

DK (Applicants Initials) *Applications with missing plans and checklists or missing components of plans and checklists, will be deemed incomplete and returned within three (3) days of application submittal. Incomplete applications will not be scheduled for public hearings. The applicant must consult with Community Development Staff prior to submitting an application without the above information to determine if the information may be eliminated for a particular application. Additional information may be requested through the staff/applicant meeting and the review process.

OWNER AFFIDAVIT

I am the owner/authorized agent of the property involved in this petition and that I authorize Wood Rodgers, Inc. (name) to request development related applications for Master Plan Amendment (*use list below) on my property. This authorization is inclusive of Assessor Parcel Numbers 081-031-39, 081-024-08, which are further described in the attached legal descriptions. I declare under penalty of perjury that the foregoing is true and correct for development case number LDC _____ (to be filled in by City of Reno staff).

Executed on Dec. 22, 2016, in Reno, Nevada
(date) (City) (State)

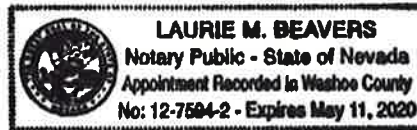

Signature

JOHN ECHEVERRIA
Printed Name

STATE OF NEVADA)
) ss
COUNTY OF WASHOE)

On this 22 day of December, 2016, John Echeverria (name) personally appeared before me, a Notary Public in and for said County and State, known to me to be the owner/authorized agent of the above property who acknowledged to me that they are authorized to and did execute the above instrument on behalf of said application.


Notary Public



APPLICANT AFFIDAVIT

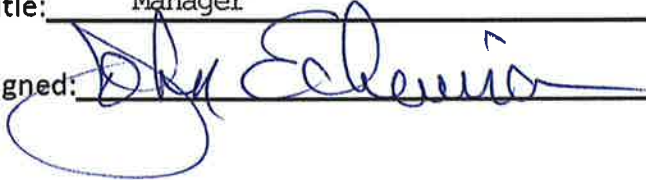
I am the applicant and/or consultant/firm involved in this petition and the foregoing statements and answers herein contained and the information herewith submitted for _____
Master Plan Amendment _____ (*use list below) are in all respects complete, true, and correct to the best of my knowledge and belief. I declare under penalty of perjury that the foregoing is complete, true and correct for development case number LDC _____ (to be filled in by City of Reno staff).

Executed on Dec. 22, 2016, in Reno, Nevada
(date) (City) (State)

Company: Peavine Investors, LLC

Name: John Echeverria

Title: Manager

Signed: 

STATE OF NEVADA)
) ss
COUNTY OF WASHOE)

On this 22 day of December, 2016, John Echeverria (name) personally appeared before me, a Notary Public in and for said County and State, known to me to be the applicant and/or consultant/firm involved in this petition who acknowledged to me that they are authorized to and did execute the above instrument on behalf of said application.


Notary Public



PROJECTS OF REGIONAL SIGNIFICANCE

1. If the project will require a change in zoning, a special use permit, an amendment to a master plan, a tentative map or other approval for the use of land which, if approved, will have an effect on the region of increasing:

(a) Employment by not less than 938 employees; Yes No

(b) Housing by not less than 625 units; Yes No

(c) Hotel accommodations by not less than 625 rooms; Yes No

(d) Sewage by not less than 187,500 gallons per day; Yes No

(e) Water usage by not less than 625 acre feet per year; or Yes No

(f) Traffic by not less than an average of 6,250 trips daily. Yes No

(g) Student population (K-12) by not less than 325 students. Yes No

2. The project is:

(a) An electric substation; Yes No

(b) A transmission line that carries 60 kilovolts or more; Yes No

(c) A facility that generates electricity greater than 5 megawatts; Yes No

(d) Natural gas storage and peak shaving facilities; Yes No

(e) Gas regulator stations and mains that operate over 100 pounds per square inch; Yes No

3. The project is a geothermal well field gathering system and power generation facility or a mining operation on any land within 20 miles of the Truckee Meadows Service Areas. Non-metallic materials such as sand, gravel and aggregate pits for construction projects within the Truckee Meadows are specifically excluded from this guideline. Yes No

4. The project is located within the 100-year flood zone and; (1) will alter the stream channel or banks of a portion of the Truckee River or any of its tributaries as identified on Figure 2-1 "Surface Waters Tributary to Truckee River" of the 2004 – 2025 Regional Water Management Plan or; (2) will alter any wetlands delineated through the Section 404 permit process. Yes No

5. The project is a new or significantly expanded landfill or other land disposal facility subject to regulation under Section 090 of the Washoe County District Board of Health regulations governing solid waste management; or any facility involved with the treatment and/or permanent disposal of hazardous or infectious wastes. Yes No

6. The project will result in the loss or significant degradation of a designated paleontological site as identified in the adopted local government master plans, if such sites have been designated. Yes No

The determination as to whether or not a project meets any one of the criteria listed above shall be based on the total size of the proposed use of land, including all phases, additions and expansions. Based on the above I certify that this project is/is not a Project of regional Significance. Yes No

EXHIBIT "A"
LEGAL DESCRIPTION FOR
APN's 081-031-39 & 081-024-08

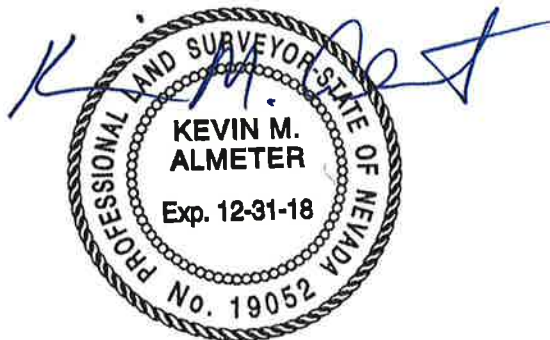
All that certain real property situate within a portion of Section Twelve (12), Township Twenty (20) North, Range Eighteen (18) East, Meridian, City of Reno, County of Washoe, State of Nevada, and being more particularly described as follows:

BEING the Northeast One-Quarter (NE 1/4); North One-Half (N 1/2) of the Northwest One-Quarter (NW 1/4) and the South One-Half (S 1/2) of Section Twelve (12), according to the official plat thereof;

EXCEPTING THEREFROM those portions conveyed to The Western Pacific Railroad Company, a California Corporation, by deed recorded August 15, 1917, in Book 50, Page 254, as Document No. 12332, Deed Records and by deed recorded October 2, 1958, in Book 490, Page 132, as Document No. 293118, Deed Records.

Note: The pursuant to NRS 111.312, the above legal descriptions previously appeared in that certain Quitclaim Deed document recorded July 1, 1997 as File No 2113626, filed in the Official Records of Washoe County, Nevada.

Prepared by:
Wood Rodgers, Inc.
1361 Corporate Boulevard
Reno, NV 89502



1-10-17

Kevin M. Almeter, P.L.S.
Nevada Certificate No. 19052

Section 2

Project Description

Executive Summary

- Ward #: 4
 Applicant: Peavine Investors, LLC
 APN Numbers: 081-031-39, and 081-024-08
 Request: This is a request for a Master Plan Amendment to:
- 1) Remove APNs 081-031-39, and 081-024-08 from the Special Planning Area - Reno Stead Corridor Joint Plan
 - 2) Amend the existing land use designations for APN 081-031-39 and 081-024-08 from ±143.9 acres High Density Rural (HDR) and ±418.8 acres General Rural (GR) to ±375.5 acres of Single Family Neighborhood (SFN), ±145.9 acres of Suburban Mixed Use (SMU), and ±40.5 acres of Parks, Greenways, and Open Space (PGOS).

Location: The 559.3± acre site is located approximately 1,700 feet south of the US 395 and Red Rock Road interchange.

Background

The proposed request is to remove APN 081-031-39 & 081-024-08, approximately 559.3± acres (Project Area), from the Reno Stead Corridor Joint Plan (RSCJP). Upon removal from the RSCJP, the request also includes amending the underlying Washoe County land use designations from High Density Rural (HDR) and General Rural (GR) to the new Reimagine Reno land use designations of Single Family Neighborhood (SFN), Suburban Mixed Use (SMU), and Parks, Greenways, and Open Space (PGOS). The Project Area is located in the City of Reno, annexed in 2009, and generally located south of the intersection of US 395 and Red Rock Rd. The RSCJP is outdated, originally adopted in 1999, non-contiguous, and now inconsistent with the new Reimagine Reno Master Plan update. The RSCJP leaves the Project Area with a lot of uncertainty as to how it fits within the vision for Reimagine Reno Master Plan update, almost as if the property is treated as it is not within the City of Reno even though it was annexed. The Project Area is currently vacant for the most part with the exception of an old existing ranch house, and barns. *Refer to Section 3 of the submittal packet for Vicinity Map, Assessor's Parcel Maps, and existing and proposed Master Plan Maps.*

Project Analysis

Proposed Master Plan Amendment

<u>Proposed Land Use</u>	<u>Acreage</u>	<u>Description</u>	<u>Comparable City Zoning</u>
SFN	±375.5	2 to 8 dwelling units per acre	PUD, SF-6, SF-9, SF-15, Public Facility, Schools
SMU	±145.9	Low to moderate density, diverse mix of residential and commercial	PUD, SFR detached and attached, MFR, Neighborhood Commercial, General Office
PGOS	±40.5	Open Space	PUD, Open Space

Refer to Section 3 of the submittal packet for associated RSCJP existing and proposed land use maps

The RSCJP plan was originally adopted in 1999 (18 years ago), and last updated in 2010 (7 years ago) in the heart of the “Great Recession”. Since the last update of the plan, many changes have occurred in the City of Reno, the North Valleys, and the Region in terms of employment growth and housing demand. The North Valleys over the past several years has continued to see an increase in the industrial/warehousing industry, and a higher demand for quality work force housing. The proposed Master Plan Amendment to remove the Project Area from the RSCJP, and amend the underlying land use to be consistent with the new Reimagine Reno Master Plan update is consistent with the recent changes in the North Valleys, and the findings of the *Housing Demand Forecast and Needs Assessment* prepared for the City of Reno, August 2015, by EPS (Housing Demand Report). Specifically, the Housing Demand Report identified the following:

- The majority of houses in Reno (55%) are renter occupied
- Incoming Residents are younger (18-34) and from out of state
- The economic base for Reno and the region has a major impact on housing demand and affordability
 - Average household income to afford a house is \$70,000, and average annual wage for most industries in the region range from \$25,000 to \$60,000.
- Future housing demand over the next 20 years is evenly split among a variety of housing types, mostly due to income limitations, influx of young residents, and increase of seniors
 - Most desirable (33% of demand) continues to be moderate density (2-7 dwelling units per acre)
 - High density single family/low density multi-family (26% of demand)
 - Moderate density multi-family (23% of demand)
 - High density multi-family over 30 dwelling units per acre (16% of Demand)
 - Low density single family (3% of demand)
- Housing development approved in the past does not match the estimated future demand

Looking at the North Valleys, which has seen a drastic increase in the warehousing industry the past few years, is identified as an employment center in the Reimagine Reno Master Plan. The need for affordable work force housing will be essential to create a more desirable live/work environment for the North Valleys. The proposed Master Plan Amendment to remove the Project Area from the RSCJP will remove a barrier to future housing and remove the low density single family housing designations of 1 unit per 40 acres and 2.5-5 acres lots, which does not help meet the work force housing needs of the North valleys. These existing land use designations will be replaced with land use designations that are appropriate and consistent with the Reimagine Reno Master Plan, and help support the employment industries that are choosing the North Valleys, giving the younger work force a chance to purchase a quality first time home, while providing desirable housing opportunities for all residents who desire to live and work in the North Valleys. The proposed Master Plan Amendment continues moving the North Valleys in a positive direction, and sets up opportunities for future development to create a community at the base of Peavine Mountain that can provide a great place to live, work, and play.

Land Use Compatibility

<u>Proposed RSCJP Land Use</u>	<u>Adjacent existing land uses</u>
SMU	North – HDR (5 to 2.5 ac lots), predominantly vacant parcels acquired by a single entity for potential future commercial development, commercial uses (Sierra Safari Zoo), North Virginia Street, US 395 East – MDS/SR (developed with 1 unit), future mixed employment South - Railroad West – HDR (5 to 2.5 ac lots), both developed and vacant
SFN	North – Railroad, GR, vacant land East – GR, vacant (City of Reno zoning = OS/Industrial) South – USA, Open Space West – USA, GR, vacant land
PGOS	Continuation of Open Space from USA land to the South, protect existing drainageways

Land uses surrounding the Project Area consist of undeveloped land owned by the United States of America to the west, south, and southeast of the Project Area, both vacant and developed larger lot single family to the north and northwest, and undeveloped land to the east. The lands to the south and southwest are not part of the RSCJP and have a Washoe County Master Plan designation of Open Space. The proposed land use designation of SFN would be compatible with the Open Space designated land owned by the United States of America.

Although the land use designation indicates GR to the east, the City of Reno zoning designations on the property to the east include SF-6, SF-15, LLR 2.5, Industrial, and OS. The northwest corner of the Project Area is 1700 feet from the Red Rock Rd intersection with US 395 and North Virginia Street, and the northeast corner of the Project Area is only approximately 300 feet from North Virginia Street. The proposed land use designation of SMU provides a range of density from low to moderate, and would be compatible with the existing MDS to the northeast, and provide an adequate transition between the existing HDR to the north and the proposed SFN to the south. The proposed OS is compatible with all surrounding land uses and would protect two existing major drainageways.

The vacant parcels between the proposed Industrial area and North Virginia Street/Red Rock Rd were acquired by a single investment group for the purpose of future development. This adjacent land, with proximity to the Red Rock/US 395 interchange, is anticipated to be appropriate for commercial land uses in the future. The proposed Suburban Mixed Use designation would offer a neighborhood/town center, and employment opportunities for the surrounding residential areas, is large enough to provide adequate buffering in the future, is grade separated from existing residential, and the close proximity to US 395, North Virginia Street, Red Rock Rd, and the Railroad make this area an ideal candidate for a mix of future non-residential and residential development. In addition to the parcels assembled north of the proposed SMU for future potential commercial development, there are already commercial uses in this area including the Sierra Safari Zoo, which identifies itself as the largest zoo in the state. With the close proximity to the US 395/Red Rock Rd interchange, it is unlikely that the northern area will stay residential in the future. The *Key Policy Choices: Fiscal Impact Analysis Summary* prepared for the City of Reno, November 18, 2016, highlights the need for more mixed employment land in the north Valleys in

appropriate locations along N. Virginia Street. The analysis recommends creating nodes of commercial and industrial along with nodes of residential. The proposed Master Plan Amendment does just that in close proximity to US 395, Red Rock Rd, and N. Virginia St. with nodes of residential further to the south of the property.

Topography: The Project Area has approximately 433± acres of slopes 15% or less (77% of the site), which is ideal for future development. Since more than 75% of the site is 15% or less slopes, the City of Reno Hillside Development Ordinance (RMC 18.12 Article XVI) would not apply. A Slope Map is provided in Section 3 of the submittal packet. The proposed Industrial designation is within an area

Drainageways: The Project Area includes two drainageways that drain over 100 acres or more. These two drainageways are proposed to be protected with an Open Space land use designation. The area mapped as open space reflects the approximate 100-year floodplain and the steeper slopes that make up the drainageway on each side. A Drainageway Map, 100-year floodplain analysis for the drainageways, and Proposed Land Use Designations Map is included in Section 3 of the submittal packet.

Public Safety

The Project Area is within City of Reno and currently served by Reno Police and Fire. The Project Area is served by Fire Station 9, which is approximately 3.5 miles north of the Project Area.

Public Improvements

Water Service: The project is not currently in TMWA's service territory and would need to be annexed in for TMWA to serve the Project Area. A preliminary discovery was completed by TMWA, which indicated that TMWA would serve the project in the future upon annexation into their service territory, and would require off-site improvements. TMWA already has plans to extend a 21" water line along North Virginia Street in the near future, which would be in close proximity to serve the Project Area.

Sewer Service: The nearest City of Reno sewer is located approximately 1 mile north of the Project Area in Moya Boulevard near its terminus at Red Rock Rd. The City of Reno is currently in the process of updating the North Valleys sewer master plan, and has included higher density calculations for the Project Area. The sewer model currently shows that the existing system would be able to handle future development of the Project Area. Any future development would be responsible for providing approximately 1 mile of sewer pipe down from the Project Area down Red Rock Rd to the existing Moya pipe, and other off-site improvements necessary to handle the future development.

Drainage: There are two major drainageways within the Project Area that drain over 100 acres. These major drainageways are proposed to be preserved with an open space designation that matches the 100 year flows plus the steep slopes on either side. Smaller drainageways within the Project Area would be directed to the major drainageways, or reconfigured with future development plans.

Schools

Currently the Project Area is zoned for Silver Lake Elementary School, Shaw Middle School, and North Valleys High School. With the recent passage of WC-1, Washoe County School District will be building new schools in the North Valleys over the next several years. The proposed Master Plan Amendment would not generate students at this time and would not add to existing overcrowding issues. Future development allowed under the proposed Master Plan Amendment would most likely create the need for

a new elementary school. The applicant has expressed their desire to work with the Washoe County School District in the future, if and when a future entitlement is proposed, in order to identify a school site for an elementary school. The proposed Master Plan Amendment designation of SFN would allow for civic uses such as a school site.

Access, Traffic, and Circulation

The Project Area is within 300 feet of North Virginia Street, and 1,700 feet of the US 395/Red Rock Rd interchange. In addition to the two parcels that area part of the proposed Master Plan Amendment, the applicant also owns APN 081-031-50, which is the existing roadway network between the Project Area and North Virginia St. The main access point would be via the northwestern portion of the Project Area to Lenco Avenue with secondary access via the southern portion of the site via Mer Mac Street. The Union Pacific Railroad (UPRR) owns right of way that separates the Project Area parcels, which Mer Mac Street. currently has an existing at-grade crossing. Preliminary discussions with UPRR and City of Reno staff have indicated that there would need to be two points of access over the railroad tracks, and only one can be at-grade. The other crossing would need to be over or under to serve the southern portion of the Project Area. There is an ideal location on the eastern portion of the Project Area where an over crossing would be feasible via an existing cut slope for the railroad tracks. The exact location and type of the two crossings would be identified with a future project. Please reference the Preliminary Land Plan in Section 3 of the submittal packet for potential access points to serve the Project Area.

A project is not being proposed at this time. Access, traffic, and circulation are very conceptual based on the Preliminary Land Plan (provided in Section 3 of this submittal packet). Once a project is proposed, a more detailed Traffic Analysis would need to be completed, with actual detailed improvements identified. The proposed Master Plan Amendment would allow a range of residential densities of 2 to 8 units per acre within the SFN designated areas, and low to moderate density with a mix of commercial uses within the SMU designation. A Traffic Impact Analysis was completed for the MPA (reference Section 3 of this submittal packet), which describes potential off-site improvements to North Virginia Street, Red Rock Rd, US 395/Red Rock Rd interchange, and the US 395/Stead Blvd interchange. As a project is not being proposed at this time, these improvements are identified for future planning purposes only. As growth and development continue to increase in the region, the City of Reno, and the North Valleys, regional roadway improvements are also being planned for by the Regional Transportation Commission (RTC). Improvements for Stead Boulevard and Red Rock Road are currently being anticipated by RTC within the next 5-20 years. The applicant is committed to, and will continue to work with RTC and the City of Reno to be proactive in regional road planning to ensure the transportation system works for the North Valleys' residents and employment centers in the future.

Future Plans

There are currently no plans for a future project. However, the applicant has entertained the idea of a Planned Unit Development (PUD) in the future due to the size of the Project Area and potential mix of uses and residential types. Some of the ideas for a future PUD may include a mix of residential housing options to help meet the City's housing demands based on the findings of the *Housing Demand Forecast and Needs Assessment* prepared for the City of Reno August 2015. A future PUD may also include Commercial uses to help provide live/work opportunities for the North Valleys, and the applicant is also interested in providing a school site for an elementary school, a park site, and maintaining open space corridors along the major drainageways.

The Proposed Master Plan Amendment would provide the first step to develop a comprehensive PUD in the future. The applicant is not proposing to change the zoning at this time in anticipation of a future PUD and to continue working with the City of Reno, adjacent property owners, and local community to develop a comprehensive development plan for this portion of the North Valleys Red Rock interchange area. The RSCJP is outdated and existing land use designations do not fit well with the Project Area, which has a lot to offer for future development considering the close proximity to US 395, North Virginia Street, and Red Rock Road.

Master Plan Amendment Findings

General Master Plan Amendment findings to support the requested amendment are required.

The required findings for the Planning Commission with responses are provided as follows:

- (a) Bears relation to the planning and physical development of the City; and

Response: The subject property is in the Reno City limits and will be served by TMWA water, and City sewer in the future. The property is located near the Red Rock Rd/US 395 interchange, and North Virginia Street. The property is ideally situated to meet employment and/or housing needs to continue fostering a jobs/housing balance in the North Valleys/Stead area. Per the *Housing Demand Forecast and Needs Assessment* prepared for the City of Reno August 2015, the proposed MPA will help provide a mix of housing options in the most desired moderate to high density single family range, and allow for multi-family options in the future. The mix of housing options also will create the opportunity for more workforce housing that will complement the growing Industrial Industry and employment opportunities in the North Valleys. Per the *Key Policy Choices: Fiscal Impact Analysis Summary*, prepared for the City of Reno November 18, 2016, alternative land use patterns were proposed, including and emphasis on employment in the North Valleys. The recommendations include more Industrial along N. Virginia Street, and nodes of residential. The proposed MPA designations would allow for a mix of residential, and neighborhood commercial type uses to help keep employment opportunities coming to the North Valleys near N. Virginia St and Red Rock Rd.

- (b) Is so prepared that it may be adopted by the City Council as a basis for the physical development of the City.

Response: The intent of the MPA is to ensure development of this large land holding provides the desired land uses including open space, residential and non-residential uses to maintain the character of the area and ensure compatibility with the surrounding properties. The Master Plan Amendment also establishes land use designations to foster live/work opportunities in the North Valleys, and provide opportunities for future development that supports the housing and employment demands for the City of Reno and the region over the next 20 years. The existing land use designations of GR and HDR would not support the projected growth, housing, and employment needs over the next 20 years for the City of Reno and especially the North Valleys. The Project Area is in an ideal location for future development in the North Valleys.

The required findings for the City Council with responses are provided as follows:

(a) As may be applied practically to the physical development of the City for a reasonable period next ensuing will:

1. Serve as a pattern and guide for that kind of orderly physical growth and development of the City which will cause the least amount of natural resource impairment;

Response: The property is located in an area that has been growing in an orderly manner. Residential, non-residential and employment generating development has recently occurred in the Stead/Red Rock Road corridor, north and south of U.S. 395. In addition, TMWA is currently preparing to extend the Vidler water pipeline from its current terminus to its system on North Virginia Street, and eventually extend the North Virginia Street line into Cold Springs in front of the Project Area. Plans for the Project Area to sewer to the Reno Stead Wastewater Treatment Plant have been coordinated with the City of Reno with higher density included in the recent North Valleys Sewer Master Plan update. RTC also has anticipated orderly growth and expansion of roadways in the North Valleys over the next 5-20 years to serve future growth and development in this area.

The proposed MPA will allow for orderly planning and design to be in concert with future planning of infrastructure in the area, and preserve natural drainageways. The Project Area is ideal for development with 77% of the site less than 15% slopes, and the two major drainageways/open space corridors to be preserved will maintain access to Peavine. The proposed MPA respects the natural resources and provides land use designations that will help the North Valleys grow in a responsible manner to meet future housing and employment demands, is compatible with existing uses, and will help maintain the character of the area.

2. Conform to the adopted population plan and ensure an adequate supply of housing, including affordable housing; and

Response: The proposed MPA will allow for a mix of residential, neighborhood town center, and employment generating uses providing a jobs/housing balance with consideration of work force housing opportunities. The existing designations of GR and HDR are low density single family options, which are not affordable and do not meet the housing needs for the next 20 years, especially for the current growth the North Valleys is already experiencing. The *Housing Demand Forecast* for the City of Reno calls for more moderate to high density single family housing and multi-family options. The proposed MPA will allow for a mix of moderate and high density to help meet the housing demand forecast for the next 20 years, as well as offer opportunity for work force and more affordable housing.

3. Form a basis for the efficient expenditure of funds relating to the subjects of the City of Reno Master Plan.

Response: The property is already within the City of Reno boundaries and is in close proximity to the Red Rock Rd/US 395 Interchange where City services are already being provided or are proposed in the future. The property will be served by TMWA water through the Vidler pipeline

which will be extended to North Virginia Street, and west to Cold Springs in the near future. The City of Reno currently provides police and fire services to the North Valleys and Stead areas, as well as the Project Area. Fees and taxes related to the development of the property will enhance the City's funds to continue to provide services in this area.

Please provide an analysis of the following considerations in addition to the required considerations listed above:

1. There has been a change in the area or in the conditions on which the current designation was based which warrants the amendment;

Response: There have been a lot of changes in the North Valley's area and conditions that warrant this amendment. The Reno Stead Corridor Joint Plan originally adopted in 1999 (almost 20 years ago), was last updated in 2010 the same timeframe of the "Great Recession" and creates inconsistency in land use patterns with a mix of City and County zoning. Since the "Great Recession" the Industrial/warehouse Industry has created an employment boom in the North Valleys (Amazon, Petco and Walmart are a few) generating the demand for both housing and employment growth in the area. In addition, near term plans for the extension of the Vidler water line, the City's *Housing Demand Forecast*, *Employment Demand Forecast*, and *Fiscal Impact Analysis Summary* all highlight the growth potential for the North Valleys. The Reno Stead Airport has also been recently selected for the FAA unmanned aerial vehicle test site program, which will create additional activity in the area. North Valleys has all the signs for continued growth demand; the proposed MPA is needed to be proactive to meet the North Valley's needs in a responsible manner over the next 20+ years.

2. The density and intensity of the proposed Master Plan Amendment is sensitive to the existing land uses and is compatible with the existing adjacent land use designations;

Response: The proposed MPA is proposing a mix of density to provide housing opportunities for the North Valleys Employment Center and meet the workforce housing demands. The MPA also complements both the vacant and developed parcels within the area. The proposed SMU designation is within an area where a single investment group recently assembled multiple parcels between N. Virginia St./Red Rock Rd. and the Project Area in anticipation for future potential commercial development. Since the parcels were acquired, all of the houses have been demolished. It is very likely these parcels will be developed as commercial and potentially industrial in the future based on the close proximity to US 395, Red Rock Rd, and N. Virginia St. The proposed Open Space designation is compatible with all surrounding land uses, and will preserve two major drainageways and non-motorized access to Peavine.

3. The amendment will provide for orderly physical growth of the City, enhance the urban core and foster safe, convenient and walkable neighborhoods and shopping districts;

Response: The MPA is consistent with the designations to the west (land owned by USA), south (land owned by the USA), east (Residential/Industrial/OS), northeast (Residential), and future plans for the northwest (recent investor purchase of older residential/Potential expansion of Red Rock Rd). Surrounded by property owned by the USA, and its close proximity to US 359, Red Rock

Rd, and N. Virginia St., the Project Area is one of the last large pieces of property to accommodate planned employment and population growth in the North Valleys. The Master Plan Amendment allows for a future comprehensive development of a mix of housing types and employment opportunities.

4. 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; and

Response: The property is within the City of Reno Sphere of Influence (SOI), and has been planned to accommodate urban/suburban type uses and densities. TMWA is currently working on plans to extend the Vidler water pipeline from its current terminus along North Virginia Street to Cold Springs, adjacent to the Project Area. The City of Reno is currently in the process of updating the North Valleys Sewer Master Plan, which the applicant has been participating in that process assuming future development of the Project Area. The applicant is anticipating extending the sewer from Moya Boulevard/Red Rock Road to the Project Area with a future project. Sewer is anticipated to be treated at the Reno Stead Wastewater Treatment Plant. RTC also has anticipated orderly growth and expansion of roadways to serve future growth and development in this area over the next 5-20 years. The property is adjacent to an open space recreational area, Peavine Mountain.

5. The proposed change is in substantial conformance with the goals and policies of the Master Plan and other adopted plans and policies.

Response: The property is a large holding in an area slated for future growth and development. The property is in close proximity to the Red Rock Rd/US 395 interchange and North Virginia Street, and is currently planned to receive urban services including TMWA water, and City of Reno sewer in the future, as well as police and fire service. The property is intended to be developed with a mix of residential and non-residential uses, and will include open space components. Due to the size of the holdings, although not proposed at this time, a future PUD is anticipated to ensure future development is compatible with the surrounding area.

The proposed Master Plan Amendment is in substantial conformance with the goals and policies of the Reimagine Reno Master Plan, and supports the City of Reno *Housing Demand Forecast and Needs Assessment* as described throughout this Project Description. More specifically, the following goals and policies are supported by the proposed MPA.

Reimagine Reno Master Plan:

Guiding Principles (Goals and Policies) & Implementation Strategies

GP1: Resilient Local & Regional Economy

1.3 – Support continued growth of Reno’s technology and knowledge based sectors (IMP-1.3c)

GP2: Responsible & Well Managed Growth

2.3 – Ensure effective, efficient, and equitable delivery of City services and infrastructure

GP4: Vibrant Neighborhoods & Centers

- 4.1 – Encourage a diverse mix of housing options to meet the needs of existing and future residents of all ages, abilities, and income levels
- 4.2 – Promote the development of new neighborhoods that offer a range of lifestyle options and amenities that meet the short- and long-term needs of the community
- 4.3 – Support continued investment in and ongoing maintenance of infrastructure and amenities in established neighborhoods
- 4.4 – Encourage the creation of walkable community/neighborhood centers that provide a variety of services and amenities
- 4.5 – Encourage pedestrian and bicycle connections as part of new development and integrate into established neighborhoods

GP5: Well-Connected City & Region

- 5.1 – Continue to develop a balanced, well-connected transportation system that enhances mobility for all modes
- 5.4 – Encourage the use of transit, car or van pools, bicycle, walking, and other forms of alternative transportation

GP6: Safe, Healthy, and Inclusive Community

- 6.3 – Support active lifestyles among residents of all ages

GP7: Quality Places and Outdoor Recreation Opportunities

- 7.1 – Conserve and protect Reno's natural resources and environment
- 7.2 – Establish an interconnected network of open space, greenways, and trails
- 7.3 – Maintain access to public lands at the urban/rural interface

The subject Property is identified as a Foothill Neighborhood:

N-FN.6: Drainages; Preserved with Open Space

N-FN.7: Wildlife Corridors; Preserved with Open Space

N-FN.8: Transitions to Unincorporated County/Open Space; Land use designations are consistent with surrounding area, and open space corridors are carried through the site creating continuous access to Open Space/Peavine.

N-FN.9: Access to Public Lands; Access to Peavine and adjacent land owned by the USA is maintained through open space corridors.

N-FN.10: Network Connections; Close proximity to US 395/Red Rock Rd/N. Virginia Street corridors create the opportunity for bike/ped/transit connectivity to the North Valleys regional center.

N-FN.11: Internal Connections; & N-NF.16 Emergency Secondary Access; The mix of land use designations will help support a safe major rail road crossing (under or over pass) that can be used by autos and multi-modal options. This will allow the existing at grade to remain as secondary

emergency access providing multiple crossing over the railroad, which currently does not exist in this area.

Reno Stead Corridor Joint Plan:

The RSCJP is nearly 20 years old, does not support the housing demand for the next 20 years, and does not support the employment center identified for the North Valleys. The RSCJP is non-contiguous, has a mix of Washoe County land use with City zoning that are not consistent, and creates confusion as to what the vision for that portion of the City will look like in the future to support Reimagine Reno. The Reimagine Reno Master Plan protects the relevant elements of the RSCJP, which this MPA further supports, without the RSCJP actually needing to be left intact. Specifically those elements that the Reimagine Reno Master Plan and this MPA support include:

Conservation

C.1 Hillside Development

The Project Area does not meet the threshold for Hillside development as 77% of the site is less than 15% slopes, making the Project Area appropriate for development.

C.2 Protect Drainageways

Two major drainageways within the Project Area are proposed to be preserved with an Open Space land use designation.

Land Use

LU.3 New Development adjacent to established residential communities should be compatible. A gradual transition to higher intensity land uses shall be provided

The existing residential to the north is 2.5-5 acre lots, some of which is undeveloped or unoccupied housing. Some commercial uses also exist within the existing residential area, including the Sierra Safari Zoo. The proposed MPA would be consistent with those existing uses as the adjacent parcel would include SMU allowing a range of density including low density, and is in an area that would be grade separated from existing residential, is near vacant properties, and close to the Red Rock/US 395 interchange. The SMU designation is also large enough to provide appropriate buffering in the future. The SFN (2-8 du/ac) designation is proposed for the southern parcel, which is consistent with the surrounding designations including residential and open space. The southern parcel is surrounded by vacant land to the east and land owned by United States of America to the south and west.

LU.5 Maintain Non-Vehicular Access to Public Lands

Two major drainageways are proposed to be preserved as open space corridors, which will also serve as non-vehicular access to the public land south of the Project Area, Peavine Mountain.

LU.6 Encourage mixed uses, integrate a diversity of residential neighborhoods, neighborhood centers, employment, shopping, and recreation activities

The proposed MPA would create a mix of density opportunities for diversifying neighborhoods, and would also allow for future neighborhood commercial centers, as well as civic uses such as a school site and park. The proposed OS designation would create recreation opportunities by maintaining access to Peavine.

Parks and Open Space

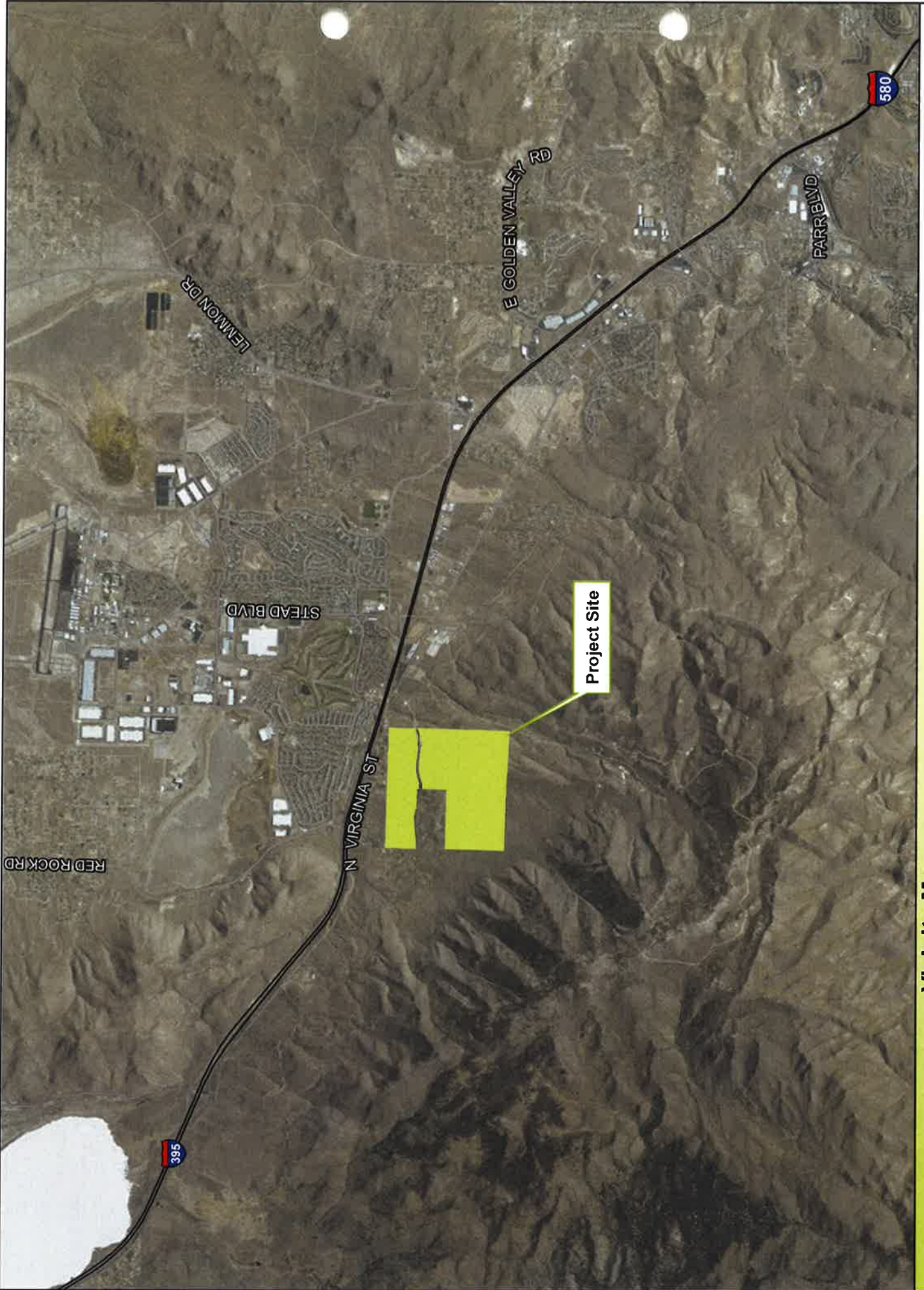
PSF.1 Preservation of desirable open space

Two major drainageways within the Project Area are proposed to be preserved as Open Space corridors.

Housing Demand Forecast and Needs Assessment:

Please Reference the detailed description under the proposed Master Plan Amendment section of this Project Description, pages 1 and 2.

Section 3



Vicinity Map

Echeverria Peavine Property: Master Plan Amendment
 January 2017



WOOD RODGERS
 MULTIMEDIA RELATIONSHIPS AND PROJECTS AT A TIME
 1361 Corporate Boulevard
 Reno, NV 89502
 Tel: 775.603.0088
 Fax: 775.603.4088

STATE OF NEVADA
WASHOE COUNTY
ASSESSOR'S OFFICE
Michael E. Clark, Assessor
1001 East Ninth Street
Building D
Reno, Nevada 89512
(775) 335-5251



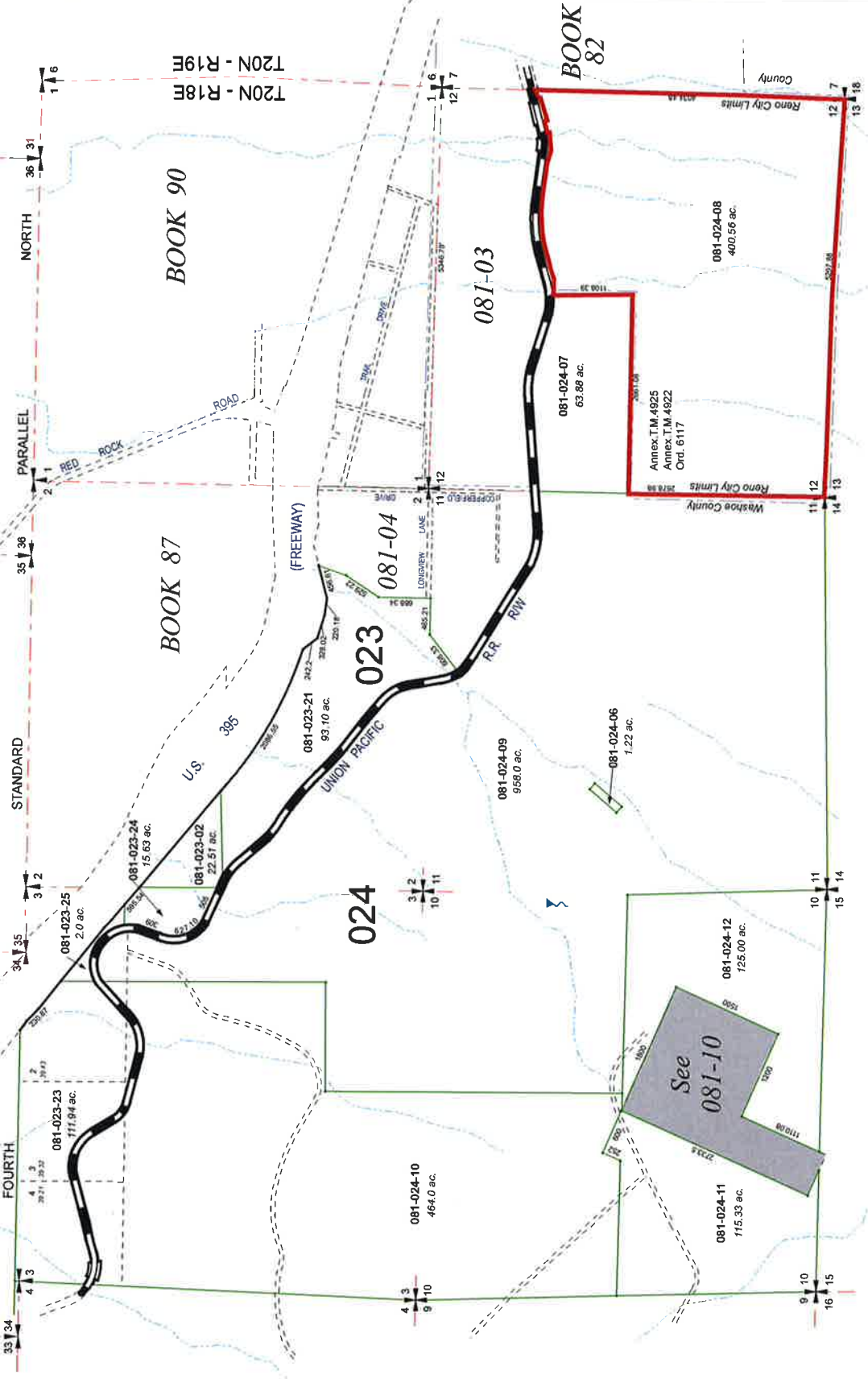
0 330 660 990 1,320
1 inch = 1,320 feet



created by: CFB 09/21/2009
last updated: CFB 05/08/2015
area previously shown on map(s)

NOTE: This map was prepared for the use of the Washoe County Assessor's Office. It is not a survey. It does not represent a survey of the premises. No liability is assumed for any inaccuracy or accuracy of the data displayed hereon.

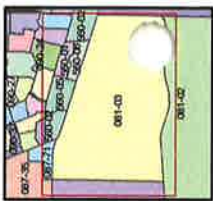
PORTIONS OF SECTIONS 2, 3, 10, 11 & 12 T20N - R18E



- Project Parcel

Assessor's Map Number
081-03

STATE OF NEVADA
WASHOE COUNTY
ASSESSOR'S OFFICE
Michael E. Clark, Assessor
1001 East Main Street
Reno, Nevada 89512
(775) 339-2221

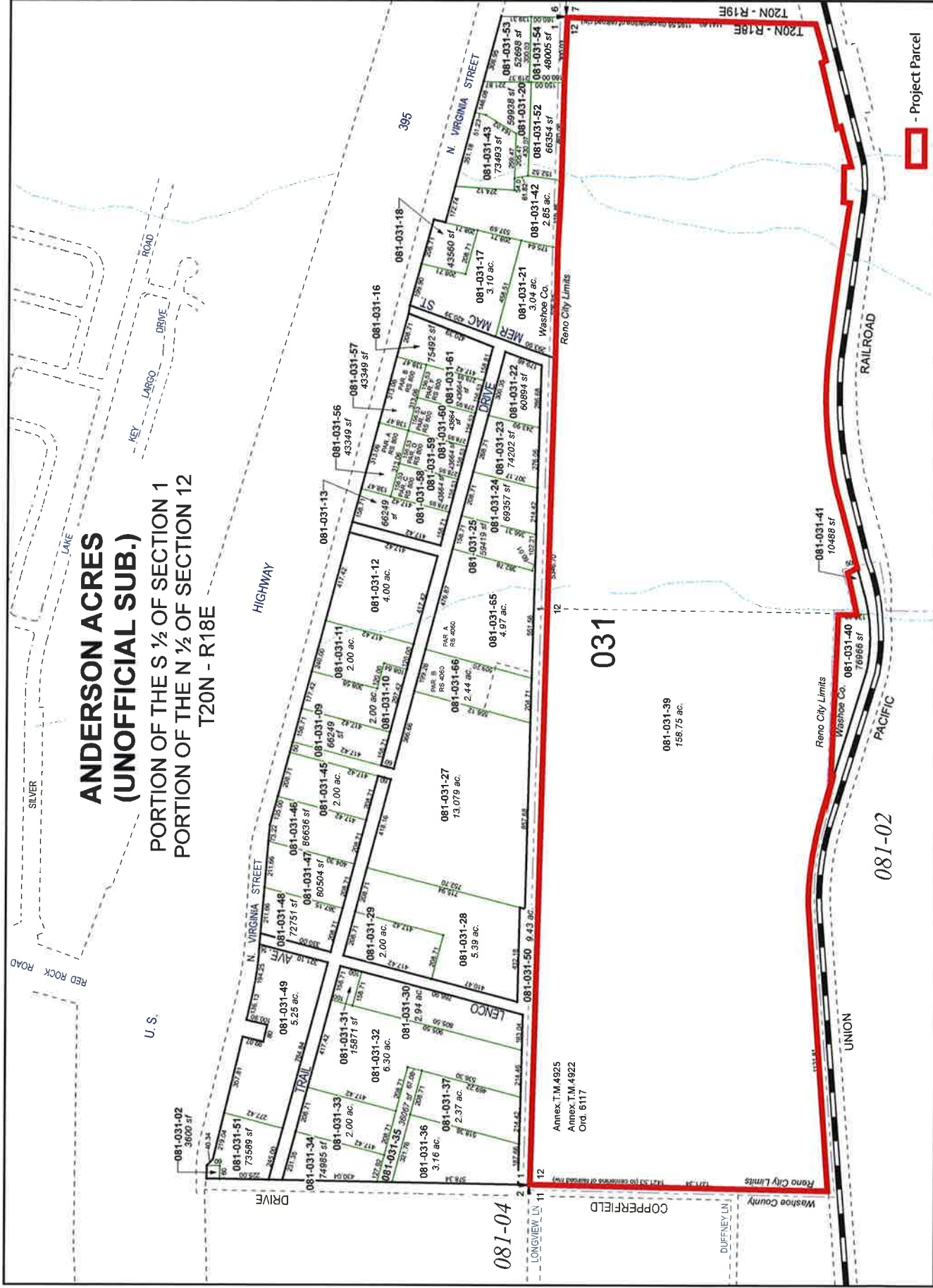


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last updated: EMG 3/09/15 KSB 9/01/15
area previously shown on map(s)

NOTE: This map was prepared for the use of the Assessor's Office for administrative purposes only. It does not represent a survey of the premises. No liability is assumed as to the sufficiency or accuracy of the data contained herein.

ANDERSON ACRES (UNOFFICIAL SUB.)

PORTION OF THE S 1/2 OF SECTION 12
PORTION OF THE N 1/2 OF SECTION 12
T20N - R18E



- Project Parcel

031

081-031-39
158.75 ac.

Reno City Limits
Washoe Co.
081-031-40
76956 sf

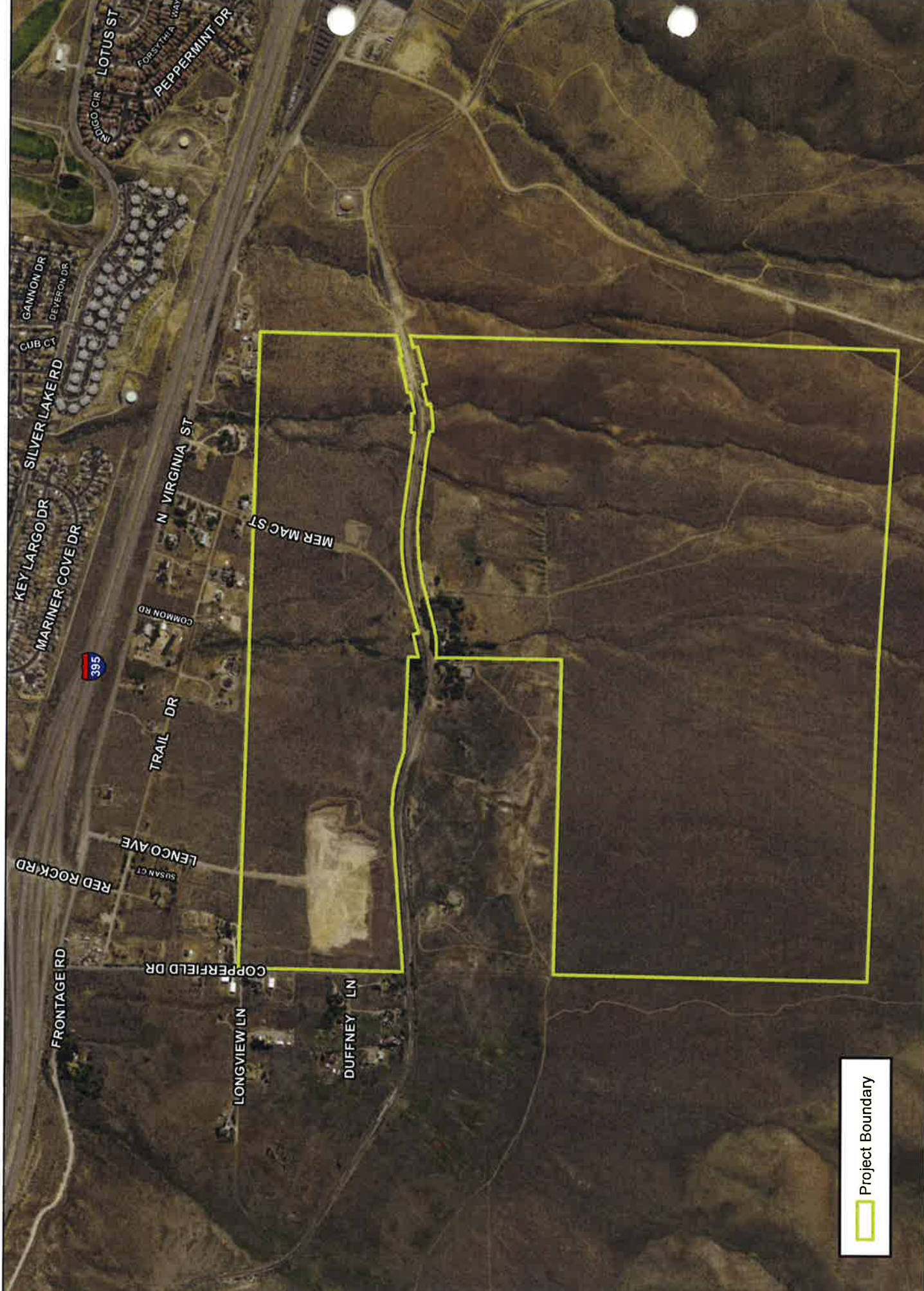
081-02

Annex T.M.4925
Annex T.M.4922
Ord. 5117

081-04

Reno City Limits
Washoe County

PACIFIC
UNION



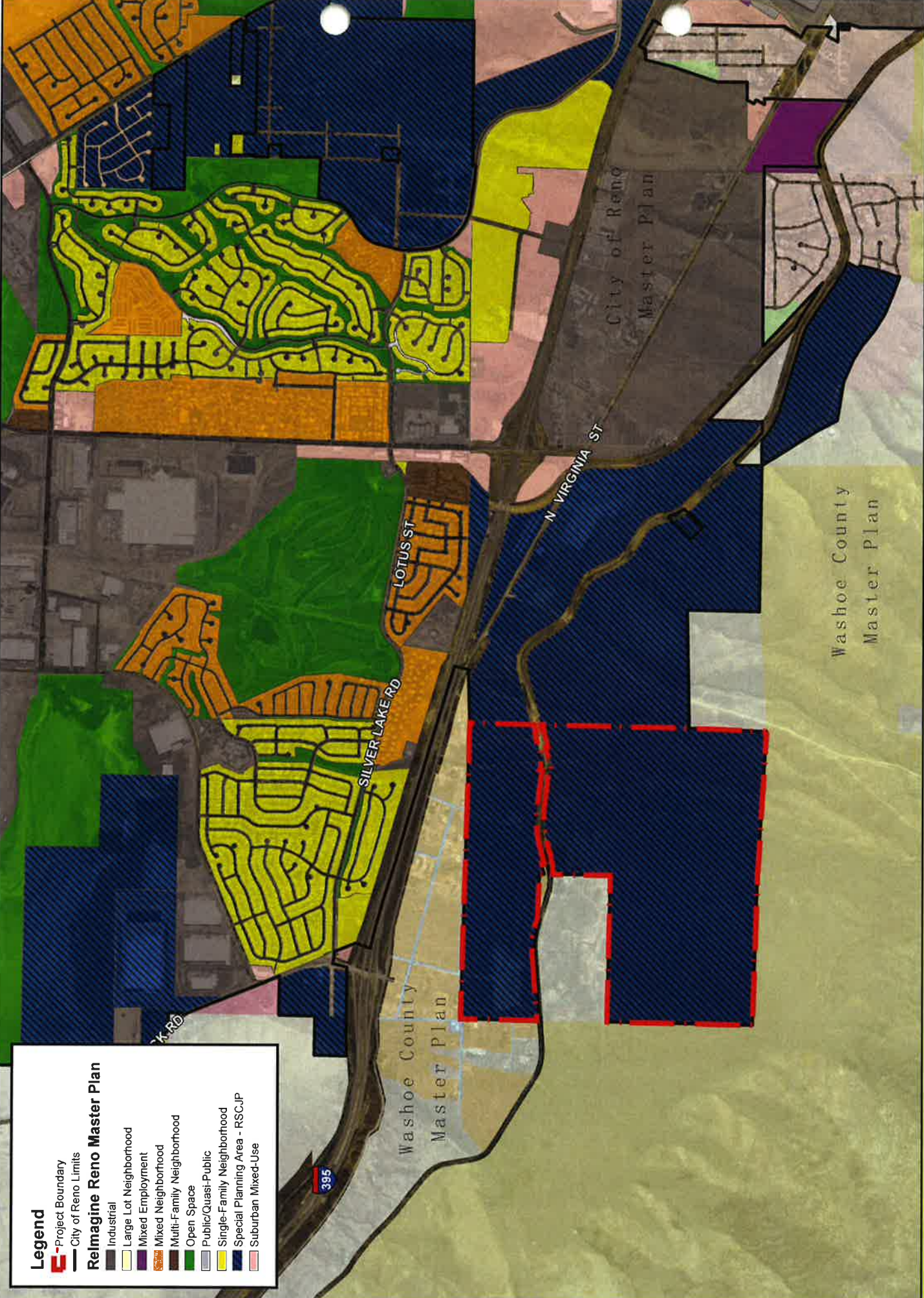
 Project Boundary



Site Aerial Map
 Echeverria Peavine Property: Master Plan Amendment
 January 2017



WOOD RODGERS
 BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
 1381 Corporate Boulevard
 Reno, NV 89502
 Tel: 775.825.4089
 Fax: 775.825.4086



Legend

- Project Boundary
- City of Reno Limits

ReImagine Reno Master Plan

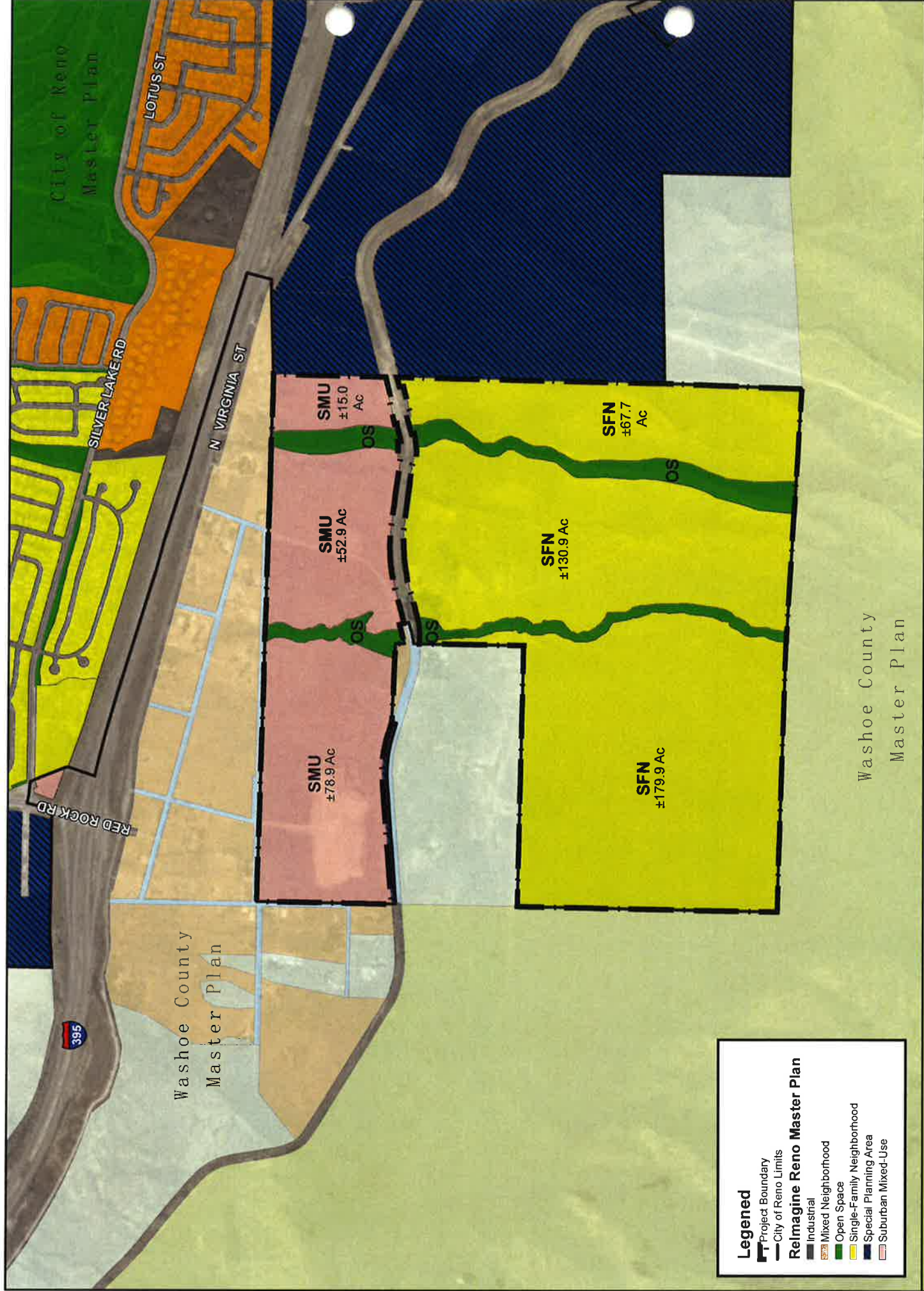
- Industrial
- Large Lot Neighborhood
- Mixed Employment
- Mixed Neighborhood
- Multi-Family Neighborhood
- Open Space
- Public/Quasi-Public
- Single-Family Neighborhood
- Special Planning Area - RSC, JP
- Suburban Mixed-Use



ReImagine Reno Master Plan
 Echeverria Peavine Property: Master Plan Amendment
 October 2017



WOOD RODGERS
 BUILDING RELATIONSHIPS ONE PROJECT AT A TIME



Legended

- Project Boundary
- City of Reno Limits

Reimagine Reno Master Plan

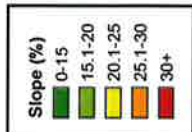
- Industrial
- Mixed Neighborhood
- Open Space
- Single-Family Neighborhood
- Special Planning Area
- Suburban Mixed-Use

0 500 1,000
FEET

Proposed Master Plan
 Echeverria Peavine Property: Master Plan Amendment
 October 2017

Washoe County
 Master Plan

SLOPE MAP
 ECHEVERRIA PEAVINE PROPERTY
 RENO, NV
 JANUARY, 2017



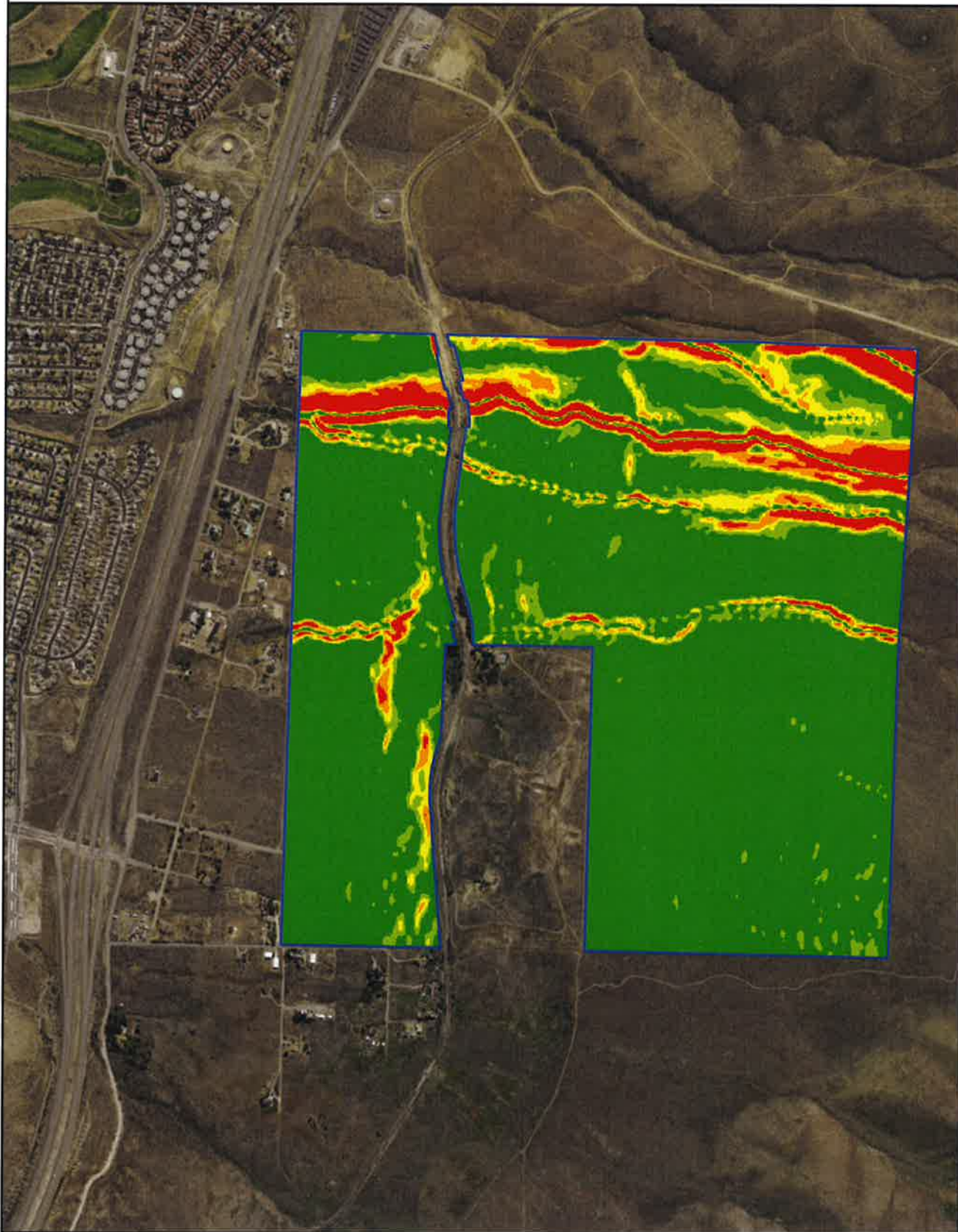
Slope (%)	Area (ac.)	% of Total
0-15	432.6	76.9
15.1-20	48.2	8.6
20.1-25	31.1	5.5
25.1-30	18.8	3.3
30+	32.0	5.7
TOTAL	562.7	100

Service Layer Credits: Source: Esri,
 DigitalGlobe, GeoEye, Earthstar
 Geographics, CNES/Airbus DS, USDA,
 USGS, AEX, Getmapping, Aerogrid,
 IGN, IGP, swisstopo, and the GIS User

PRELIMINARY



WOOD RODGERS

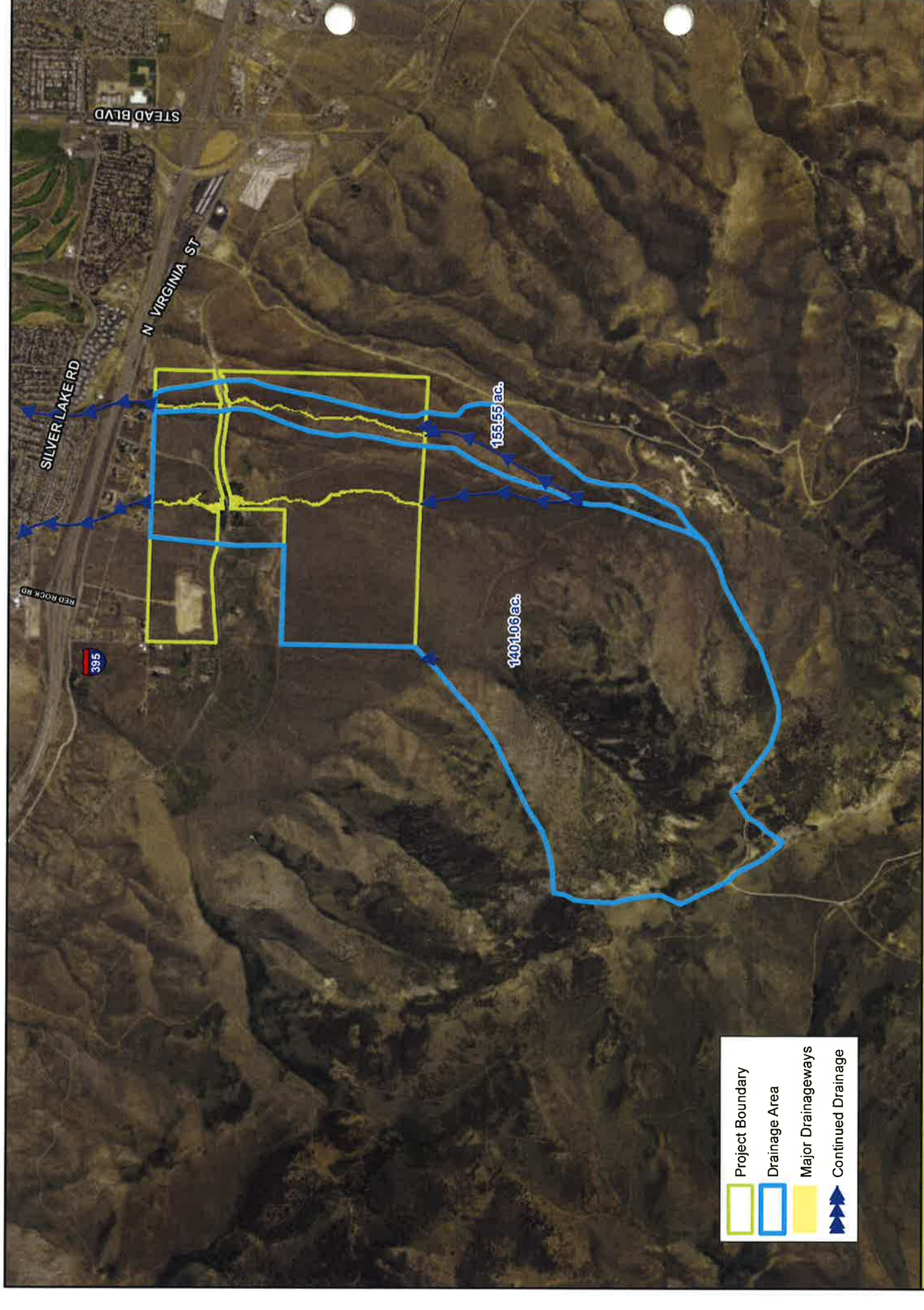








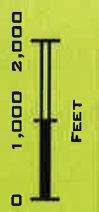
	Project Boundary
	Major Drainageways
	Continued Drainage



Major Drainageways
 Echeverria Peavine Property: Master Plan Amendment
 January 2017



-  Project Boundary
-  Drainage Area
-  Major Drainageways
-  Continued Drainage



Major Drainageways
 Echeverria Peavine Property: Master Plan Amendment
 January 2017



Traffic Engineering, Transportation Planning & Forensic Services

October 13, 2017

Janelle Thomas, PE
Community Development
City of Reno
1 East First Street
Reno, NV 89501

Echeverria Peavine Property – Preliminary Traffic Analysis for Master Plan Amendment

INTRODUCTION

This report presents the findings of a planning level Traffic Analysis completed to assess the potential traffic impacts on local intersections and roadway segments associated with master plan amendment/zoning changes on the Echeverria Peavine property. Traffic Works has prepared a traffic analysis for build-out of the Echeverria Peavine project, based on the proposed zoning, in order to plan roadway connections, and travel lane configurations, and identify any off-site impacts that may need to be mitigated for accommodation of the entire land plan. A detailed traffic impact study will be completed when an actual project is presented.

STUDY AREA

The site is generally located south of Trail Drive, south and east of the Red Rock Road/US 395 interchange. The study area is shown in **Figure 1** and the proposed land plan is provided in **Figure 2**.

PROPOSED MASTER PLAN AMENDMENT ANALYSIS

Land Use Description

For the purposes of this analysis, the land plan consists of the following anticipated land uses:

- 445.5 Acres of Single Family Housing (combination of Suburban Mixed-Use and Single Family Neighborhood zoning areas)
- 60 Acres of General Office @ 0.2 Floor to Area Ratio (522,720 square feet)

- 16 Acres of Commercial/Retail @ 0.2 Floor to Area Ratio (139,400 square feet)

Trip Generation

Trip generation rates for the proposed land uses were obtained from the *Trip Generation Manual, 9th Edition*, published by the Institute of Transportation Engineers. **Table 1** provides the summary of external trips anticipated to be generated by the proposed land plan based on the ITE Trip Generation Manual.

External trips are obtained by deducting the internal trips from the total trips. Internal trip capture is defined as a reduction of trips within a mixed-use development resulting from the proximity of complementary land uses within the development. Internal trip percentages outlined in NCHRP report 684, titled “Enhancing Internal Trip Capture Estimation for Mixed-Use Developments” are used to calculate internal trips.

Table 1: Trip Generation Estimates

Land Use	Size	Weekday			AM Peak			PM Peak		
		Total	Entry	Exit	Total	Entry	Exit	Total	Entry	Exit
210 - Single-Family Detached Housing	445.5 Acres	11,601	5,801	5,800	918	285	633	1,221	806	415
Internal		741	360	381	25	6	19	125	83	42
External		10,860	5,441	5,419	893	279	614	1,096	723	373
710 - General Office Building	522,720 Sq. Feet	5,766	2,883	2,883	815	717	98	779	132	647
Internal		768	297	471	55	28	27	55	22	33
External		4,998	2,586	2,412	760	689	71	724	110	614
820 - Shopping Center	139,400 Sq. Feet	5,952	2,976	2,976	134	83	51	517	248	269
Internal		1,890	862	1,028	54	33	21	120	45	75
External		4,062	2,114	1,948	80	50	30	274	140	134
Total Trips		23,319	11,660	11,659	1,867	1,085	782	2,517	1,186	1,331
Total Internal Trips		3,399	1,519	1,880	134	67	67	300	150	150
Total External Trips		19,920	10,141	9,779	1,733	1,018	715	2,094	973	1,121

As shown in **Table 1**, applying the ITE Trip Generation Manual rates, the proposed land plan is anticipated to generate approximately 19,920 daily external trips, 1,733 AM peak hour external trips, and 2,094 PM peak hour external trips.

Trip Distribution and Assignment

Traffic generated by the proposed land plan was distributed to the road network based on the project location, major activity centers, closest connection to the US 395 freeway (Red Rock Road interchange), location of access points, and other local roadway connections. The following trip distribution percentages were used:

- 5% to US 395 North (All 100% of this 5% via the Red Rock Road interchange)
- 5% to Red Rock Road north of US 395
- 5% to Stead Boulevard north of US 395
- 10% to N Virginia Street east of Stead Boulevard
- 75% to US 395 South (70% of this via the Red Rock Road interchange and remaining 30% via the Stead Boulevard Interchange)

Access

Two access points for the project are anticipated as follows (also see **Figure 2**):

Lenco Avenue: A connection to the Red Rock Road interchange is proposed as the primary access. The majority of traffic is anticipated to use Lenco Avenue to N Virginia Street to Red Rock Road. The N Virginia Street/Lenco Avenue intersection is proposed to be a full access intersection allowing for all possible movements. This intersection will require turn lanes and a traffic signal or potentially a roundabout. Lenco Avenue is anticipated to carry less than 13,300 daily trips with the addition of the land plan traffic. According to Table 3-4 of the Washoe County Regional Transportation Plan, 2 (one each direction) lanes will be sufficient to serve these traffic volumes.

Mar Mac Street: This location is proposed as a secondary access point and is located towards the eastern end of the project boundary. The N Virginia Street/ Mar Mac Street intersection is proposed to be a full access intersection allowing for all possible movements with side-street STOP control and turn-lanes. Mar Mac Street is anticipated to carry less than 13,300 daily trips with the addition of the land plan traffic. Again, 2 (one each direction) lanes will be sufficient to serve these traffic volumes.

Roadway Volume

Table 2 summarizes the Daily traffic assignment to various roadway segments in the project area. As shown in **Table 2**, approximately 12,450 daily trips will be added to Red Rock Road south of US 395 and to N. Virginia Street west of Lenco Avenue. The land plan will add approximately 6,575 daily trips to N Virginia Street between Lenco Avenue and Mar Mac Street, approximately 7,470 daily trips to N Virginia Street east of Mar Mac Street, and approximately 5,478 daily trips to Stead Boulevard south of US 395.

Table 2: Daily Trip Assignment

Roadway	Location	Daily Project Traffic
Red Rock Road	North of N Virginia Street	12,450
Red Rock Road	Between Ramps	6,809
Red Rock Road	North of US 395	996
N Virginia Street	Between Red Rock Rd and Lenco Ave	12,450
N Virginia Street	Between Lenco Ave and Mar Mac Way	6,575
N Virginia Street	East of Mar Mac Way	7,470
N Virginia Street	East of Stead Boulevard	1,992
Stead Boulevard	North of N Virginia Street	5,478
Stead Boulevard	Between Ramps	3,278
Stead Boulevard	North of US 395	996
Lenco Avenue	South of N Virginia Street	11,253
Mar Mac Way	South of N Virginia Street	8,667

ANTICIPATED ROADWAY IMPROVEMENTS

The following roadway segments will require additional capacity, in the form of road widening, in order to accommodate the land plan generated traffic volumes:

- Red Rock Road between Southbound US 395 Ramps and N Virginia Street – Widen this segment to a 4-lane roadway.
- N Virginia Street between Red Rock Road and Lenco Avenue – Widen this segment to a 4-lane roadway unless the westerly project access becomes the extension of Red Rock Road.

ANTICIPATED INTERSECTION IMPROVEMENTS

The following study intersections will require improvements in the form of additional capacity and/or intersection control upgrades in order to appropriately manage the proposed additional traffic:

- *Red Rock Road/US 395 Northbound Ramps:* Upgrade to a signal or roundabout and add turn-lanes
- *Red Rock Road/US 395 Southbound Ramps:* Upgrade to a signal or roundabout and add turn-lanes
- *Red Rock Road/N Virginia Street:* Upgrade to a signal or roundabout and add turn-lanes
- *N Virginia Street/Lenco Avenue:* Upgrade to a signal or roundabout and add turn-lanes
- *N Virginia Street/Mar Mac Street:* Add turn-lanes on N Virginia Street and Mar Mac

Street

- *N Virginia Street/Stead Boulevard*: Upgrade to a signal or roundabout and add turn-lanes
- *Stead Boulevard/US 395 Northbound Ramps*: Upgrade to a signal or roundabout and add turn-lanes
- *Stead Boulevard/US 395 Southbound Ramps*: Upgrade to a signal or roundabout and add turn-lanes

These improvements are based on the very preliminary access plan shown in **Figure 2**. The recommendations would change considerably if the land plan or access plan were to change. For example, with a direct connection to the south terminus of Red Rock Road, the Stead Boulevard improvements may not be necessary. Similarly, the improvements noted above may not be necessary with a reduction in the land use intensity. A detailed traffic impact study will be provided with a future formalized project application.

Please do not hesitate to contact us at (775) 322-4300 with any questions or concerns.

Sincerely,

TRAFFIC WORKS, LLC



Loren E. Chilson, PE

Principal

Figures:

1. Study Area
2. Land Plan

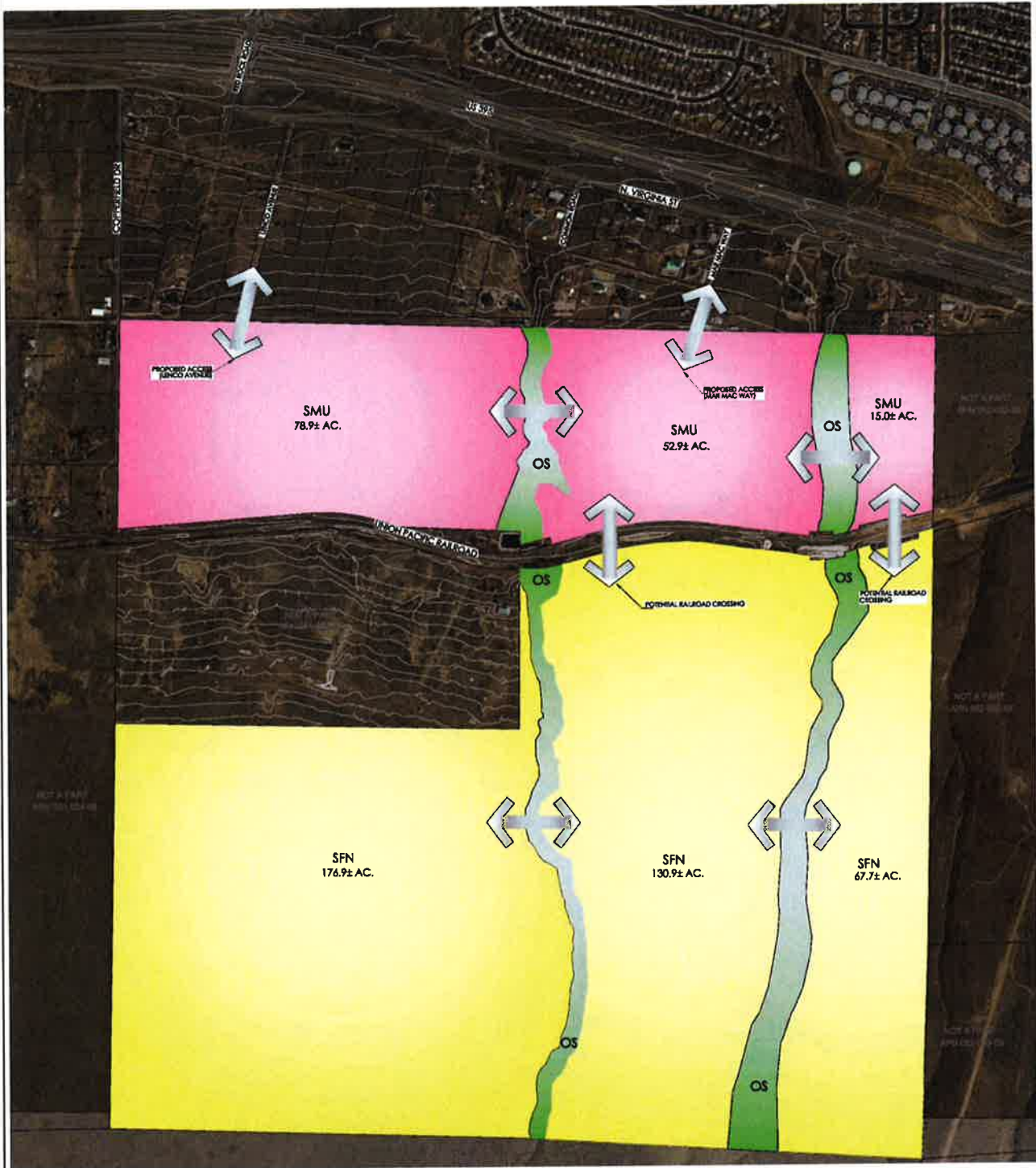


Study Intersections

- 1 Red Rock Rd & US395 NB Ramps
- 2 Red Rock Rd & US395 SB Ramps
- 3 Red Rock Rd & N Virginia St
- 4 N Virginia St & Lenco Ave
- 5 N Virginia St & Mar Mac St
- 6 Stead Blvd & N Virginia St
- 7 Stead Blvd & US395 SB Ramps
- 8 Stead Blvd & US395 NB Ramps

CONCEPTUAL LAND PLAN ECHEVERRIA PEAVINE PROPERTY

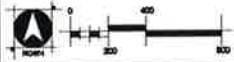
RENO, NEVADA
OCTOBER 2017



OVERALL SITE
2543 AC TOTAL
1378.9 AC SINGLE FAMILY NEIGHBORHOOD
814.9 AC SUBURBAN MIXED USE
349.3 AC OPEN SPACE

SINGLE FAMILY NEIGHBORHOOD (SFN)
2 TO 8 DU/AC
1075.9 AC
≥1,800 UNITS (AVG 4.8 DU/AC)

SUBURBAN MIXED USE (SMU)
1146.9 AC OVERALL
170 AC COMMERCIAL USE
130 AC RESIDENTIAL USE
806.9 UNITS (AVG 12.6 DU/AC)



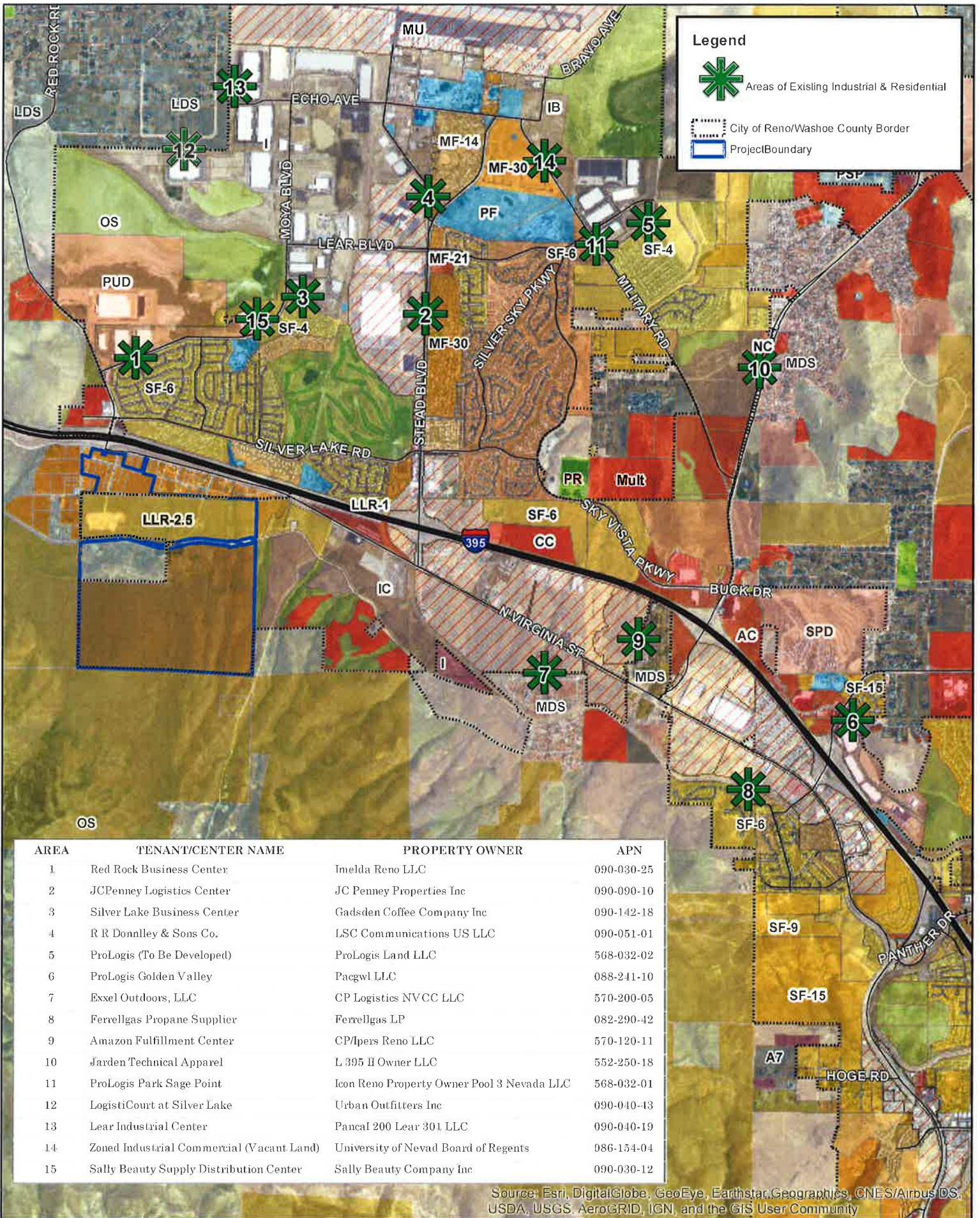
WOOD ROGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1381 Corporate Blvd Reno, NV 89502
Tel 775.886.4066 Fax 775.886.4068

NO SCALE



Figure 2

Echeverria Peavine Property
Preliminary Traffic Analysis
Site Plan





Legend

-  Areas of Existing Industrial & Residential
-  City of Reno/Washoe County Border
-  Project Boundary

AREA	TENANT/CENTER NAME	PROPERTY OWNER	APN
1	Red Rock Business Center	Imelda Reno LLC	090-030-25
2	JCPenney Logistics Center	JC Penney Properties Inc	090-090-10
3	Silver Lake Business Center	Gadsden Coffee Company Inc	090-142-18
4	R R Donnlley & Sons Co.	LSC Communications US LLC	090-051-01
5	ProLogis (To Be Developed)	ProLogis Land LLC	568-032-02
6	ProLogis Golden Valley	Paagwl LLC	088-241-10
7	Exxel Outdoors, LLC	CP Logistics NVCC LLC	570-200-05
8	Ferrellgas Propane Supplier	Ferrellgas LP	082-290-42
9	Amazon Fulfillment Center	CP/Ipers Reno LLC	570-120-11
10	Jarden Technical Apparel	L 395 II Owner LLC	552-250-18
11	ProLogis Park Sage Point	Icon Reno Property Owner Pool 3 Nevada LLC	568-032-01
12	LogistiCourt at Silver Lake	Urban Outfitters Inc	090-040-43
13	Lear Industrial Center	PancaI 200 Lear 301 LLC	090-040-19
14	Zoned Industrial Commercial (Vacant Land)	University of Nevad Board of Regents	086-154-04
15	Sally Beauty Supply Distribution Center	Sally Beauty Company Inc	090-030-12

Source: Esri, DigitalGlobe, GeoEye, Earthstar,Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community