

## MEMORANDUM

Date: November 14, 2017  
To: City of Reno Planning Commission  
From: Chris Baker, Planning Manager

**SUBJECT: LDC18-00013 (MOUNTAINGATE 78)**

Below are comments or concerns that were raised during the November 1, 2017 Planning Commission meeting, along with a detailed response. We look forward to providing any additional information at the continued Public Hearing on December 7, 2017.

### **1. Concern of increased traffic along Whites Creek Lane**

To address this concern, the site has been redesigned with the Whites Creek Lane access converted to emergency only access. No vehicular access is proposed on Whites Creek Lane. The assignment of project trips has been updated in the attached letter from Solaegui Engineers dated November 1, 2017 to show all trips associated with the project will now utilize the Wedge Parkway access.

### **2. Concern for pedestrian safety at the intersection of Whites Creek Lane and Wedge Parkway**

This concern was identified due to existing conditions in the area. Although the project as redesigned will not contribute any vehicular traffic on to Whites Creek Lane, the proposal continues to include amenities to enhance pedestrian safety along Whites Creek Lane. These amenities include half-street improvements, a parkway strip and detached sidewalk and a flashing pedestrian crossing beacon system at Whites Creek Lane and Wedge Parkway.

### **3. Address the issue of parking along Whites Creek Lane**

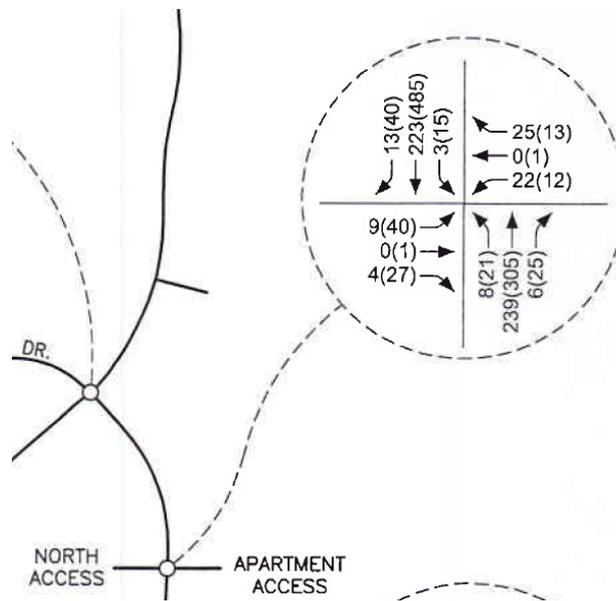
It was identified that although Whites Creek Lane is currently not wide enough to provide adequate on-street parking, in many cases it is used to accommodate overflow parking from the adjacent regional park. As discussed above, although the redesign does not contribute any vehicle trips to Whites Creek Lane, the project proposes to construct half street improvements, including pedestrian amenities to ensure safe travel to and from the regional park.

**4. Limit single story units adjacent to Whites Creek Lane**

Although the current approved tentative map does not include a requirement to limit the proposed residential units abutting Whites Creek Lane to one story, based on public input and Planning Commissioner’s comments the redesign now includes such a limitation (Lots 1-13, and 44).

**5. Do traffic volumes warrant a dedicated turn lane to be installed on Wedge Parkway?**

The Mountaingate 78 Traffic Study dated July 2017 addresses the Wedge Parkway/North Project Access intersection. The Wedge Parkway/North Project Access intersection (aligned with the apartment access on the opposite side of Wedge Parkway) is proposed to be designed as a four-leg intersection with stop sign control at the east and west approaches. It is anticipated to contain single lanes at all approaches. Trip assignment for left turns into the commercial area from Wedge Parkway are estimated to be 8 trips during the AM Peak and 21 trips during the PM Peak Hour.



The intersection, which was analyzed as a three-leg intersection with stop sign control at the east approach, operates at LOS B or better during the AM and PM peak hours. It was analyzed as a four-leg intersection with stop sign control at the east and west approaches for “existing plus project” scenario. The intersection is anticipated to continue operating at LOS B or better during the AM peak hour and LOS C or better during the PM peak hour. This meets policy LOS standards for the existing and existing plus project scenarios and does not warrant a striped turn lane.

As part of the proposed redesign, Solaegui Engineers has provided information regarding queuing for the Wedge Parkway residential gated entry (letter dated November 10, 2017, attached). Based on the ITE Publication *Transportation and Land Development*, average queue length is calculated based on a dividing the peak hour demand by the anticipated service capacity. The peak hour demand is 49 PM peak hour trips. An average gate service time of ten seconds per vehicle is expected based on observed operation of the existing Mountaingate gated access. In order to ensure a conservative result, a safety factor of three as been attributed to the observed average service time which produces a 30 second average service time per vehicle. The 30 second service time results in a maximum service capacity of 120 vehicles per hour. The 49 vehicles per hour demand and 120 vehicles per hour service capacity yields

a utilization factor of 0.41 which corresponds to an average queue length of 1 vehicle (25 feet). The site plan indicates that the distance between the on-site median nose and the Wedge Parkway edge of pavement is approximately 65 feet. It is anticipated that the keypad entry will be located within 15 feet of the median nose and therefore, there will be a minimum of 50 feet of on-site queuing length. This will accommodate the single vehicle (25 feet) demand queue length.