



# The Canyons

Planned Unit Development



**EKAY Economic Consultants, Inc.**

*Economics for the changing world*

March 29, 2024

Mr. Brooklyn Oswald  
Aryte Group LLC

**Re: Fiscal Impact Analysis of Westview Estates/The Canyons**

Mr. Oswald,

I conducted a fiscal impact analysis of the proposed Westview Estates (now called The Canyons) development in April 2016. Buildout assumptions for the original analysis are summarized below. Project developers are proposing changes to the number of residential units, size of project, project buildout period, and linear feet of streets dedicated to the City of Reno for maintenance. This is also summarized in the below table.

<b>Assumptions</b>	<b>Original Analysis-April 2016</b>	<b>Revised Analysis-March 2024</b>
Residential Units	80	110
Buildout Period	2 years: 2017- 2018	6 years: 2026- 2031
Residential Acres	31.65	51.75
Open Space Acres	49.36	109.48
Total Acres	81.01	161.23
Streets (linear feet)	9,660	10,020

Per your request, I updated the original April 2016 analysis to include the above project changes. No other changes to fiscal impact assumptions or methodology have been made to the April 2016 report. Please see the original report for methodology, assumptions, and detailed calculations.

Table 1 below provides a comparison of the fiscal impact of the original and updated project on the City of Reno's General Fund. The table shows the addition of the residential units and land acreage creates an increase in the revenue surplus for the General Fund from \$970,000

Mr. Brooklyn Oswald

March 29, 2024

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under the original report, to \$1.2 million in the updated version, over the 20-year analysis period.

Table 2 provides a comparison of the original and updated project impact on the City's Street Fund. While the updated project adds additional streets, the increase in street length is significantly less than the increase in the property tax revenue generated by the additional residential units. As a result, the updated analysis results in a higher revenue surplus for the Street Fund than the original report, at \$376,000 over the 20-year analysis period, compared to \$84,000.

The original and updated projects both show a positive fiscal impact for the City of Reno. However, the updated project will generate a higher positive impact than the original project.

Please contact me with any questions regarding this report.

Sincerely,



Eugenia Larmore, PhD, MBA

**Table 1. Comparison of Fiscal Impact-General Fund**

ORIGINAL ANALYSIS-APRIL 2016					UPDATED ANALYSIS-MARCH 2024				
Year	Estimated Project Revenue	Estimated Project Costs	Ann'l Revenue Surplus/ (Deficit)	Cumul. Surplus/ (Deficit)	Year	Estimated Project Revenue	Estimated Project Costs	Ann'l Revenue Surplus/ (Deficit)	Cumul. Surplus/ (Deficit)
2017	\$ 94,828	\$ -	\$ 94,828	\$ 94,828	2026	\$ 26,977	\$ -	\$ 26,977	\$ 26,977
2018	157,592	58,092	99,501	194,329	2027	76,058	21,905	54,153	81,130
2019	149,497	109,484	40,013	234,342	2028	131,351	62,453	68,898	150,028
2020	153,982	113,490	40,492	274,834	2029	212,396	107,917	104,480	254,508
2021	158,601	117,644	40,957	315,791	2030	253,512	179,021	74,492	328,999
2022	163,359	121,954	41,405	357,196	2031	288,496	208,814	79,681	408,681
2023	168,260	126,424	41,836	399,032	2032	301,459	240,564	60,895	469,576
2024	173,308	131,060	42,248	441,280	2033	310,503	249,432	61,071	530,646
2025	178,507	135,869	42,637	483,917	2034	319,818	258,633	61,185	591,832
2026	183,862	140,858	43,004	526,921	2035	329,413	268,178	61,235	653,067
2027	189,378	146,033	43,345	570,266	2036	339,295	278,081	61,215	714,281
2028	195,059	151,401	43,658	613,924	2037	349,474	288,355	61,119	775,400
2029	200,911	156,970	43,942	657,866	2038	359,958	299,014	60,944	836,344
2030	206,938	162,746	44,192	702,058	2039	370,757	310,074	60,683	897,027
2031	213,147	168,739	44,408	746,466	2040	381,880	321,549	60,330	957,357
2032	219,541	174,956	44,585	791,051	2041	393,336	333,456	59,880	1,017,238
2033	226,127	181,405	44,722	835,773	2042	405,136	345,810	59,327	1,076,564
2034	232,911	188,097	44,814	880,587	2043	417,290	358,628	58,662	1,135,226
2035	239,898	195,038	44,860	925,447	2044	429,809	371,929	57,880	1,193,106
2036	247,095	202,240	44,855	970,302	2045	442,703	385,731	56,973	1,250,079
<b>Total</b>	<b>\$3,752,801</b>	<b>\$2,782,500</b>	<b>\$ 970,302</b>		<b>Total</b>	<b>\$ 6,139,622</b>	<b>\$ 4,889,543</b>	<b>\$1,250,079</b>	

**Table 2. Comparison of Fiscal Impact-Street Fund**

ORIGINAL ANALYSIS-APRIL 2016					UPDATED ANALYSIS-MARCH 2024				
Year	Estimated Project Revenue	Estimated Project Costs	Ann'l Revenue Surplus/ (Deficit)	Cumul. Surplus/ (Deficit)	Year	Estimated Project Revenue	Estimated Project Costs	Ann'l Revenue Surplus/ (Deficit)	Cumul. Surplus/ (Deficit)
2017	\$ 483	\$ -	\$ 483	\$ 483	2026	\$ 483	\$ -	\$ 483	\$ 483
2018	22,131	-	22,131	22,614	2027	8,698	6,059	2,639	3,121
2019	40,601	16,877	23,725	46,338	2028	23,188	17,211	5,977	9,098
2020	41,819	38,090	3,729	50,067	2029	38,866	29,158	9,709	18,807
2021	43,074	39,462	3,612	53,679	2030	62,627	43,233	19,393	38,200
2022	44,366	40,882	3,484	57,163	2031	72,078	58,285	13,793	51,993
2023	45,697	42,354	3,343	60,506	2032	81,855	60,383	21,471	73,464
2024	47,068	43,879	3,189	63,695	2033	84,310	62,557	21,753	95,218
2025	48,480	45,458	3,022	66,717	2034	86,839	64,809	22,031	117,248
2026	49,934	47,095	2,840	69,557	2035	89,445	67,142	22,303	139,551
2027	51,432	48,790	2,642	72,199	2036	92,128	69,559	22,569	162,120
2028	52,975	50,547	2,429	74,627	2037	94,892	72,063	22,829	184,948
2029	54,565	52,366	2,198	76,826	2038	97,739	74,658	23,081	208,029
2030	56,202	54,252	1,950	78,776	2039	100,671	77,345	23,326	231,355
2031	57,888	56,205	1,683	80,458	2040	103,691	80,130	23,561	254,916
2032	59,624	58,228	1,396	81,855	2041	106,802	83,014	23,787	278,703
2033	61,413	60,324	1,089	82,943	2042	110,006	86,003	24,003	302,706
2034	63,255	62,496	759	83,703	2043	113,306	89,099	24,207	326,913
2035	65,153	64,746	407	84,110	2044	116,705	92,307	24,398	351,311
2036	67,108	67,077	31	84,141	2045	120,206	95,630	24,577	375,888
<b>Total</b>	<b>\$973,269</b>	<b>\$ 889,128</b>	<b>\$ 84,141</b>		<b>Total</b>	<b>\$ 1,604,533</b>	<b>\$1,228,645</b>	<b>\$375,888</b>	

# Planning Commission Public Comment

## EXHIBIT D

The public comment form has a new entry from the public.

<b>Planning Commission Meeting Date</b>	2024-05-15
<b>Agenda Item or Case Number</b>	LDC24-00050
<b>Position</b>	No Position Stated - Concerned or Neutral
<b>Comments</b>	<p>I am concerned about the changes requested by the developer on The Canyons project in South East Reno. I appreciate minor changes that the developer is proposing in the new plans, but the developer is proposing more intrusive roadways to current residents and has increased their previous housing request by 28%. In addition, the proposed park has plans for horse stables and bike rentals which will increase road traffic, noise pollution and light pollution. Council should consider the fact that the developer will continue to push for more opportunities that don't represent the interest of many of the homeowners in the area,</p>
<b>Email Address</b>	mmcneill23@gmail.com
<b>Name of Commentor</b>	Mike McNeill
<b>Address</b>	4521 High Pointe Dr
<b>Phone Number</b>	

Submitted: 4/17/2024 4:31:46 AM

These comments were submitted on behalf of: (self if blank)

# Development Review Public Comment

The public comment form has a new entry from the public.

**Case Number**

LDC24-00050

**Position**

In Opposition

**Comments**

Please refuse the for the increase in residential units from 81 to 110. It's too dense for the area. Thank you for your consideration.

**Email Address**

wmclarty@hotmail.com

**Name of Commentor**

William McLarty

**Phone Number**

4157253349

Submitted: 3/29/2024 11:31:26 PM

These comments were submitted on behalf of: (self if blank)

# Development Review Public Comment

The public comment form has a new entry from the public.

**Case Number**

LDC24-00050

**Position**

In Opposition

**Comments**

It appears that the requested modifications will simply increase residential unit density, lower environmental considerations, and generally reduce the quality of the originally planned project. It seems obvious that the developers originally submitted a quality level project that would likely gain planning commission approval, and then decided that once that step was accomplished, they could request modifications to make the project more economically lucrative (the old camel's nose under the tent strategy). How many more of these modifications can we expect? It is bad enough that projects such as these are a visual blight on the mountainsides that make the Truckee Meadows a desirable place to reside, but to have the City of Reno support such blight is somewhat astonishing. For those in City government that are always expressing concern for the environment, this project represents the height of hypocrisy.

**Email Address**

sdeupree@yahoo.com

**Name of Commentor**

Scott DeuPree

**Phone Number**

805 331-3304

Submitted: 4/24/2024 3:35:54 AM

These comments were submitted on behalf of: none (self if blank)

## Comments on Valley View Estates Master Plan Amendment/Zoning Map Amendment

Bruce Braunstein <bbrauncpp@gmail.com>

Sun 6/9/2024 7:59 PM

To:Public Comment - CC <PublicComment@reno.gov>;Reno Planning Commission <RenoPlanningCommission@reno.gov>

Dear Madam Mayor and Members of City Council,

I'm writing regarding the project known as Valley View estates as well as The Project known as The Canyons and any other pending projects in the area East of Claim Jumper Way, in the zip code 89521. I'm seriously concerned about the effect these projects will have on the enjoyability and value of my home. My wife & I enjoy being able to see the stars and the milky way at night, as well as the wildlife and natural beauty of the land to the east of our property. These things will all be negatively impacted by the light pollution and sprawl of these projects. We're also very concerned about the safety of the projects, which in the event of a fire, will endanger not only the properties up there due to the more difficult accessibility, but will also expose our home to fire risk.

It's also been brought to our attention that the cost for maintaining the roads and other infrastructure will not be met by the tax revenue generated by the new projects, and will end up costing the city of Reno hundreds of thousands or perhaps millions of dollars over the next 20 years. The additional wear and tear on the roads, as well as the additional strain on community services will be both expensive, and dangerous. This cost and associated risks will be passed on to the residents of Reno while the developers walk away with millions of dollars in profits.

On many levels my family and my neighbors are upset and frightened by the implications of these projects. We feel that it's in the best interests of our community to prevent these projects from going through.

Yours Very Truly,

Bruce I. Braunstein

**Bruce Braunstein CCP - Epic Specialty Staffing - Cardiovascular  
Chief Perfusionist - Northern Nevada Sierra Medical Center**

**[BBRAUNCCP@GMAIL.COM](mailto:BBRAUNCCP@GMAIL.COM)**

**(669) 454-6472**

## Public Comment Received - 2024-05-15 PC Meeting - LDC24-00050 The Canyons PUD Amendment

Carter Williams <WilliamsCa@reno.gov>

Sun 4/21/2024 2:20 PM

To:Reno Planning Commission <RenoPlanningCommission@reno.gov>

 1 attachments (75 KB)

Public Comment - 9 - 2024-05-15.pdf;

The public comment form has a new entry from the public:

**Planning Commission Meeting Date:** 2024-05-15

**Agenda Item or Case Number:** LDC24-00050 The Canyons PUD Amendment

### Comments:

I am concerned about the proposed changes to The Canyons amendment. Specifically extending around the road to wrap in front of (west side) of the hill. The wrapping around to the west of the hill will greatly impact the noise level to the existing neighborhood below and will have a significant negative impact on the general surrounds. There is also concern for the diminished views from not only the existing neighborhood but the greater Damonte Ranch community. This road would be the highest visible road on the western slope of the Virginia Hills. Does everyone in the valley floor really want to look east and see yet another cut into the Virginia Hills for a road? In the original approved PUD plans this road would have ended in a cul-de-sack on the east side of this hill and thus not be visible to the greater community. Extending it around to the west side is stated to improve access. The original plans addressed the streets and public access along with water and other utilities to have even received Planning and City approval. It also addressed improving the "open areas and trails" and vegetation to be consistent with plants and trees native to the Truckee Meadows environment. So the improved access in this amendment really means that it's easier and possibly less costly for the developer. It appears that the new owner is looking to reduce costs and improve the ease of developing in the foothills. This is not unreasonable. However, it should not be the burden of the City of Reno or its residents to make building in the foothills easier. This proposed amendment professes to "fix issues" and streamline all the documents to align with the City of Reno plans and regulations. This should not be a justification for the changing of the plans so significantly as to increase the number of homes by 30, and reduce the amount of open space and trails to extend the road around the west side of the hill. Finally, having a new owner of the property should not necessarily allow them to make such significant changes to the PUD that was so vigorously deliberated in the first place. In fact, the new owner should have been aware of the existing PUD and have the expectation to abide by them. The Canyons PUD as originally approved should be the standard. I believe the proposed amendment should not come at the expense of the City or the larger Reno community's diminished quality of life and I therefore respectfully request it be denied. Thank you for your time and consideration of my comments.

**Email Address:** tolles2018@gmail.com

**Phone Number:**

**Address:** 10450 Mine Shaft Dr.

**Name of Commentor:** Catherine Tolles

*This comment was submitted on behalf of: self as homeowner (self if blank)*

*Submitted: 4/21/2024 9:19:58 PM*

## The Canyons planned unit development

scumpii04 <scumpii04@yahoo.com>

Mon 8/5/2024 8:46 PM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

Hi,

I am opposing to housing at The Canyons planned unit development ( behind Damonte Ranch High school) The traffic in Damonte Ranch is already at its maximum. In the past few years the number of apartments and houses builded here have increases and I think the firestation here is above maximum. The police presence is inexistent. The schools are at maximum capacity -look at the new elementary JWOOD Raw which had maximum number of students in the first year it was opened. NO Parks have been build in this area in the past few years!! The Damonte Downtown will bring even MORE people and cars in the area. I think we all need to take a break and analyze and think before we build more! We also need to take into consideration the ecosystem, the animals ( we have a wildhorse crisis) and plants that their habitats we are destroying by building so much.

Concern homeowner & resident in Damonte Ranch- Laura Szuhai

Sent via the Samsung Galaxy S23 Ultra 5G, an AT&T 5G smartphone

## Public Comment 8/7/24

Tracy Wilson <twilson@americanwildhorse.org>

Mon 8/5/2024 8:37 PM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

Please accept and enter the following public comment for the Planning Commission Meeting on August 7, 2024, Agenda Item 6.5.

Though we have had several conversations about the language in the PUD concerning Virginia Range horses, we are still requesting the below changes. Please note that reseeded of rangeland owned by the Virginia 40's was done for range rehabilitation, erosion control, range health, and wildlife - not for wild horses. That was made very clear at the time it was done. Any language to the contrary should be removed from this PUD.

### Feral Horse Management

The Virginia Range hosts populations of feral horses managed by the Nevada Department of Agriculture (NDA), who estimated 3,567 horses across the range in 2022. Several bands of horses exist in the general area of The Canyons PUD. The project supports management efforts that include ~~relocation~~, **fencing**, diversionary feeding, and ~~birth~~ **fertility** control related to the horses and coordinated by the NDA with non-profits. The Property owners, the NDA, and horse advocate organizations have developed a strategy for the development area to ensure community safety and welfare amidst free-roaming horses. This involves ~~relocating~~ **fencing out** horses **which moves them** to undeveloped areas **north, south, and** east of current and planned developments, ~~facilitated and diverting horses~~ through user agreements for diversionary feeding on the PUD property(s). ~~and range reseeded efforts east of the subject property(s).~~ A user agreement is in place for NDA contracted non-profits to conduct diversionary feeding and population control activities **in approved areas**. Fencing will be installed according to Nevada Revised Statutes and Handbook requirements. ~~A study by the Bureau of Land Management (BLM) and NDA in summer 2024 will assess population size, rangeland health, and resource availability, forming the basis for future horse management.~~

### Wildland Urban Interface (WUI)

Located at the interface of urban development and wildland areas, The Canyons PUD faces increased wildfire risk and will adhere to rigorous standards. These mandate strict vegetation management, community awareness, and proactive outreach. Proactive planning includes creating defensible space, wildfire-resistant building practices, and community-wide emergency response plans. This aims to safeguard residents, properties, and the environment from wildfire impacts through robust strategies and ongoing collaboration.

**Reseeding efforts to the east of the project area were made to improve range conditions through erosion control, improved vegetation health, and to benefit wildlife.**

Thank you,



**Tracy Wilson**

Nevada State Director  
American Wild Horse Conservation

**P:** 775-292-0610  
**E:** [twilson@americanwildhorse.org](mailto:twilson@americanwildhorse.org)  
**A:** P.O. Box 62, Carson City, NV 89701

[americanwildhorse.org](http://americanwildhorse.org)

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# FW: NAB Development Review Comment Received: LDC24-00050

Cali Shy <ShyC@reno.gov>

Mon 4/22/2024 2:35 PM

To: Carter Williams <WilliamsCa@reno.gov>; Reno Planning Commission <RenoPlanningCommission@reno.gov>

Cc: Planning Tech <PlanningTech@reno.gov>

📎 1 attachments (75 KB)

NAB Comment - 38 - LDC24-00050.pdf;



**Cali Shy**

([She/Her/Hers](#))

*Planning Technician*

Development Services

775-393-1039 (o) or 775-895-9019 (c)

[ShyC@Reno.Gov](mailto:ShyC@Reno.Gov)

Working hours: Monday-Thursday 7am-5:30pm

1 E. First St., Reno, NV 89505

[Reno.Gov](http://Reno.Gov) | Connect with us: 

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**From:** Carter Williams <WilliamsCa@reno.gov>

**Sent:** Monday, April 22, 2024 2:34 PM

**To:** Planning Tech <PlanningTech@reno.gov>

**Subject:** NAB Development Review Comment Received: LDC24-00050

The public comment form has a new entry from a member of the Ward Two (Naomi Duerr) Neighborhood Advisory Board:

**Case Number:** LDC24-00050

**Compatibility:** Not compatible - Approved PUD is compatible with surrounding traditional single family residential housing. The proposed PUD amendment is not compatible. It changes residential style to cluster development and increases the project density relative to PUD that was approved two years ago.

**Design Enhanced the Area?** It does not enhance the character of the area. The proposed loop road creates a highly visible roadway that changes the visual landscape in a fairly intrusive manner. Cluster development changes the residential style of the area and could make the development appear to be overcrowded, especially with the requested 30% (approximately) increase in density.

**Traffic Impacts and Pedestrian Safety:** The proposed two access roads for the project are very close together. The proposed increase in density will increase local traffic at the access points, which will impact neighboring residents and may have a detrimental affect on adjacent residential streets.

**Environmental Impacts:** There do not appear to be significant environmental impacts. Both the approved and proposed PUD amendment contain many concepts for protecting and enhancing the surrounding undeveloped areas, and for managing the wild horse population.

**Other Comments:**

The currently approved PUD is a good project that was well-vetted prior to approval. I do not support the proposed amendment to the PUD. The point of a PUD (as I understand it) is to solidify a development concept for future growth. It provides a vision of what will happen in the area that is generally acceptable to concerned parties. The increased density, cluster development style, and the loop road in the proposed amendment were not what adjacent residents and other interested parties were told would happen when this was publicly vetted. The scale of these proposed changes is a disservice to the reasonable expectations of surrounding residents. The proposed revised PUD handbook is confusing at best, especially when compared to the approved PUD handbook. The approved handbook provides a fairly clear picture of what will happen where as the development is built out. The proposed revisions to the handbook do not provide the same level of clarity. New sections included in the proposed amended handbook (e.g. increased fire standards, sustainability, trailhead parking open to the public, neighborhood and pocket parks) could and should be incorporated in the existing development plan. Some of these things are already in the approved handbook. Adding more expansive text from the proposed handbook revisions to the approved handbook would make the approved PUD even better than it currently is. I oppose approval of the amendment to the PUD, in spite of the positive things contained in the proposed handbook. I am opposed to the increased density, cluster development, and the highly visible part of the loop road. It seems counter-intuitive that hillside development standards specify density reductions based on development elevations, yet density bonuses can be applied to cluster developments and do not count toward hillside development density standards.

**Name of NAB Member:** Donna Keats

**Email Address:** [dkeats@sbcglobal.net](mailto:dkeats@sbcglobal.net)

**Phone Number:**

*Submitted:* 4/22/2024 9:34:00 PM

## Public Comment Received - 2024-08-07 PC Meeting - 6.5 LDC24-00050 (The Canyons PUD Amendment)

Carter Williams <WilliamsCa@reno.gov>

Tue 8/6/2024 10:57 PM

To:Reno Planning Commission <RenoPlanningCommission@reno.gov>

 1 attachments (80 KB)

Public Comment - 47 - 2024-08-07.pdf;

The public comment form has a new entry from the public:

**Planning Commission Meeting Date:** 2024-08-07

**Agenda Item or Case Number:** 6.5 LDC24-00050 (The Canyons PUD Amendment)

### Comments:

First, I would like to bring attention the traffic entry and access study conducted by Headway Transportation, and false information included: 1. Exclusion of trips from planned Life Church School in baseline traffic volumes, stating the traffic generated will be outside of AM & PM peak hours analyzed in this study. This is NOT true, as there are AM peak hours (and many trips) for Life Church within the peak hours analyzed. 2. Stating that a roundabout is programmed by RTC at MacCauley Ranch Blvd/Rio Wrangler. This has not been approved, and discussions haven't even begun for the RTC 5 year plan. 3. Including a current ROUNDABOUT at MacCauley Ranch Blvd/Rio Wrangler in "Table 2. Baseline Intersection Level of Service", when it is currently a SIDE STREET STOP. All of these intentional "errors" have painted a false picture of the traffic. I urge the Commission to require a full traffic study to determine the TRUE impact (and include Rio Wrangler/Steamboat intersection). There are several issues I would like to share regarding The Canyons: 1. This area is a highly active earthquake area, there were earthquake swarms in 2024. The Commission needs to consider the ramifications of this. What if a gas line breaks and starts fire? 2. Rocks in the road- who pays for this? Ice on the road- who pays for this? It is our taxes that will pay for this unless otherwise specified in the approval. These are resources that would be diverted to them. 3. Emergency evacuation (fire, school lockdown)- How will this be done with only 1 egress? 4. Fire Response Time (heart attack, fall)- How long will it take emergency vehicles to arrive to homes in the Canyons? If longer than 5 minutes, you need to look at additional faster connector road access. 5. Added traffic to already LOS F at the intersection of Rio Wrangler/Steamboat -This intersection has not been studied prior to approval of previous projects, and as such traffic has been allowed to increase to unacceptable levels. - I ask the Commission to look at this on a larger scale than just this project, and the cumulative effect of the approved projects on this intersection. The current LOS at this intersection is an F, and this does not include the already approved Life Church School, nor the Valley View Estates. There is a proposed roundabout, but this is not approved and hasn't even been discussed by RTC, as development of the 5 year plan hasn't begun. Even with the roundabout installment, the intersection will still operate at an F, based on ARCGIS 2024 data for this location. -Life Church School, The Canyons and Valley View Estates were not included in the original Master Plan, but were approved anyway. As these projects were recommended by the Commission and Planning Manager, you helped in creating the problem, and it is your responsibility to fix it. -The Commission needs to look at this cumulative impact on the intersection and whether a roundabout will even help, or if other connector roads need to be investigated to alleviate the already LOS F. -Rio Wrangler was constructed to a 16k daily pass standard (1k p/hr) with BEST

possible intersection, but is currently at 5k-8k (500-800 p/hr) with the four way stop sign at Rio Wrangler/Steamboat. It would be irresponsible to approve additional projects without investigating if a roundabout could be constructed to a standard that would open up traffic enough (which I doubt with real estate available vs. how much would be needed). Or if it would be possible to build separate connector roads that would divert traffic away from this intersection. -I ask the Commission to require a traffic study to be conducted at this intersection prior to approval of this project. I urge the Commission to deny the entire project, revoking the original PUD, as this extra traffic load will make a bad situation worse. Alternatively, at LEAST require a traffic study so proper roadway interventions can be implemented.

**Email Address:** marycjharger@gmail.com

**Phone Number:** 214-280-7834

**Address:** 2655 Colmar Ct, Reno, NV 89521

**Name of Commentor:** Mary Harger

*This comment was submitted on behalf of: (self if blank)*

*Submitted:* 8/7/2024 5:56:29 AM

**Public Comment Received - 2024-08-07 PC Meeting - LDC24-00050**

Carter Williams &lt;WilliamsCa@reno.gov&gt;

Thu 8/1/2024 9:34 PM

To: Reno Planning Commission &lt;RenoPlanningCommission@reno.gov&gt;

 1 attachments (71 KB)

Public Comment - 44 - 2024-08-07.pdf;

The public comment form has a new entry from the public:

**Planning Commission Meeting Date:** 2024-08-07**Agenda Item or Case Number:** LDC24-00050**Comments:**

I oppose increasing the amount of residential units allowed and changing the environmental standards to the grading, horse management and open space requirements. This proposed project should be held to the standards that the City of Reno has set forward to protect the beauty, natural landscape and very important the wildlife (including wild horses) that have made the area their home. No exceptions should be allowed to the City of Reno's master plan for a developer to profit.

**Email Address:** nvmike1989@aol.com**Phone Number:** 7757205741**Address:** 10410 Mine Shaft Dr, Reno, NV 89521**Name of Commentor:** Michael Blank*This comment was submitted on behalf of: (self if blank)**Submitted:* 8/2/2024 4:33:47 AM

## Public Comment Received - 2024-08-07 PC Meeting - LDC24-00050

Carter Williams <WilliamsCa@reno.gov>

Thu 8/1/2024 9:32 PM

To:Reno Planning Commission <RenoPlanningCommission@reno.gov>

 1 attachments (71 KB)

Public Comment - 43 - 2024-08-07.pdf;

The public comment form has a new entry from the public:

**Planning Commission Meeting Date:** 2024-08-07

**Agenda Item or Case Number:** LDC24-00050

**Comments:**

I oppose increasing the amount of residential units allowed and changing the environmental standards to the grading, horse management and open space requirements. This proposed project should be held to the standards that the City of Reno has set forward to protect the beauty, natural landscape and very important the wildlife (including wild horses) that have made the area their home. No exceptions should be allowed to the City of Reno's master plan for a developer to profit.

**Email Address:** nvmike1989@aol.com

**Phone Number:** 7757205741

**Address:** 10400 Mine Shaft Drive, Reno, NV, 89521

**Name of Commentor:** Michael Blank

*This comment was submitted on behalf of: (self if blank)*

*Submitted:* 8/2/2024 4:31:44 AM

**Public Comment Received - 2024-05-15 PC Meeting - LDC24-00050**

Carter Williams &lt;WilliamsCa@reno.gov&gt;

Tue 4/16/2024 9:32 PM

To: Reno Planning Commission &lt;RenoPlanningCommission@reno.gov&gt;

 1 attachments (70 KB)

Public Comment - 7 - 2024-05-15.pdf;

The public comment form has a new entry from the public:

**Planning Commission Meeting Date:** 2024-05-15**Agenda Item or Case Number:** LDC24-00050**Comments:**

I am concerned about the changes requested by the developer on The Canyons project in South East Reno. I appreciate minor changes that the developer is proposing in the new plans, but the developer is proposing more intrusive roadways to current residents and has increased their previous housing request by 28%. In addition, the proposed park has plans for horse stables and bike rentals which will increase road traffic, noise pollution and light pollution. Council should consider the fact that the developer will continue to push for more opportunities that don't represent the interest of many of the homeowners in the area.

**Email Address:** mmcneill23@gmail.com**Phone Number:****Address:** 4521 High Pointe Dr**Name of Commentor:** Mike McNeill*This comment was submitted on behalf of: (self if blank)**Submitted:* 4/17/2024 4:31:46 AM

# Webinar Registration City of Reno - City of Reno Planning Commission Meeting - 8/7/2024

Michelle Fournier <no-reply@zoom.us>

Wed 8/7/2024 9:12 AM

To:Michelle Fournier <FournierM@reno.gov>



Hi Michelle Fournier,

Mary Harger (marycjharger@gmail.com) has registered for "City of Reno - City of Reno Planning Commission Meeting - 8/7/2024" on: Aug 7, 2024 06:00 PM Pacific Time (US and Canada)

First Name: Mary

Last Name: Harger

Email: marycjharger@gmail.com

Address: 2655 Colmar Ct

City: RENO

Zip/Postal Code: 89521

State/Province: NV

Phone: 2142807834

Organization: Mary Harger

Job Title: Citizen

Questions & Comments: 1. Data presented in Headway Traffic's traffic entry and access study contains false information, need City run traffic study conducted. 2.

Concerns of cumulative impact of traffic from several approved projects on Rio Wrangler/Steamboat Intersection.

Do you wish to provide public comment for this Planning Commission Meeting?: Yes  
If you answered "Yes" to the previous question, please provide your public comment in the Question & Comments box below.: Comments- I would like to be unmuted during the call to make public comments please

Are you attending the meeting as a: Member of the public

Which Ward you live in?: Ward 2

Webinar Detail Link: <https://us06web.zoom.us/webinar/86897855284>

Thank you!



+1.888.799.9666

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Visit [Zoom.us](https://zoom.us)  
55 Almaden Blvd  
San Jose, CA 95113



## Public Comment Received - 2024-08-07 PC Meeting - Planning Commission

Carter Williams <WilliamsCa@reno.gov>

Wed 8/7/2024 4:59 PM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

 1 attachments (76 KB)

Public Comment - 48 - 2024-08-07.pdf;

The public comment form has a new entry from the public:

**Planning Commission Meeting Date:** 2024-08-07

**Agenda Item or Case Number:** Planning Commission

### Comments:

I urge the Commission to look at the Canyons on a larger scale than just this project, and the cumulative effect of the approved projects on this intersection. The current LOS at this intersection is an F, and this does not include the already approved Life Church School, nor the Valley View Estates. There is a proposed roundabout, but this is not approved and hasn't even been discussed by RTC, as development of the 5 year plan hasn't begun. Even with the roundabout installment, the intersection will still operate at an F, based on ARCGIS 2024 data for this location. Life Church School, The Canyons and Valley View Estates were not included in the original Master Plan, but were approved anyway. As these projects were recommended by the Commission and Planning Manager, you have helped in creating the problem, and it is your responsibility to help fix it. Please take a closer look at this cumulative impact on the intersection and whether a roundabout will even help, or if other connector roads need to be investigated to alleviate the already LOS F. In addition to the intersection being an F, it also a very unsafe area. Many people traveling North on Rio Wrangler do not stop, only rolling through the stop sign. I am nearly hit at that intersection leaving my home 2-3 times per week with my children in the car. Additionally most drivers do not even stop for pedestrians in the crosswalk, and become quite angry when it is called to their attention. Rio Wrangler was constructed to a 16k daily pass standard (1k p/hr) with BEST possible intersection, but is currently at 5k-8k (500-800 p/hr) with the four way stop sign at Rio Wrangler/Steamboat. It would be irresponsible to approve additional projects without investigating if a roundabout could be constructed to a standard that would open up traffic enough (which I doubt with real estate available vs. how much would be needed). Or if it would be possible to build separate connector roads that would divert traffic away from this intersection. I ask the Commission to please require a traffic study to be conducted at this intersection prior to approval of this project. I urge the Commission to deny the entire project, revoking the original PUD, as this extra traffic load will make a bad situation worse. Alternatively, at LEAST require a traffic study so proper roadway interventions can be implemented prior to further development of the area. Sincerely, Mandy Hodach

**Email Address:** justmandym@gmail.com

**Phone Number:** 267326850

**Address:** 2650 Friesian Court

**Name of Commentor:** Mandy

*This comment was submitted on behalf of: (self if blank)*

*Submitted: 8/7/2024 11:58:24 PM*

# LDC24-00050

## The Canyons PUD Amendment

*Reno City Planning Commission*

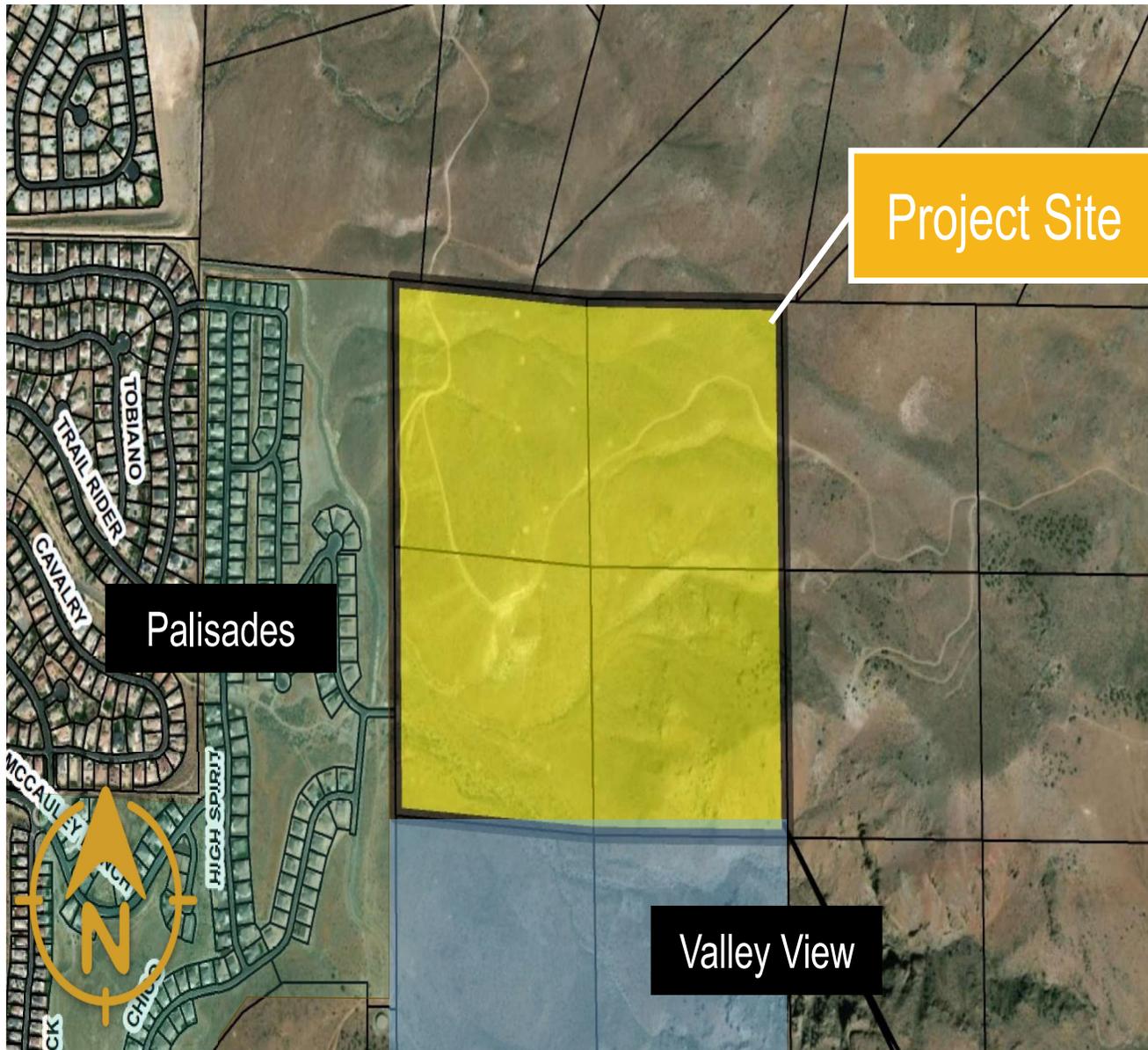
*August 7, 2024*



# Background and Previous Council Action

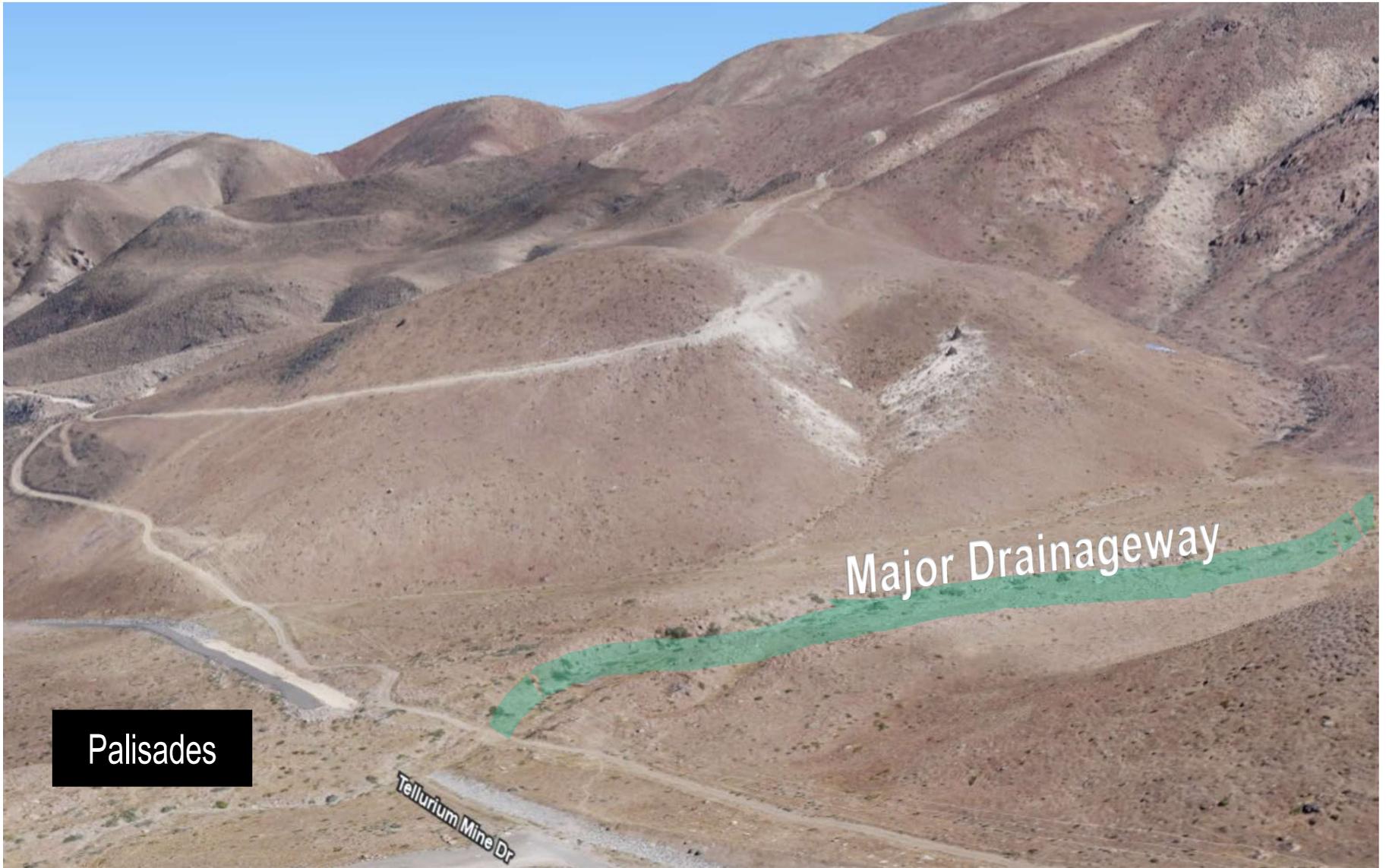
- 2016** Westernmost parcels annexed into the City of Reno and Master Plan and zone change approved to base zoning for single-family and open space
- 2020** Easternmost parcels annexed into the city
- 2021** The Canyons PUD for the westernmost parcels approved for 71 residential units
- 2022** The Canyons was expanded to include the easternmost parcels and add 10 additional residential units

# Project Information



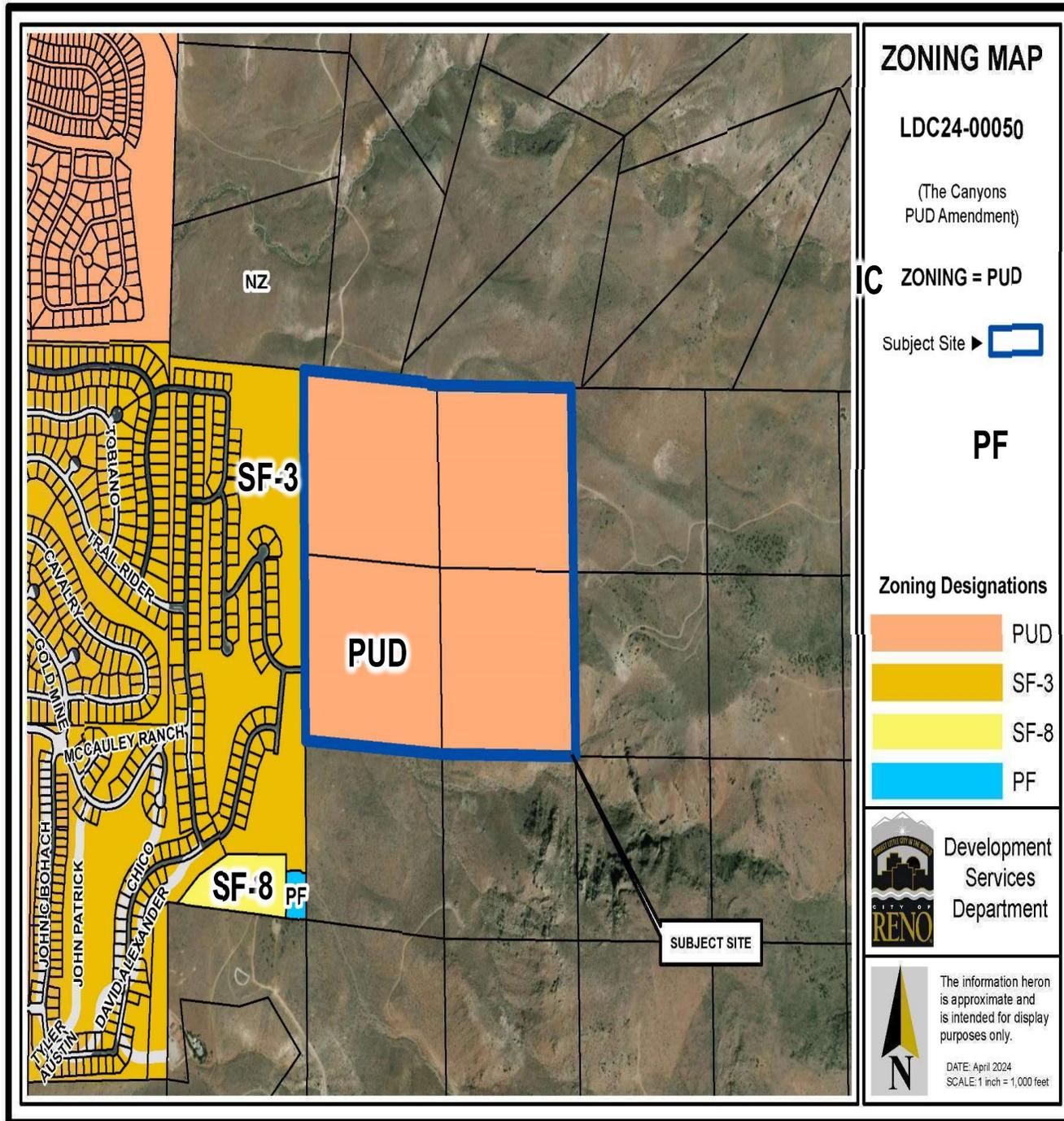
- **Site Size:**  
± 2.16 acre site
- **Residential Unit Increase:**  
from 81 units to a possible 126
- **Changes to allowed uses**
- **Changes to development standards**

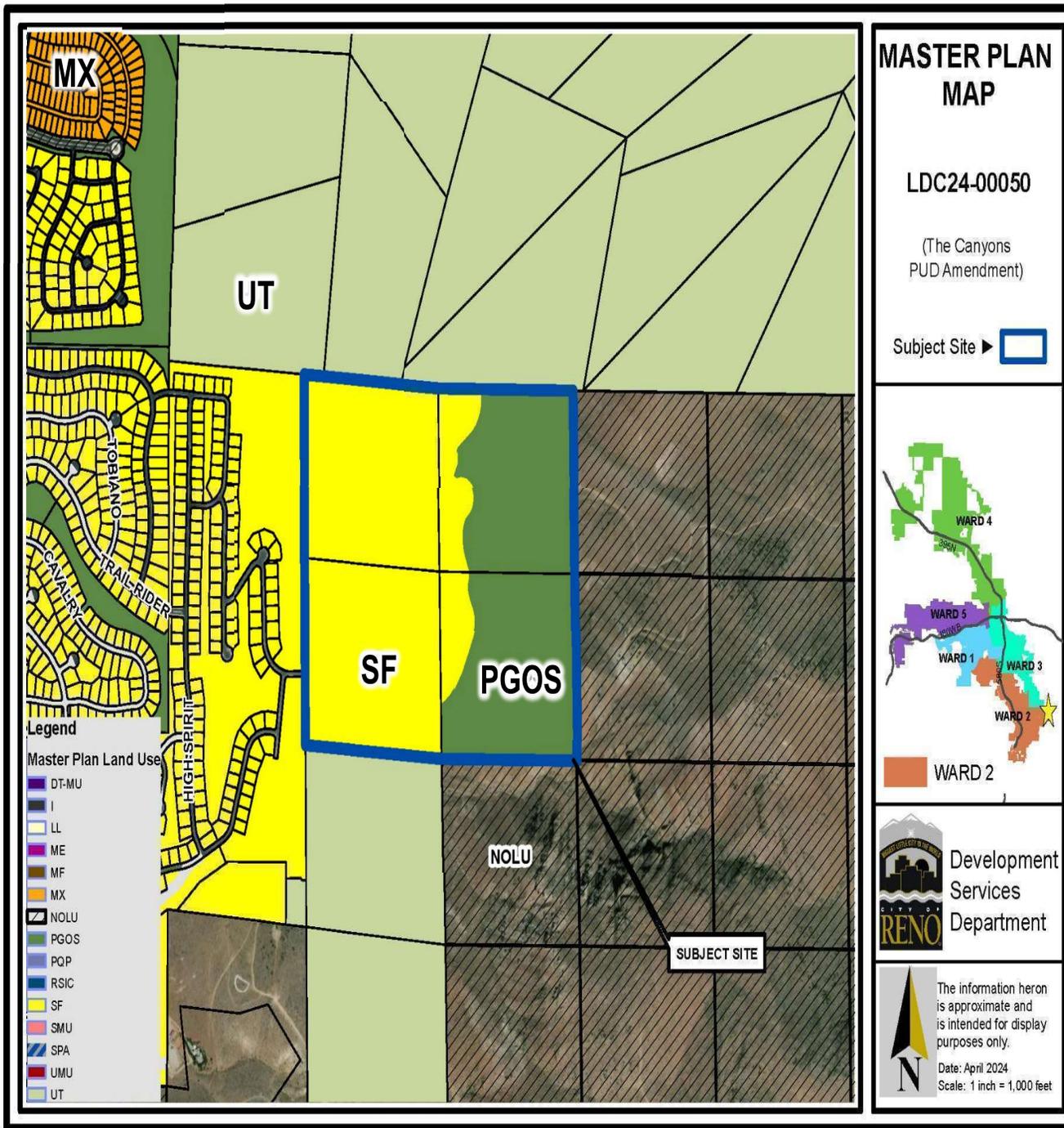
# Terrain View



# Zoning District

## The Canyons Planned Unit Development (PUD)





# Master Plan

Single-Family Neighborhood (SF) &

Parks, Greenways, and Open Space (PGOS)

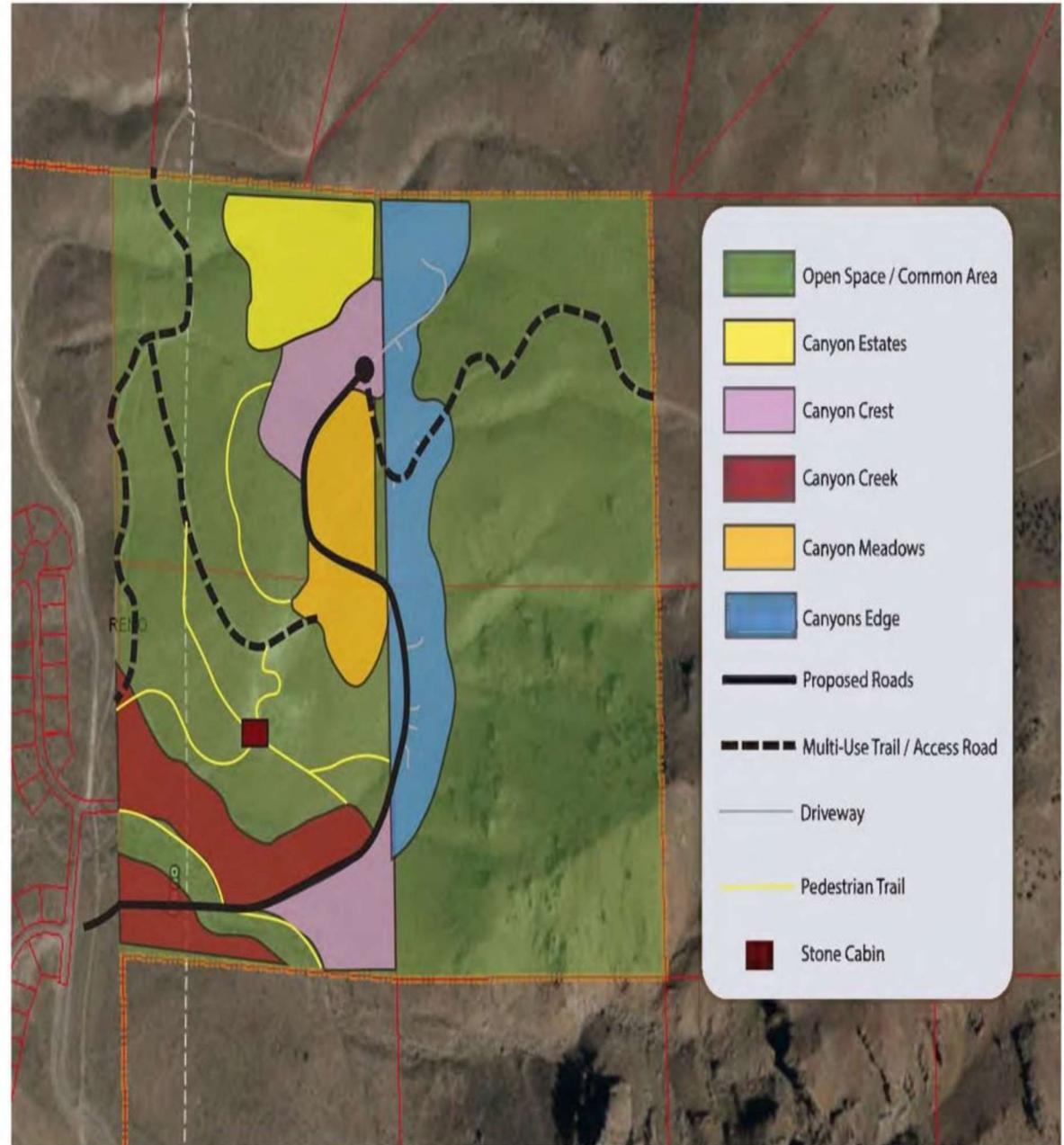
Foothill Neighborhood

- 4.1D: Housing Incentives
- 4.2A: Housing Options within Projects
- N-FN.1: Cluster Development

# Current Land Use Plan

Five villages with site specific standards and open space area

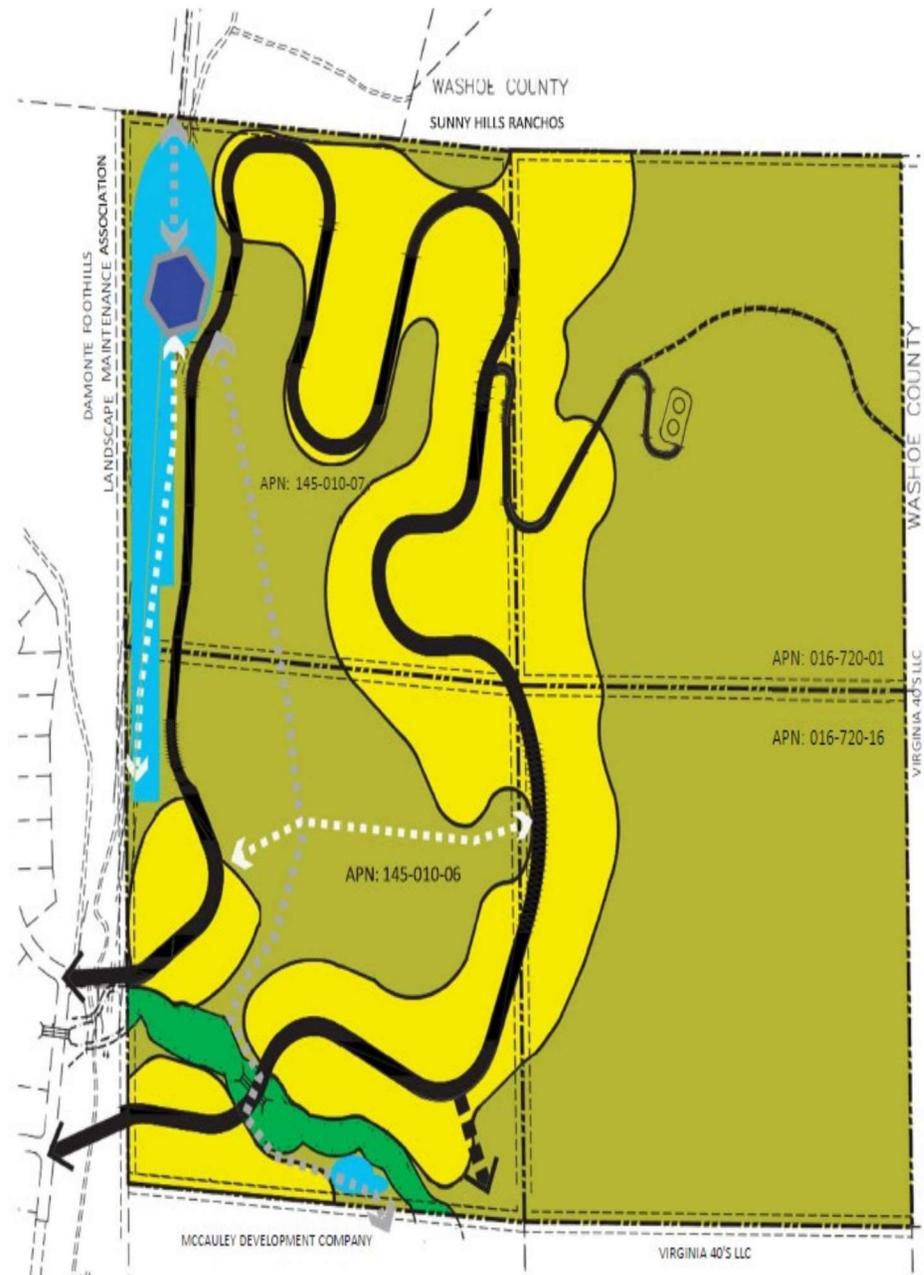
**Developable Area** 42 acres  
**Open Space Area** 119 acres



# Proposed Land Use Plan

Two land area designations: single-family and open space

**Developable Area** 42 acres  
**Open Space Area** 119 acres



# Residential Density



Potential for **126** residential units, an **increase of 45 units**



To reach full unit potential, at least **16** units must be attached units



**Accessory Dwelling Units (ADUs)** are allowed by-right

**Density bonus and ADUs promotes a mix of housing types within the development**

# Open Space and Hillside Standards



**119 acres or 73.8%** of the PUD boundary is to be preserved as open space

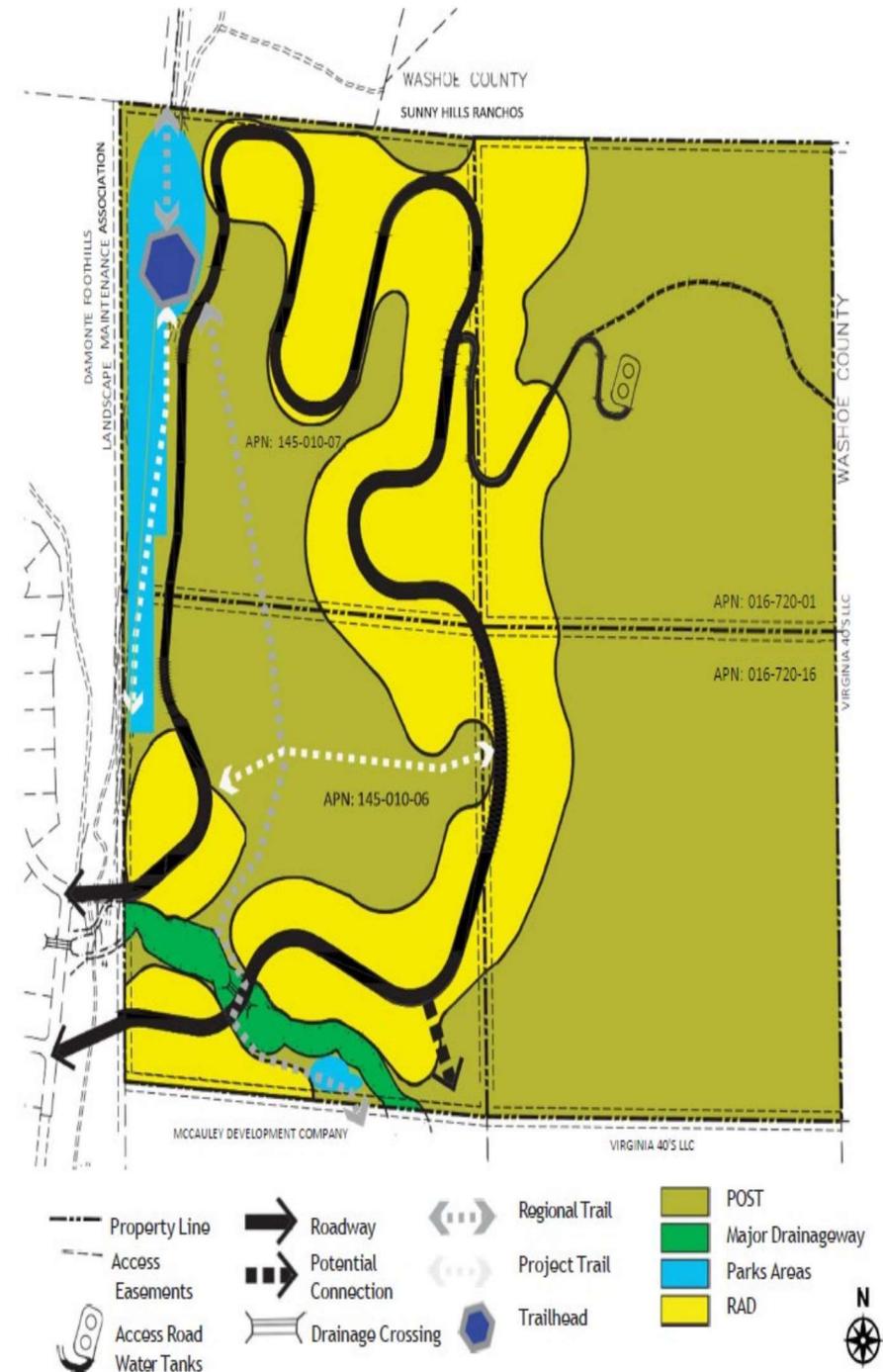


A minimum of **20%** of the home sites shall be constructed adhering to hillside development standards

**All applications for development that impact the preserved open space area, protected hillsides, or disturb major drainageways require a [major site plan review](#)**

# Traffic Access and Circulation

- Two accesses into a looped- roadway serve the development
- Additional units proposed with this development do not trigger a traffic study or additional improvements



# Recommended Motion

Based upon compliance with the applicable findings, I move to recommend that Council approve the handbook amendment to The Canyons Planned Unit Development, subject to Condition 1.

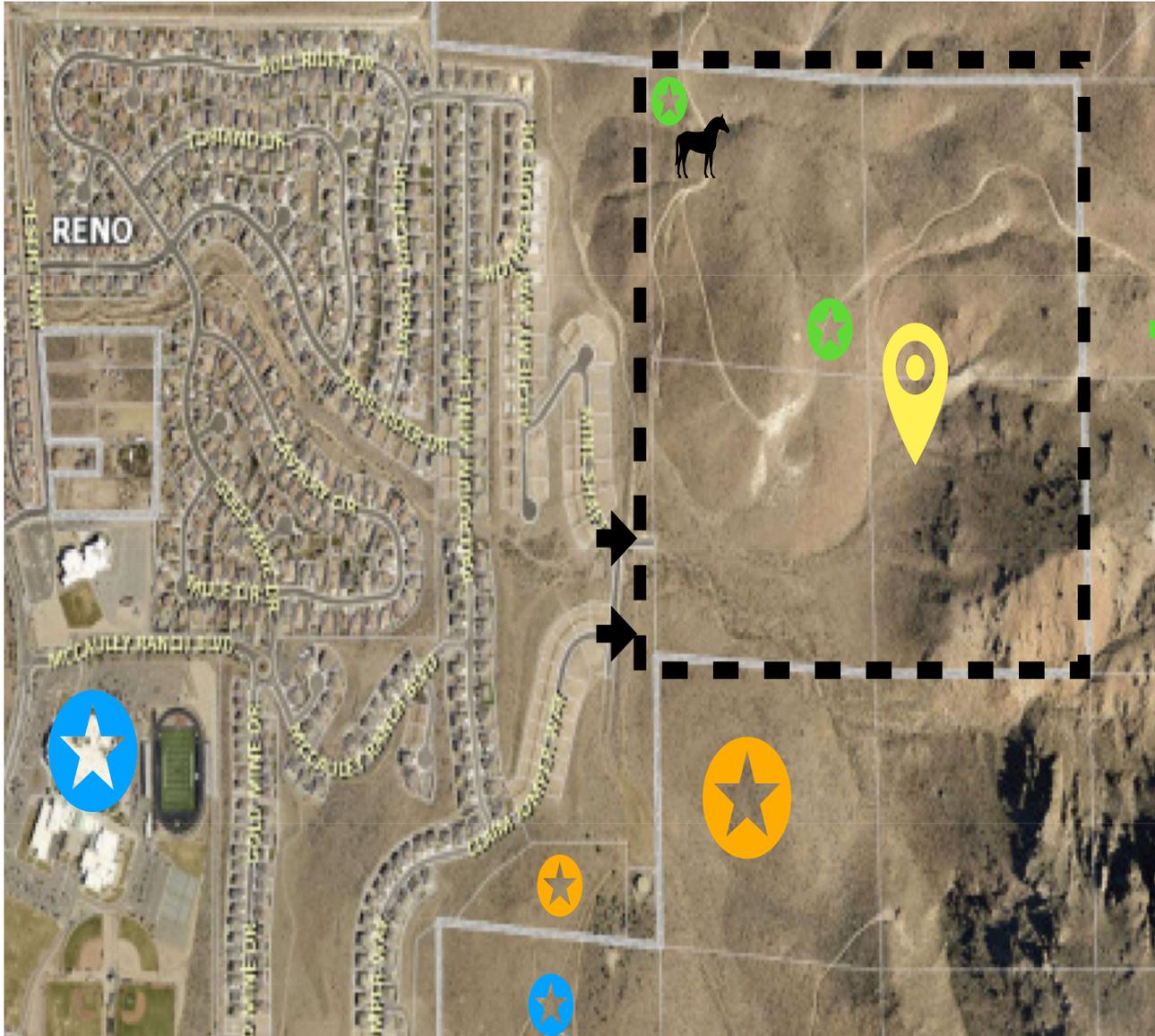
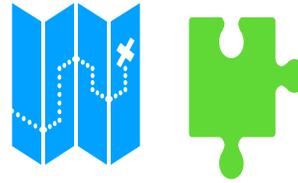
# **The Canyons**

**Planned Unit Development Amendment (LDC24-00050)**

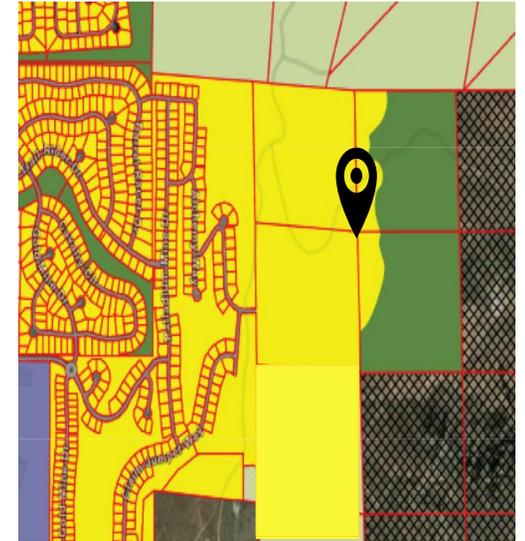
**RENO PLANNING COMMISSION**

**August 7, 2024**

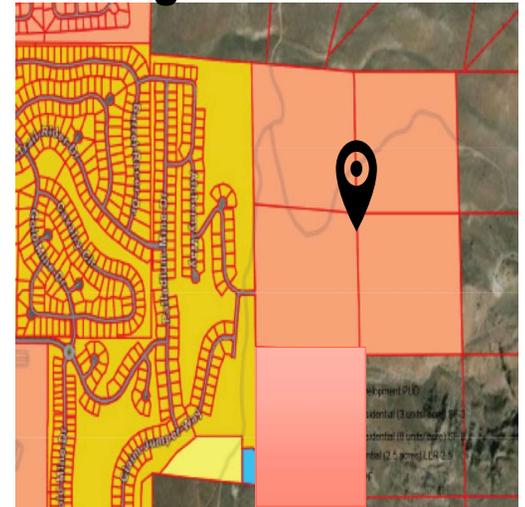
# Location and Context



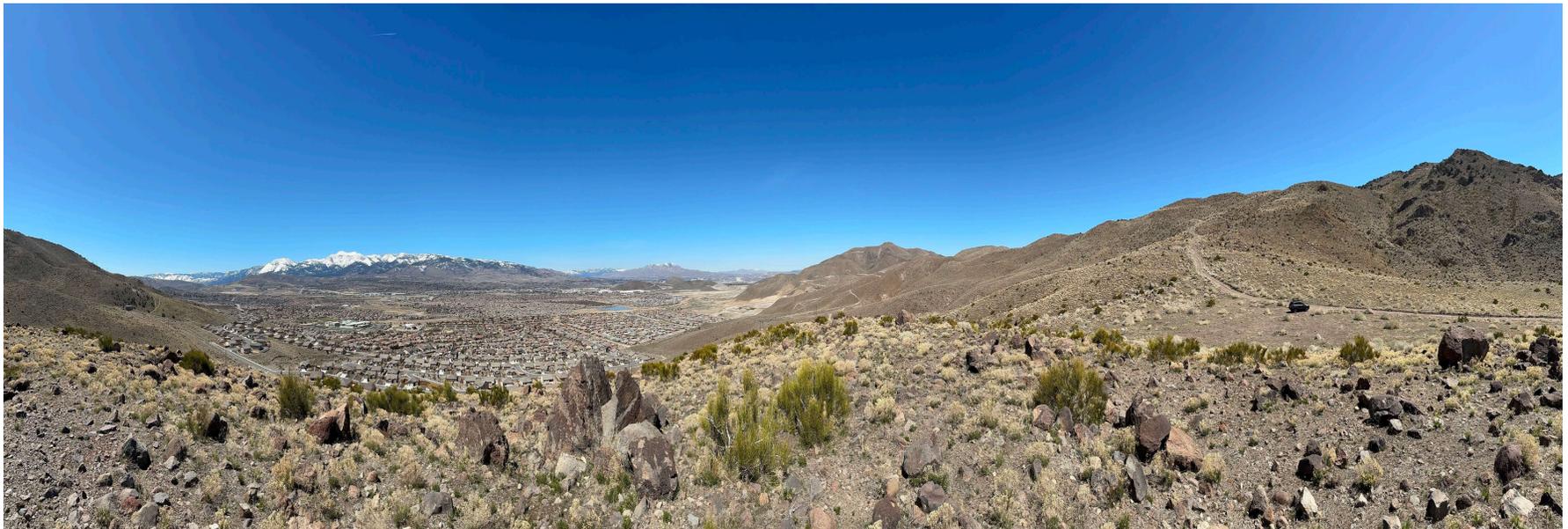
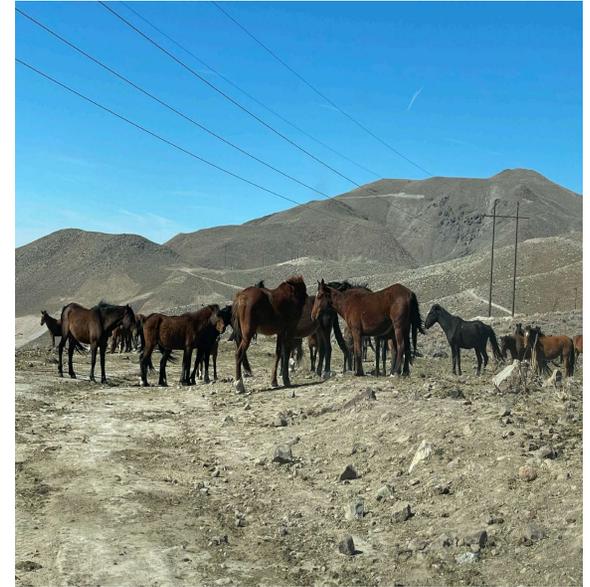
## Master Plan



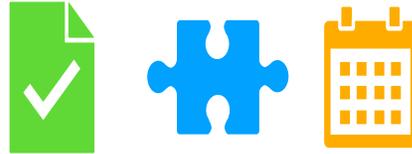
## Zoning



# Location and Context



# Project History



- Original Approval - April 14, 2021
- Amendment Canyons Edge - August 12, 2022
- Current Request Submittal - March 2024
- Neighborhood Advisory Board (NAB) June 13, 2024

# Why the Amendment?



- Format and Standard Improvements
- Owner Organization
- Current Market - Fiscal Analysis
- Holistic Approach - Sustainability
- Access and Public Safety
- Improved Open Space and Recreation



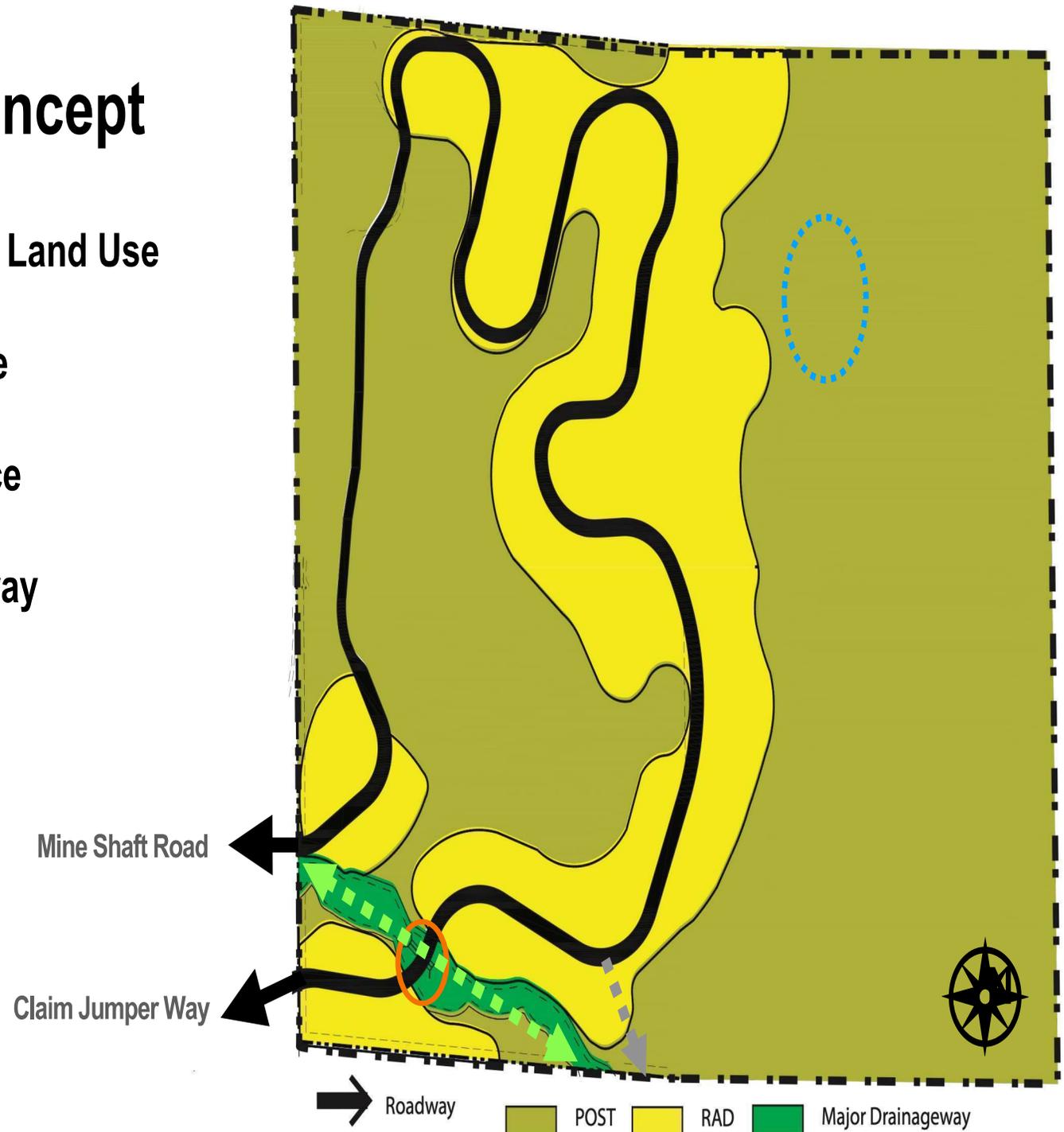
# Project History



	Proposed Proposed Ammendment	Current PUD	Standard Zoning
Density	Efficient Appropriate use of land, SF4, density incentives for attached units. ADU allowed/donation	83 dwelling units allowed (SF3 would allow 90 and could be modified through minor deviation to 110), ADU allowed	Set base zoning and density. ADU not allowed
Open Space	Per code, but emphasizes protection and restoration. Common open space on eastern section. Donation	Per code. Eastern open space privately owned	Per code. Could be private or held by collective.
Uses	Seasonal Recreational	Clubhouse/ not in TM	Residential- home business
Sustainability	Added section	Not Applicable	No codes or standards
Restoration	Enhanced Native Landscape areas. 30%	Standard reseeding	Standard reseeding
Architecture	25% adaptable architecture required	No specific % identified, specific architecture style	Adaptable requirements
Parks	Two Parks	Not identified/ required	Not predictable. TM process
Amenities	Trailhead/ offstreet parking, bicycle amenities, water, art, shade structures, interpretive panels	Amphitheater, Rock House, Vineyards	None outlined. Conditioned through
Trails	Regional support/ donation neighborhood connections, internal to project. Specific standards. Way finding requirements	No Regional Trail considered, internal trail networks	Requirement for connectivity,
Timeline	15 years / City Code	15 years	Perpetuity
Reviews	Current Approval Process. Tentative Map associated reviews	No further review. Tentative Map approved	Zoning Amendment and Tentative Map(s)

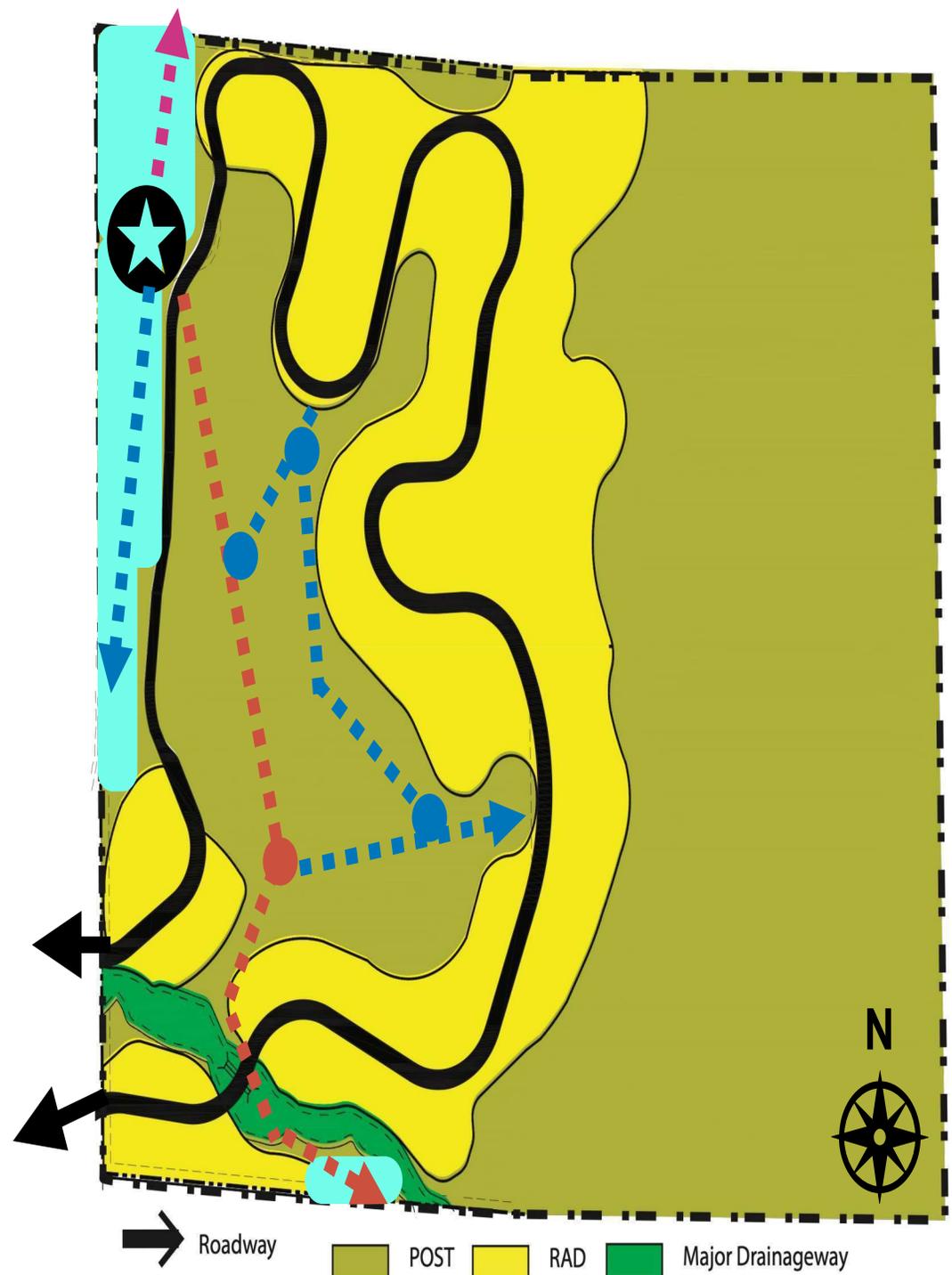
# Development Concept

- **Simplicity of Standards/ Land Use**
- **Connectivity and Safety**
- **Density and Open Space**
- **Efficient Use of Land**
- **Grading and Site Balance**
- **Utilities and Services**
- **Protection of Drainageway**



# Open Space & Recreation

- Parks, Trailhead and Trails
- Regional Trail
- Enhancement of Open Space
- Ecological Integrity



# Project Summary

- **Simplified Handbook**
- **Efficient and Appropriate Land Use**
- **Stakeholder Engagement**
- **Sustainability**
- **Protection and Enhancement of Natural Resources**
- **Public Recreational Opportunities**





Venture Engineering & Consulting Inc.  
530 East Plumb Lane Suite 4  
Reno, Nevada. 89502  
VentureReno@gmail.com  
(775) 825-9898

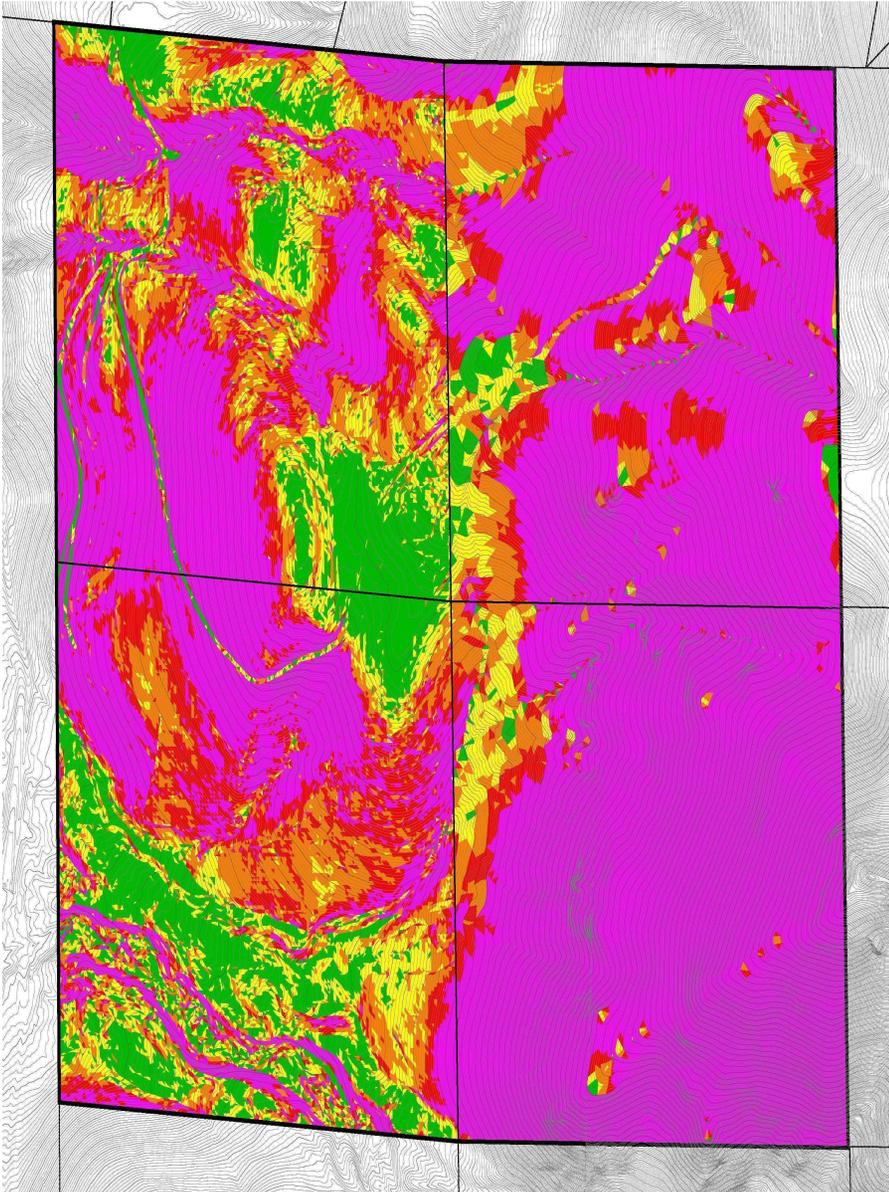


Land Planning and Design

Aryte Group  
Planning and Consulting  
2301 Sapphire Ridge Way  
Reno, Nevada 89523



# Slope Map and Table



Slopes Table				
Number	Minimum Slope	Maximum Slope	Color	Area (acres)
1	0.00%	15.00%	■	17.35
2	15.00%	20.00%	■	14.32
3	20.00%	25.00%	■	18.93
4	25.00%	30.00%	■	18.65
5	30.00%	100.00%	■	91.98
TOTAL				161.23