

Emanuela Heller-MacNeilage

- Mogul Road resident (SOI)
- Co-chair of Mogul Neighborhood Association

Findings 1,2,3,4 are not met

- Finding #1: Consistency
 - Finding #2: Improvements
 - Findings #3: Site Suitability
 - Finding #4: Issuance not detrimental
-
- This applies to the development and the grading for the development

Cannot make Finding #1

- The grading SUP is **not consistent** with the Verdi Area Plan of the Washoe County Master Plan
- “Manage growth + development”
- “respect scenic and rural heritage of the area”
- “conservation of natural (...), scenic, and cultural resources”



Department of
Community Development

Master Plan
Verdi Area Plan

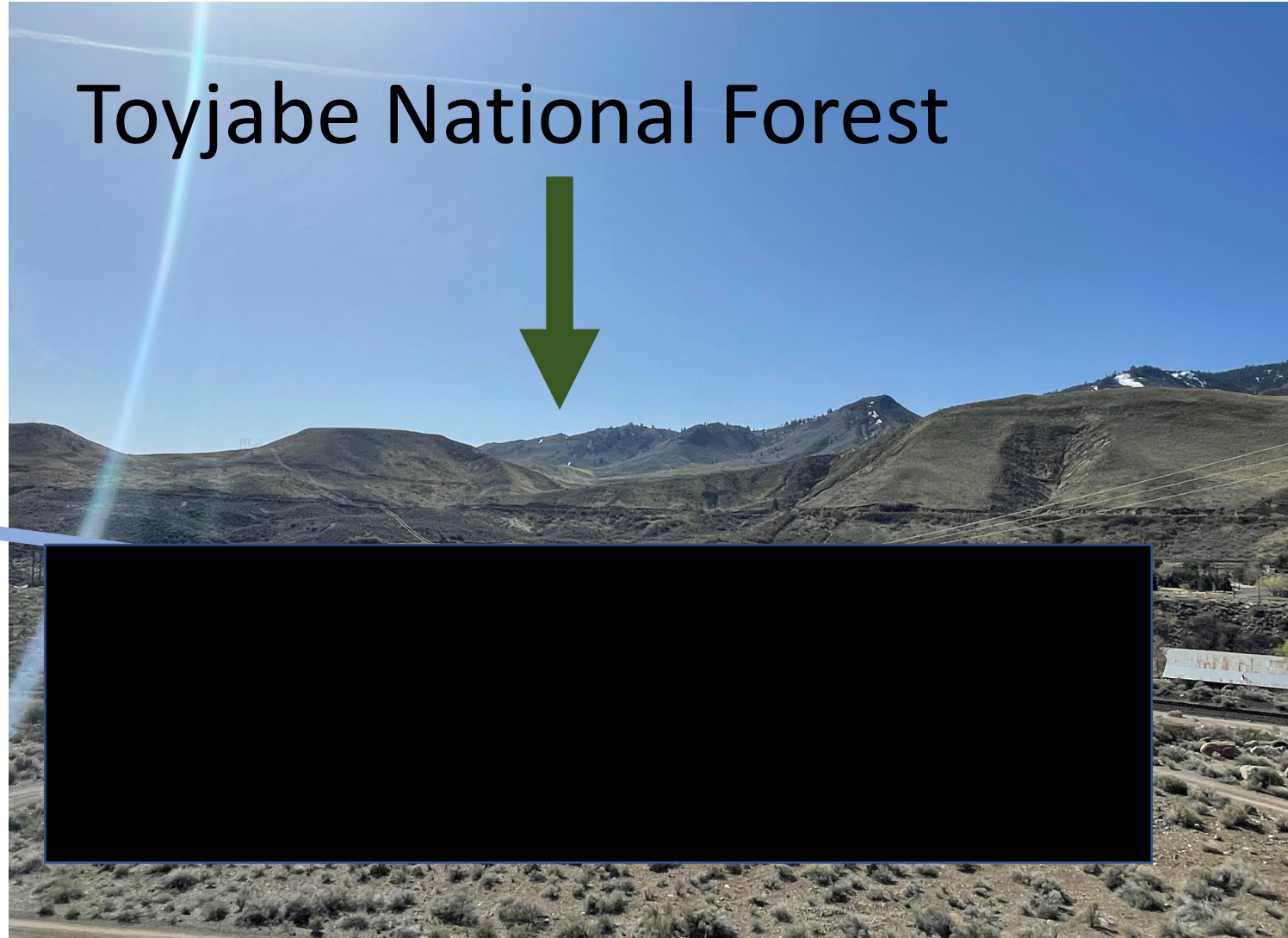


SCENIC
VIEW



HISTORICAL MARKER

Verdi Area Plan: “Conservation of Scenic Resources”



Toyjabe National Forest

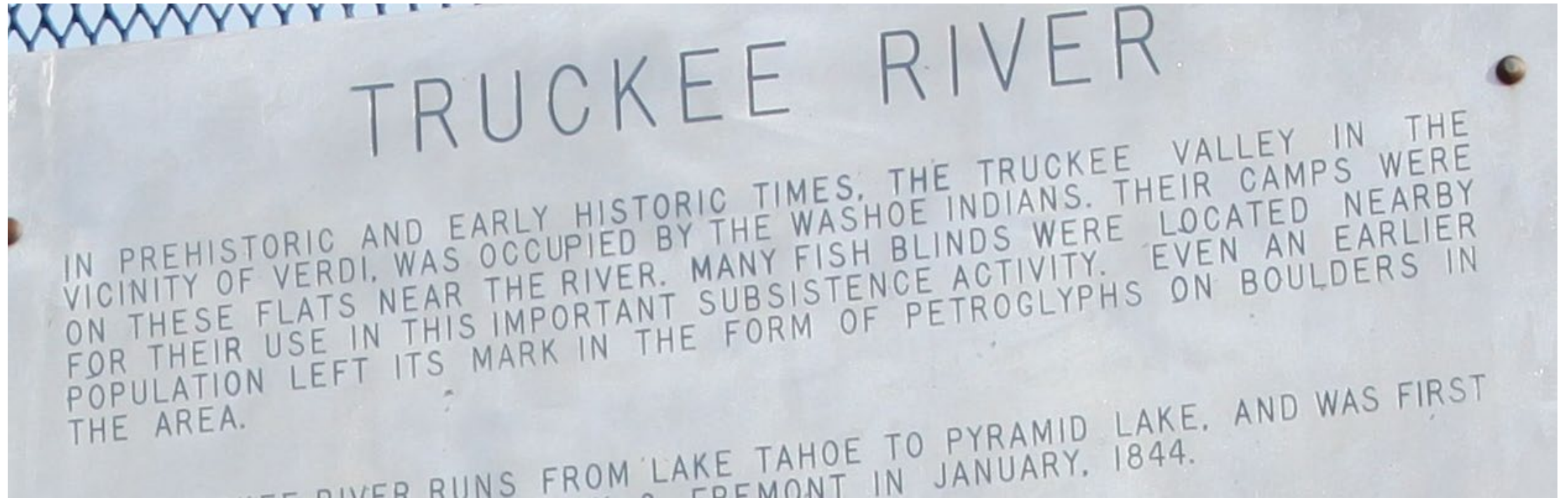


Truckee River

Cultural Resource: Historic Emigrant Trail Marker No. 15



Washoe Indians + Petroglyphs “on these flats”



Cultural Resources would be bulldozed over: Washoe Indians and Prehistoric Petroglyphs



SHPO Marker #62 has gone missing since 2019

Goal Four: Public and private development will respect the value of cultural and historic resources in the community.

This development and the grading in itself do **NOT** respect the unique cultural, historic and scenic character of the area.

Scenic and cultural resources would be lost.

Verdi Rural Character Management Area (RCMA)

Land Use

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

Policies

V.1.1 Staff will review any proposed Master Plan Amendment against the findings identified in the Plan Maintenance section of this plan and make a recommendation to the Planning Commission. At a minimum, the Planning Commission must address each of these findings in order to recommend approval of the amendment to the Board of County Commissioners.

Rural Character Management Area

- (...)The Belli Ranch and Mogul community are suburban developments, but consider themselves rural due to lot size and non-commercial nature. These communities have expressed their desires to remain as they are and to remain part of the Rural Character Management Area.

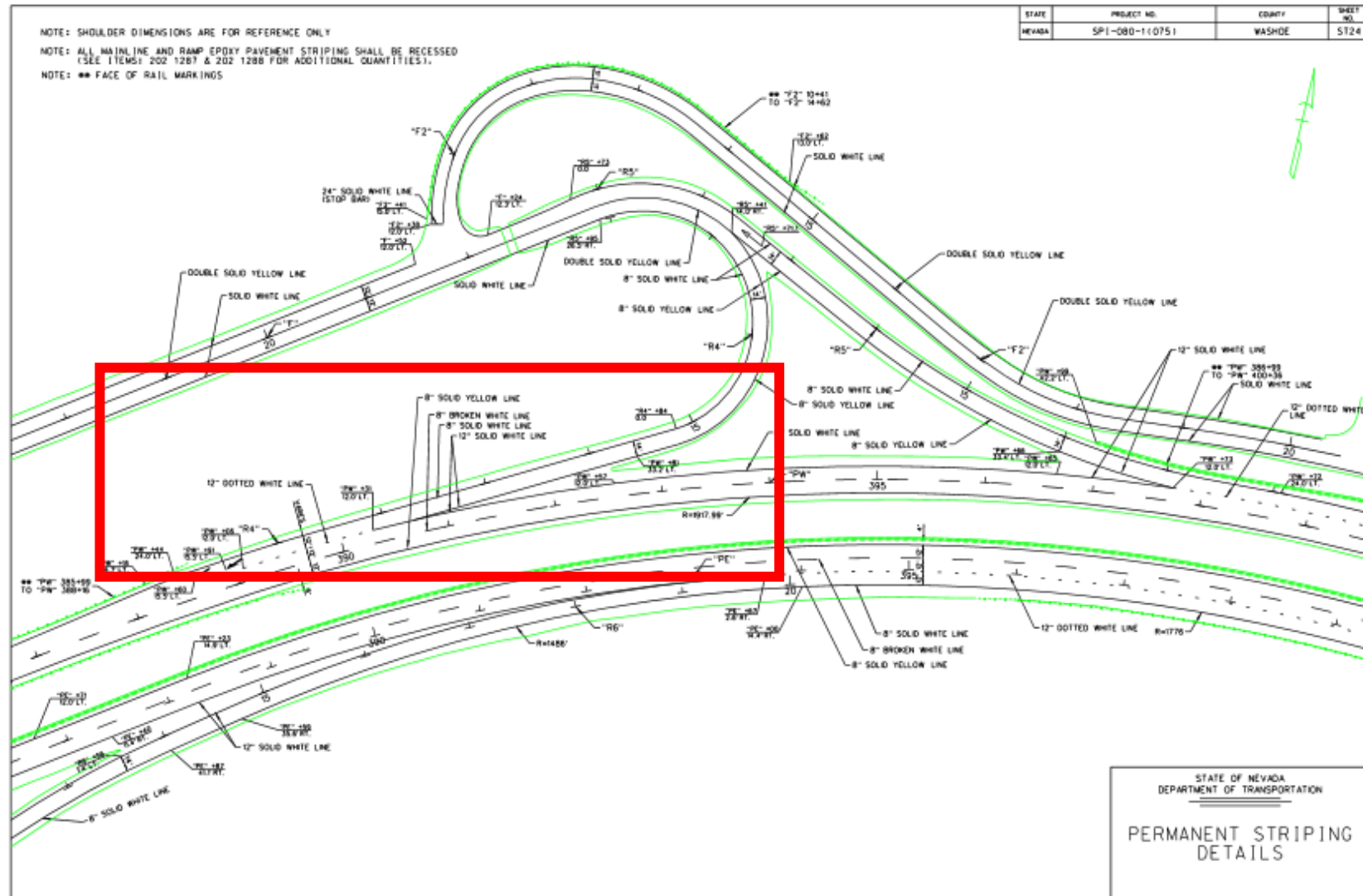
Character

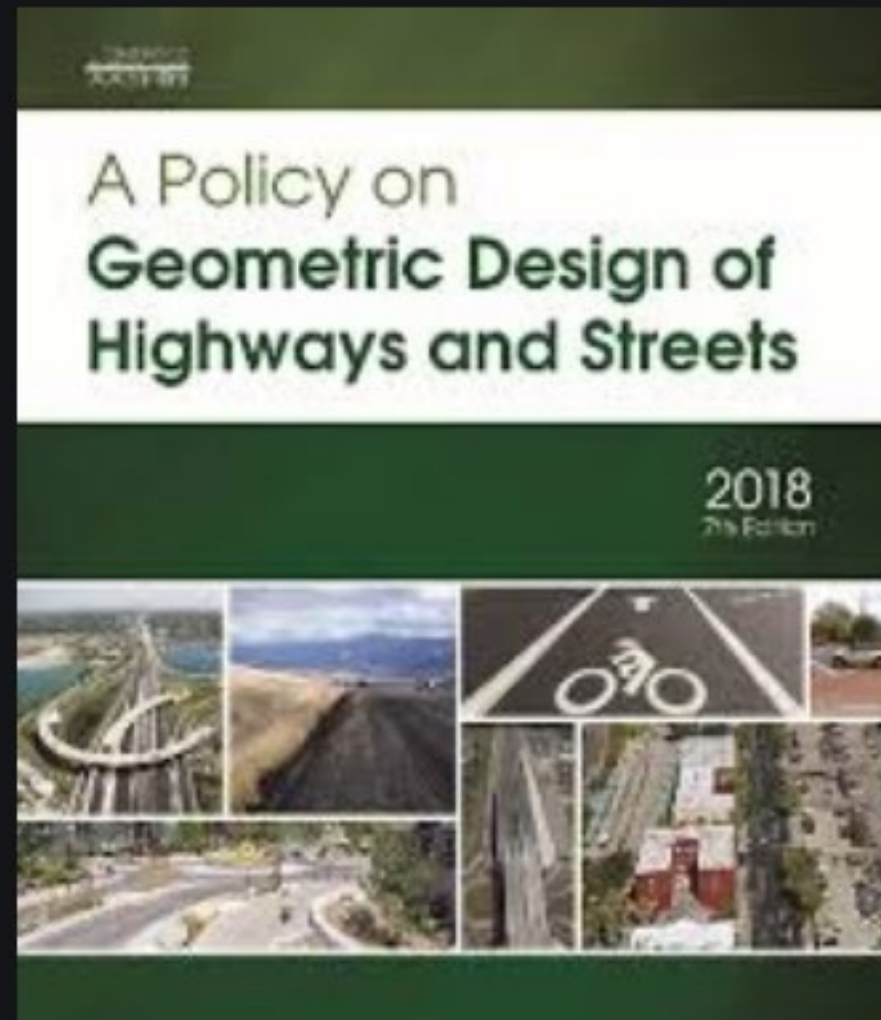
- “The Verdi community is made up of three distinct neighborhoods including central Verdi, **Mogul**, and Belli Ranch.”
- “Verdi is a small community with a strong desire to retain its historical character, small town nature, and special connection to its mountain and high desert setting. The community would like to retain and expand its connection with the Truckee River and undeveloped open natural areas within the community...”

Cannot make finding #2: Improvements Adequate roadways are NOT provided

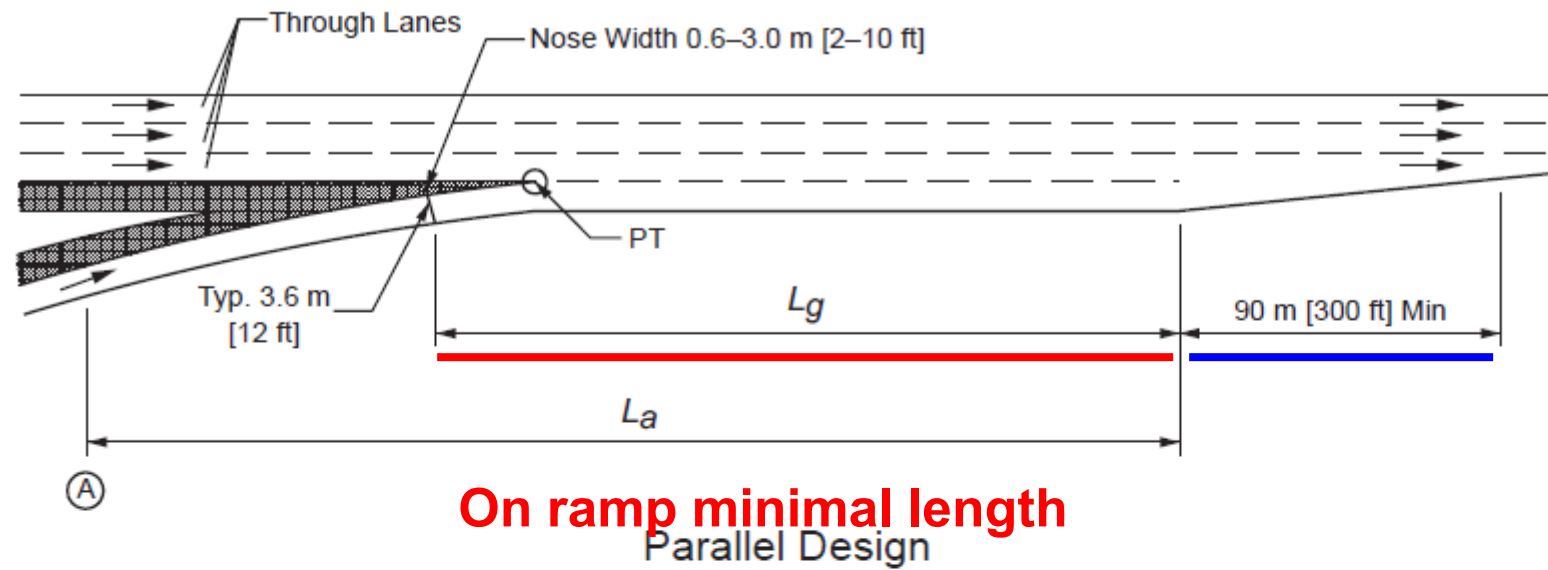
1. Westbound on-ramp
2. Intersection/underpass
3. Narrow County road

1. Westbound on-ramp is too short for existing traffic





The “Green Book” by the American Association of State Highway Transportation Officials (AASHTO)

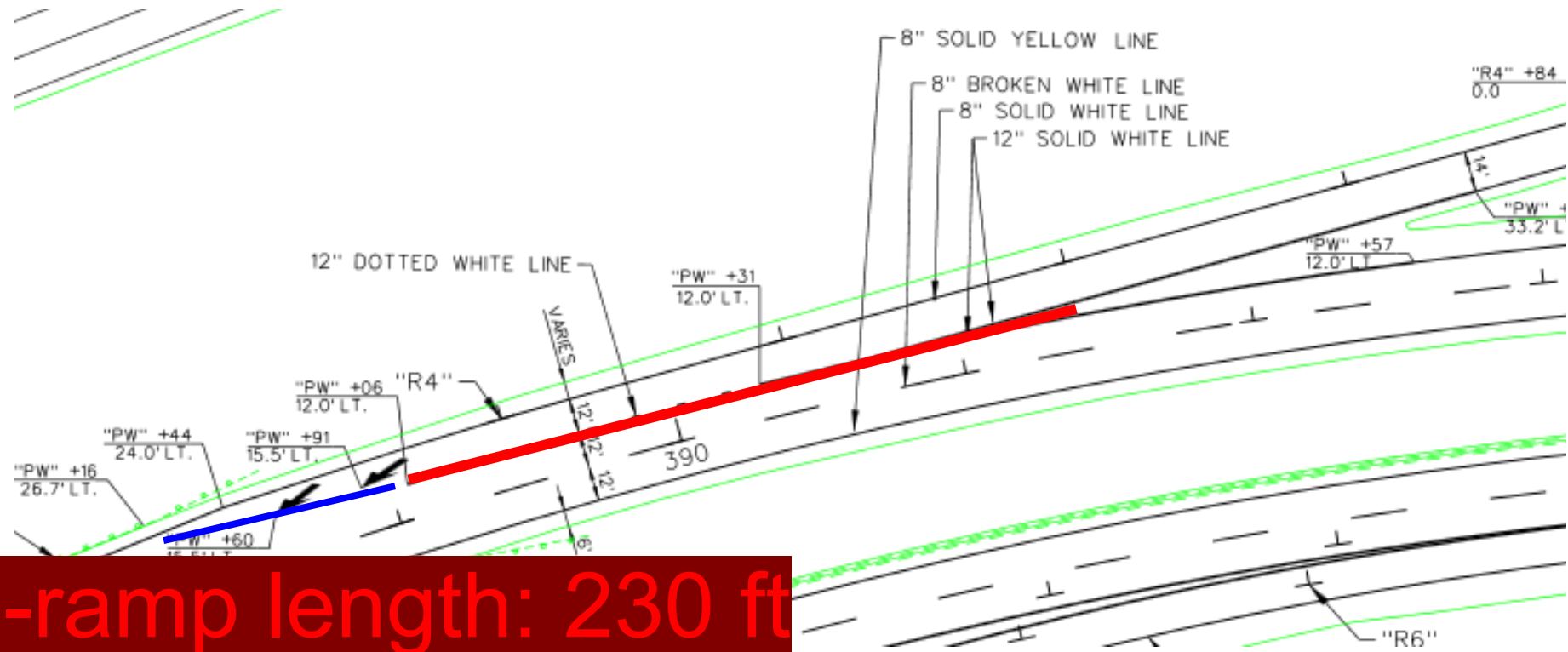


- B -

Notes:

1. L_a is the required acceleration length as shown in Table 10-3 or as adjusted by Table 10-4.
2. Point A controls speed on the ramp. L_a should not start back on the curvature of the ramp unless the radius equals 300 m [100 ft] or more.
3. L_g is the required gap acceptance length. L_g should be a minimum of 150 m [300 ft to 500 ft] depending on the nose width.
4. The value of L_a or L_g , whichever produces the greater distance downstream from where the nose equals 0.6 m [2 ft], is suggested for use in the design of the ramp distance.

Figure 10-69. Typical Single-Lane Entrance Ramps₁



On-ramp length: 230 ft

Minimal requirement for parallel acceleration

on-ramp: <300-500 ft

Table 10-3 in "The Green Book"

U.S. Customary										
Acceleration Length, L (ft) for Entrance Curve Design Speed (mph)										
Highway		Stop Condition	15	20	25	30	35	40	45	50
Design Speed, V (mph)	Speed Reached, V_a (mph)	and Initial Speed, V'_a (mph)								
		0	14	18	22	26	30	36	40	44
30	23	180	140	—	—	—	—	—	—	—
35	27	280	220	160	—	—	—	—	—	—
40	31	360	300	270	210	120	—	—	—	—
45	35	560	490	440	380	280	160	—	—	—
50	39	720	660	610	550	450	350	130	—	—
55	43	960	900	810	780	670	550	320	150	—
60	47	1200	1140	1100	1030	910	800	550	420	180
<u>65</u>	50	1410	1350	1310	1220	1120	1000	770	600	370
70	53	1620	1560	1520	1420	1350	1230	1000	820	580
75	55	1790	1730	1630	1580	1510	1420	1160	1040	780

Note: Uniform 50:1 to 70:1 tapers are recommended where lengths of acceleration lanes exceed 1,300 ft.

Table 10-4. Speed Change Lane Adjustment Factors as a Function of Grade (Continued)

U.S. Customary					
Design Speed of Highway (mph)	Deceleration Lanes				
	Ratio of Length on Grade to Length on Level for Design Speed of Turning Curve (mph) ^a				
All Speeds	3 to 4% upgrade		3 to 4% downgrade		
	0.9		1.2		
All Speeds	5 to 6% upgrade		5 to 6% downgrade		
	0.8		1.35		
Design Speed of Highway (mph)	Acceleration Lanes				
	Ratio of Length on Grade to Length of Level for Design Speed of Turning Curve (mph) ^a				
	20	30	40	50	All Speeds
	3 to 4% Upgrade				3 to 4% Downgrade
40	1.3	1.3	—	—	0.7
45	1.3	1.35	—	—	0.675
50	1.3	1.4	1.4	—	0.65
55	1.35	1.45	1.45	—	0.625
60	1.4	1.5	1.5	1.6	0.6
65	1.45	1.55	1.6	1.7	0.6
70	1.5	1.6	1.7	1.8	0.6
	5 to 6% Upgrade				5 to 6% Downgrade
40	1.5	1.5	—	—	0.6
45	1.5	1.6	—	—	0.575
50	1.5	1.7	1.9	—	0.55
55	1.6	1.8	2.05	—	0.525
60	1.7	1.9	2.2	2.5	0.5
65	1.85	2.05	2.4	2.75	0.5

X 1.5

Westbound on-ramp not nearly long enough for already existing traffic

Should be:

0 - 2 % uphill: **1120 ft**

1120 ft x 1.5 = **1680 ft**

Is: 230 ft, no shoulder

Recommended Merging Speed: 60 mph

4. The value of L_a or L_g , whichever produces the greater distance downstream from where the nose equals 0.6 m [2 ft], is suggested for use in the design of the ramp distance.

Figure 10-69. Typical Single-Lane Entrance Ramps

The geometrics of the ramp proper should be such that motorists may attain a speed that is within 10 km/h [5 mph] of the operating speed of the freeway by the time they reach the point where the left edge of the ramp joins the traveled way of the freeway. For consistency of application, this point of convergence of the left edge of the ramp and the right edge of the through lane may be assumed to occur where the right edge of the ramp traveled way is 3.6 m [12 ft] from the right edge of the through lane of the freeway.

The distance needed for acceleration in advance of this point of convergence is governed by the speed differential between the operating speed on the entrance curve of the ramp and the operating speed of the highway. Table 10-3 shows minimum lengths of acceleration distances for entrance terminals.

$$\Delta E_{pot} = m \cdot g \cdot h$$

$$\Delta E_{kin} = \frac{1}{2} m \cdot (v_1^2 - v_0^2)$$

$$W_{max} = F \cdot l = m \cdot a_{max} \cdot l$$

$$W_{max} \geq \Delta E_{pot} + \Delta E_{kin}$$

$$m \cdot a_{max} \cdot l \geq m \cdot g \cdot h + \frac{1}{2} m \cdot (v_1^2 - v_0^2)$$

$$v_1 = \sqrt{2 \cdot (a_{max} \cdot l - g \cdot h) + v_0^2} \quad \mathbf{v1=30 \text{ mph}}$$

a max = 1 m/s

l = 230 ft

g = 9.81 m/s²

h = 1 m

v = 20 mph (9 m/s)



Trucks merging onto I-80
west at 30 mph

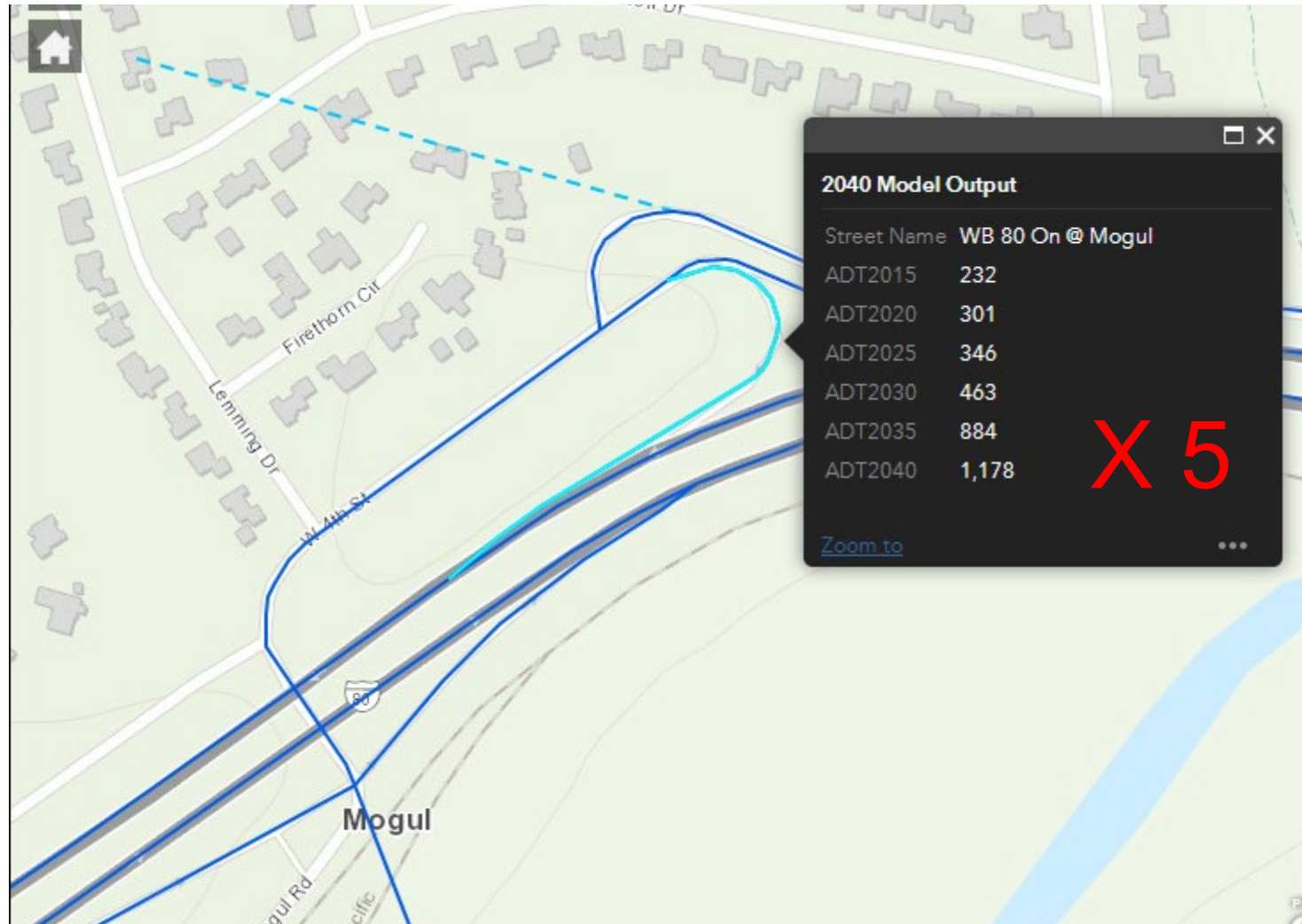
Recommended speed: 60 mph

Crash data exit 7 2015-2017



Cluster of crashes around this ramp, 3x more than on the opposite on-ramp

RTC (Regional Transportation commission) predicts 5 fold traffic increase of the westbound on-ramp



<https://rtcwashoe.maps.arcgis.com/apps/webappviewer/index.html?id=2e4d916f21494e50b682db01e909cbf3>

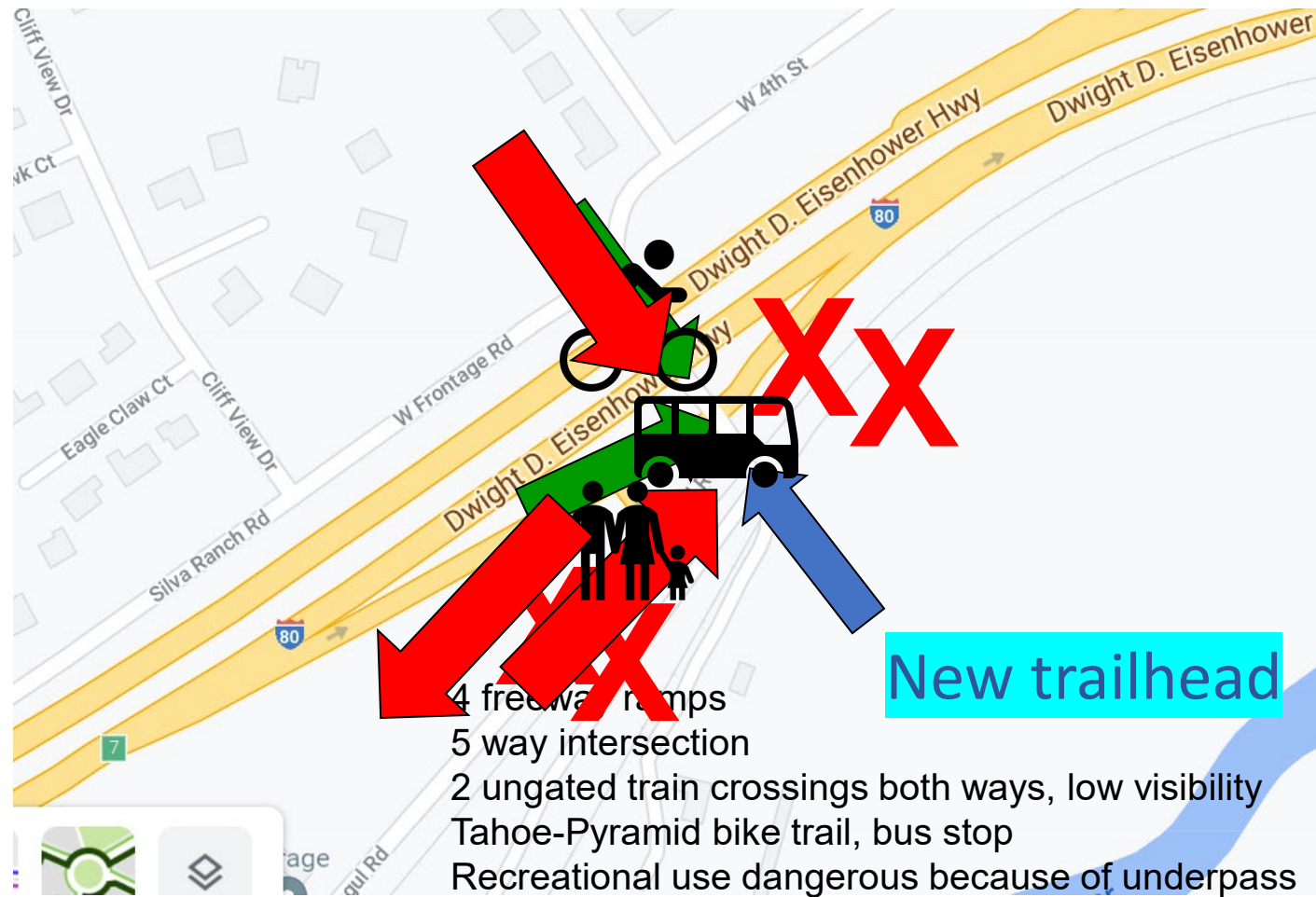
2. Intersection: complex, low visibility, ungated train tracks



Unclear right of way, cut off traffic



Additional traffic unsafe



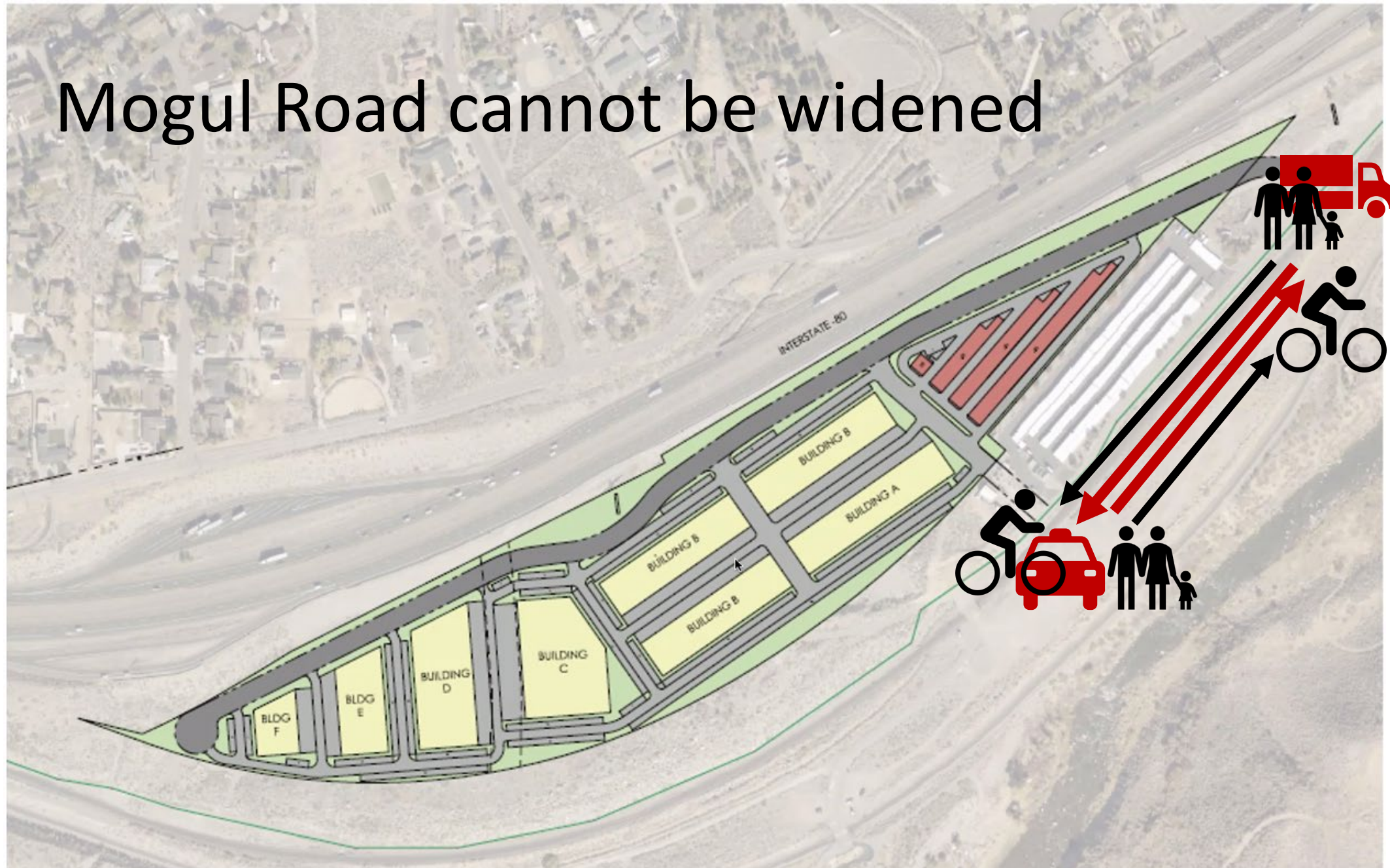
3. Narrow County Road (20ft)

- State law: 4-5 ft bike space



- Mogul Road already too narrow for cars, bikes, pedestrians

Mogul Road cannot be widened



Adding traffic to outdated/inadequate infrastructure seems grossly negligent

- Westbound on-ramp needs to be elongated to avoid future liability
- Underpass needs to be widened BEFORE giving out permits
- Who will pay? Federal relief money? Developer? Owner? NDOT? Union Pacific?
- Mogul residents would pay with their health and safety
- Cannot make finding #2
- City of Reno turned down grading permit because of traffic issues

Cannot make Finding #4: Issuance IS detrimental

- Traffic, safety, health
- Noise, light, and air pollution
- Property values of an entire neighborhood affected
- Mogul, Somersett, West Emerald, Belli Ranch

- Mogul Road is eastbound FIRE EVACUATION road for Belli Ranch

Cannot make Finding #3: Site Suitability

- Residential area grew around site
- City turned down grading permit due to incompatibility with surrounding uses





EXIT 7

Mogul
1/2 MILE

NO SERVICES

History of the lots getting turned down

- April 7th BOA: unanimously turned down grading SUP (Findings 1,2,4)
- 2018: Owner (Riverview Estates LLC) failed to leave SOI
- 2019: Owner failed to get grading permit (City unanimously denied it)
- 2021: S3 (who is only a potential buyer) initiated SOI rollback behind closed doors without any notification of neighbors or adjacent SOI parcels
- **Community concerns have been validated, and yet the developer keeps manipulating the system, maneuvering between different legislative bodies, costing time and taxpayer \$**

Very problematic piece of land – quotes

- Larry Chesney: “This lot is like a turd in a punch bowl” (May 3rd 2022, WCPC minute
- Kate Nelson: Piecemeal SOI rollback is undesirable (May 3rd 2022, WCPC minute 1:37:39)
- Sarah Chvilicek: “I support Mrs. Nelson’s comment and want to say that the system is really really broken” (May 3rd 2022 minute 1:42:42)
- Devon Reese: “Challenging piece of dirt” (2019)

Trust is low because

- S3 met with residents but “lost” the promised zoom recording, all pledges about traffic and trucks are lost!
- S3 promised in Somersett not to build on ridgelines, and to have bigger lots – promises broken
- S3 presented project to TMRPA when decision was only about SOI rollback (please disclose contact with S3 and presentation of project)

Mixed-employment in the City translates to commercial in the County (Dec 2021)


You are viewing Podium's screen

View Options

Regional Plan Amendment (RPA), and Land Use Change (MPA)

- RPA:
 - Remove subject site from the City of Reno's Sphere of Influence
- MPA:
 - Currently Mixed Employment (ME); City of Reno
 - Translates to Commercial (C); Washoe County

Attachment 1: Map 3 - A Talking Chambers



Mute Stop Video

29:23 / 2:06:05

Participants Q&A Chat Share Screen Raise Hand Record

Masterplan land-use has not been adopted

- S3 keeps manipulation the system
- S3 “prefers” industrial use
- **First determine land-use, then address permits**

Land owners have rights

- The owner has been turned down in the city
- The applicant S3 – **WHO IS NOT THE OWNER** - didn't commit or buy the land, until they get what they want (permit, zoning)
- S3 is not going to be disenfranchised by turning down the SUP

Today's decision

- If you uphold the developer's appeal, you send a message to other developers to manipulate the system to their ends
- If instead you deny the developer's appeal, you send a message that our county government prioritizes the welfare of its citizens, and that development must be conforming with the spirit of the law
- Please show that you care about your community and vote against the buyer's appeal

PERMITS	11/20/2006	% Complete	0	Frame	
		Obso/Bldg Adj	0	Units/Bldg	0
		Construction Modifier		Units/Parcel	0

Land Information							LAND DETAILS	
Land Use	140	DOR Code	140	Sewer	None	Neighborhood	FCAQ	FC Neighborhood Map
Size	1,133,866.8 SqFt	Size	26.03 Acres	Street	Paved	Zoning Code	I	
				Water	None			

Sales and Transfer Records									RECORDER SEARCH	▼
Grantor	Grantee	Doc #	Doc Type	Doc Date	DOR Code	Value/Sale Price	Sale Code	Note		
CHANG USA LLC RIVER INN SERIES,	RIVERVIEW ESTATES PROP LLC	3569979	DEED	08-28-2007		1,200,000	1MGA	INCLUDED 038-172-14 AND 038-181-01. 1 COMMERCIAL, 1 INDUSTRIAL LOT. SALE TRANSFERRED 25 A/F OF WATER RIGHTS TO BUYER IN ADDITION TO LAND.		
CHANG, T M & YOSHIE F	CHANG USA LLC RIVER INN SERIES	3009446	DEED	03-19-2004	100	0	3MNT			
CHANG, T M	CHANG,T M & YOSHIE F	3009444	DEED	03-19-2004		0	3MNT			
	CHANG,T M	2018478		08-05-1996	140	0				
		CHK		08-01-1986	140	750,000	2MQC			

Valuation Information											▼
	Taxable Land	New Value	Taxable Imps	OBSO	Tax Cap Value	Taxable Total	Land Assessed	Imps Assessed	Total Assessed	Exemption Value	
2022/23 FV	832,960	0	0	0		832,960	291,536	0	291,536	0	
2022/23 NR	832,960	0	0	0		832,960	291,536	0	291,536	0	
2022/23 VN	832,960	0	0	0		832,960	291,536	0	291,536	0	

From: Emanuela Heller <EmanuelaHeller@gmx.de>

Date: Wednesday, November 17, 2021 at 3:24 PM

To: Blake Smith <Blake@s3devco.com>

Subject: Zoom recording

Hi Blake,

Would you mind sending me the Zoom recording from our Sept 14th meeting?

I think you said your son Blake Jr. was recording and would send it to me.

Thanks,

Emanuela