



Bill Wagner <bfkwagner@gmail.com>

SCC MEETING (07/09/18 - 2PM TO 5PM)

1 message

Bill Wagner <bfkwagner@gmail.com> Sun, Jul 8, 2018 at 10:53 PM
To: Bill & Kathie Wagner <bfkwagner@gmail.com>

MR. MAYOR & CITY COUNCIL.

FOR THE RECORD: MY NAME IS BILL WAGNER.....I CURRENTLY LIVE IN THE VISTA'S.

I AM HEAR TO TALK ABOUT:

- > 2255 NORTH LOS ALTOS PARKWAY.
- > PNC 18-0019 MULTI FAMILY HOMES - 10 TO 14 RESIDENTIAL UNITS PER ACRE. (TOTAL 7.72 ACRES)
- > AGENDA LINE ITEMS: 9.6 AND 9.7.

I AM NOT AGAINST LANDSTAR FROM BUILDING.....SINGLE FAMILY HOMES.

WHAT I AM AGAINST IS MULTI FAMILY HOMES. (10 / 14 = 77 / 108 UNITES)

6 OUT OF 7 SPARKS PLANNING COMMISSIONERS VOTED TO APPROVE THE DEVELOPMENT. THEY DID NOT LISTEN TO THE 35 PEOPLE WHO SPOKE AND THE OTHER 75 WHO CHOOSE NOT TO SPEAK. ALL 110 AND HOMEOWNERS VOTE AGAINST THE DEVELOPMENT. THEREFORE, WHEN THE 2ND READING COMES BEFORE YOU, "DO THE RIGHT THING, AND PLEASE VOTE...."NO."

MY CONCERNS ARE AS FOLLOWS:

- > IF YOU APPROVE THE DEVELOPMENT. WHAT IS PREVENTING LANDSTAR FROM BUILDING 108 UNITS IN ORDER TO MAXIMIZE PROFITS?

> THE DEVELOPMENTS INGRESS AND EGRESS ARE RIGHT NEXT TO THE ROUNDABOUT WHICH WILL CAUSE LOTS OF VEHICLE ISSUES.

> 2 TO 3 YEARS OF ADDITIONAL PARKWAY TRAFFIC FROM THE DEVELOPERS AND THE SUBCONTRACTORS LARGE TRUCKS TRAVELING UP AND DOWN AT ALL HOURS OF THE DAY. LETS NOT FORGET THE TRAFFIC FROM THE FOLLOWING: THE GRADE SCHOOL, REGULAR VEHICLE DRIVERS AND THE 5 ACCESS STREETS (VISTA TERRACE, VISTA HEIGHTS, BELMAR, GOODWIN AND LANDSTAR DRIVE, AS UNITES SELL).

> 2 TO 3 YEARS OF CONSTRUCTION "NOISE" WHICH WILL HAVE A PROFOUND EFFECT ON THE HOMEBOUND, DAY SLEEPERS, RETIRES AND ELDERLY TO NAME A FEW.

> POSSIBILITY OF DAMAGING FOUNDATIONS OF HOMES, DUE TO THE EXCAVATION PROCESS. (USE OF EXPLOSIVES).

IN CONCLUSION:

I ASSUME THERE IS NO EVACUATION PLAN FOR ALL THOSE DESPERATE PEOPLE REQUIRING ASSISTANCE INCASE OF A MAJOR FIRE, A MAJOR EARTHQUAKE, A MAJOR SNOWSTORM AND A MAJOR RAINSTORM?

THANK YOU FOR YOUR VALUABLE TIME.

BW

Queue Length Analysis

A micro-simulation analysis was performed to estimate the “Plus Project” conditions queue lengths. **Table 11** summarizes the average and 95th percentile queue lengths.

Table 11: Plus Project Queue Length Summary - Los Altos Parkway/Vista Boulevard (south)

Intersection	Approach	Scenario	AM Peak		AM Off-Peak		PM Peak	
			Avg	95%tile	Avg	95%tile	Avg	95%tile
Los Altos Pkwy/Vista Blvd (south)	Westbound	Baseline	525	853	160	264	250	402
Los Altos Pkwy/Vista Blvd (south)	Westbound	Plus Project	716	1302	238	422	320	543

With the addition of the project traffic, during the AM peak hour, the average queue length on the westbound approach at the Los Altos Parkway/Vista Boulevard (south) intersection is anticipated to increase by approximately 449 feet compared to the baseline conditions. The average westbound queue length during the AM peak hour, with the existing lane configuration, is anticipated to be approximately 725 feet. The average queue lengths during the AM off-peak and PM peak hours are anticipated to increase by approximately 70 to 80 feet compared to the baseline conditions.

2035 ROADWAY ANALYSIS

Traffic volumes in the broader study area are anticipated to increase in the future as more development occurs in east Sparks. However, **potential future traffic generated by all of the approved but unbuilt housing units in the immediate project vicinity have been included in the Baseline Conditions.** Very little additional traffic volume growth is anticipated to occur on Belmar Drive or Los Altos Parkway. Hence, **no additional growth rates were applied for 2035 roadway segment analysis** as discussed and agreed with City of Sparks staff.

Table 12 summarizes the 2035 roadway segment level of service analysis.

Table 12: 2035 Road Segment Level of Service Summary

Class	Segment	# Lanes	2035	
			Daily Volume	LOS
MAC	Los Altos Parkway south of Belmar Drive	2	12,616	C
MAC	Los Altos Parkway north of Belmar Drive	2	8,212	C

As shown in **Table 12**, Los Altos Parkway south of Belmar Drive and Los Altos Parkway north of Belmar Drive are anticipated to operate at acceptable LOS conditions in the year 2035. The roadway LOS remains unchanged after the addition of the project traffic.

infrastructure is insufficient to safely control run off from the site, it will also be incumbent upon the applicant to demonstrate mitigation. Such mitigation could include, but is not limited to, on-site detention or upsizing of the existing infrastructure.

Transportation Infrastructure

Los Altos Parkway will provide primary access to the subject site. The most recent traffic impact study of record for the area that includes the subject site was prepared by Traffic Works to support the recently approved Miramonte Townhome Development (Traffic Works, 2016).

A review of the 2035 roadway analysis included in the report indicates that the subject property appears to be included in the analysis and was modeled as a developed multifamily land use (Page 11, Traffic Works, 2016). The results of the 2035 analysis conclude that Los Altos Parkway will have average daily volumes that correspond to a Level of Service C, which is in conformance with the standards of the 2035 Regional Transportation Plan (Page 4, Traffic Works 2016).

Attachments:

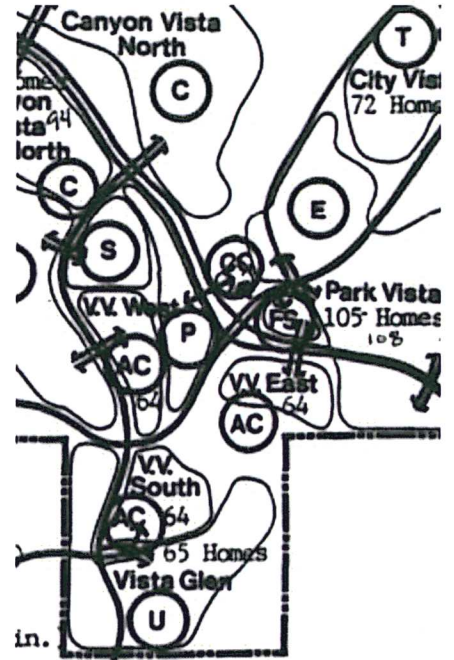
Email Correspondence: ATKINS and City of Sparks

Technical Drainage Study for Desert Highlands – Units 2 and 5, Barker Homes 1996.

Traffic Impact Study for Miramonte Townhome Development – Traffic Works 2016

Handwritten blue scribbles and a zigzag line.

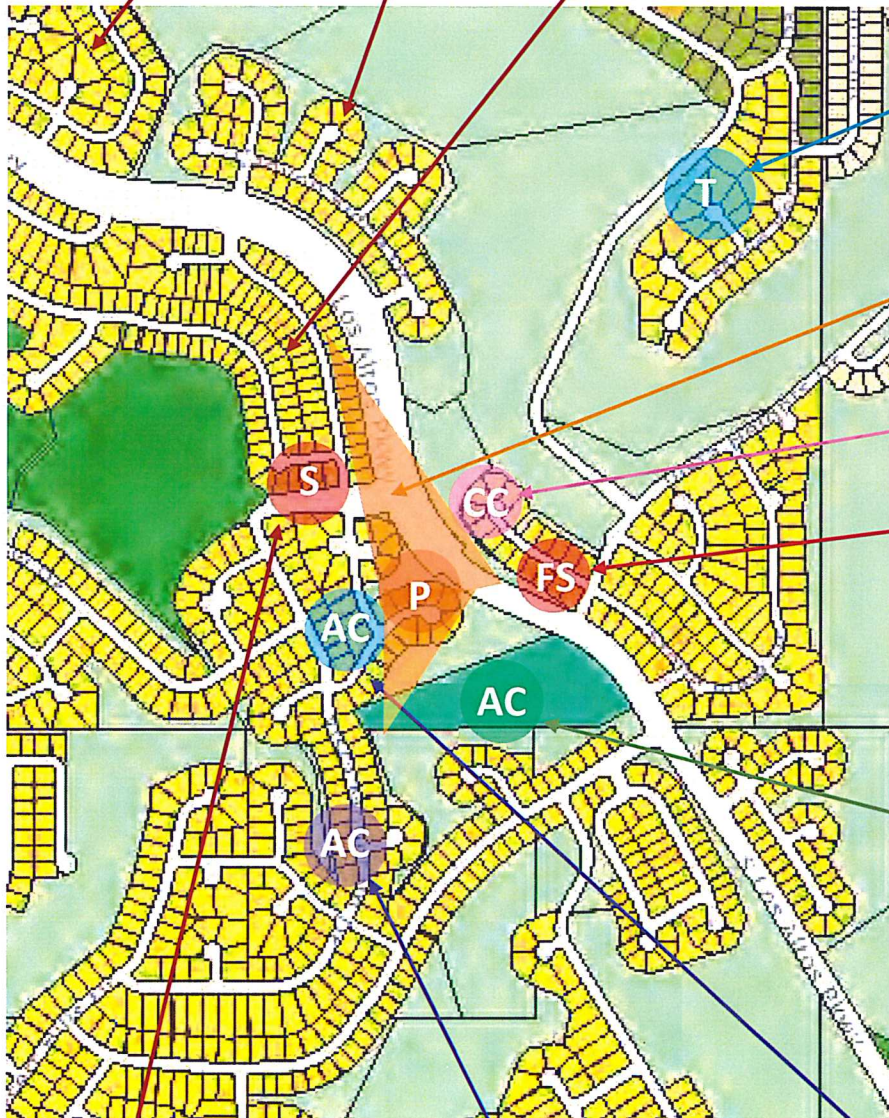
Vistas Master Plan versus Actual Development



planned single family homes
(Canyon Vista North – 160 homes)
became single family homes

planned single family homes
(Spring Vista – 100 homes)
became single family homes

planned single family homes
(Canyon Vista South – 50 homes)
became single family homes



planned townhomes
(City Vista – 72 homes/12
acres or 6 homes/acre)
became single family homes

planned park that
became single family homes

planned community center
became single family homes

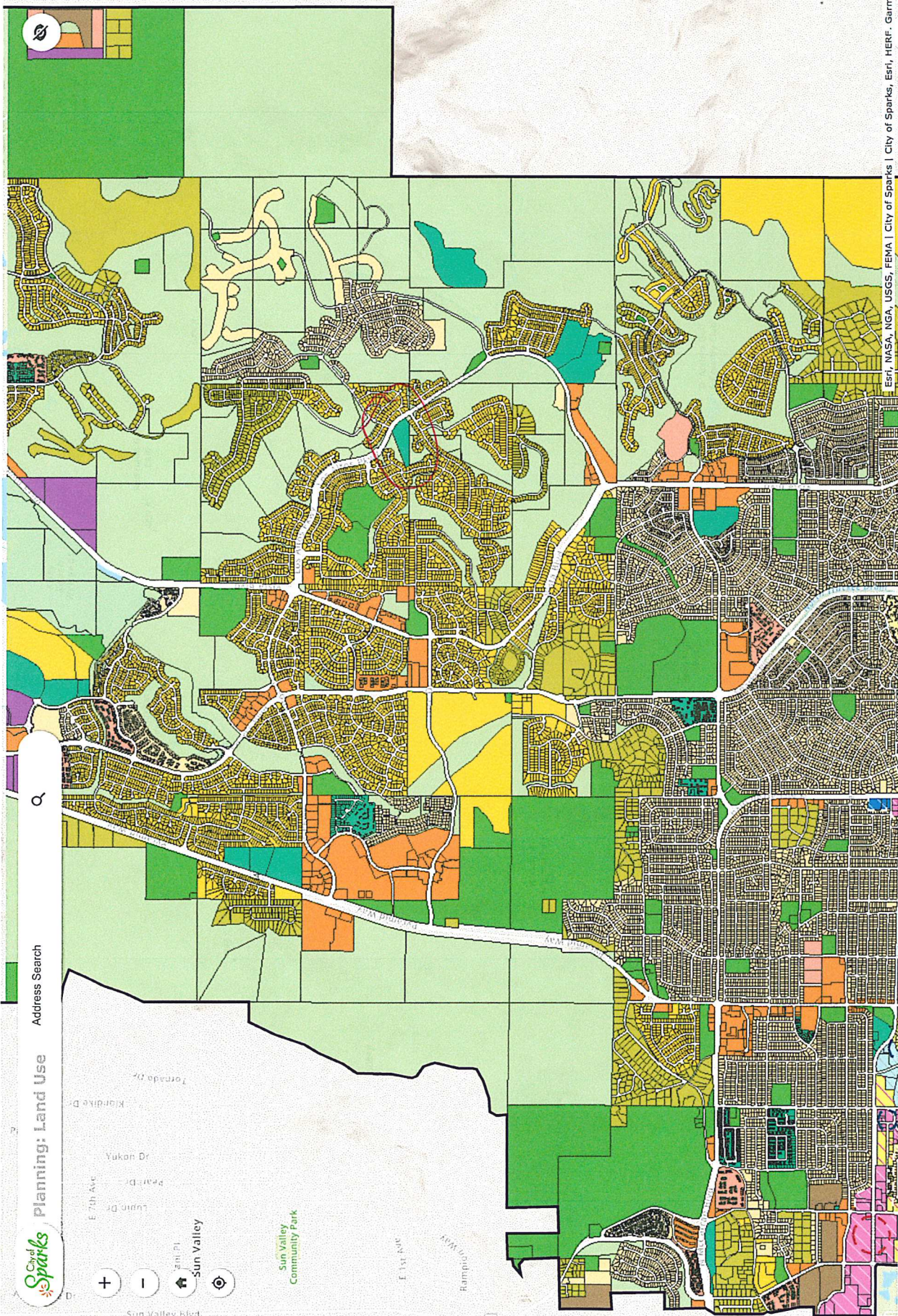
planned fire station
became single family homes

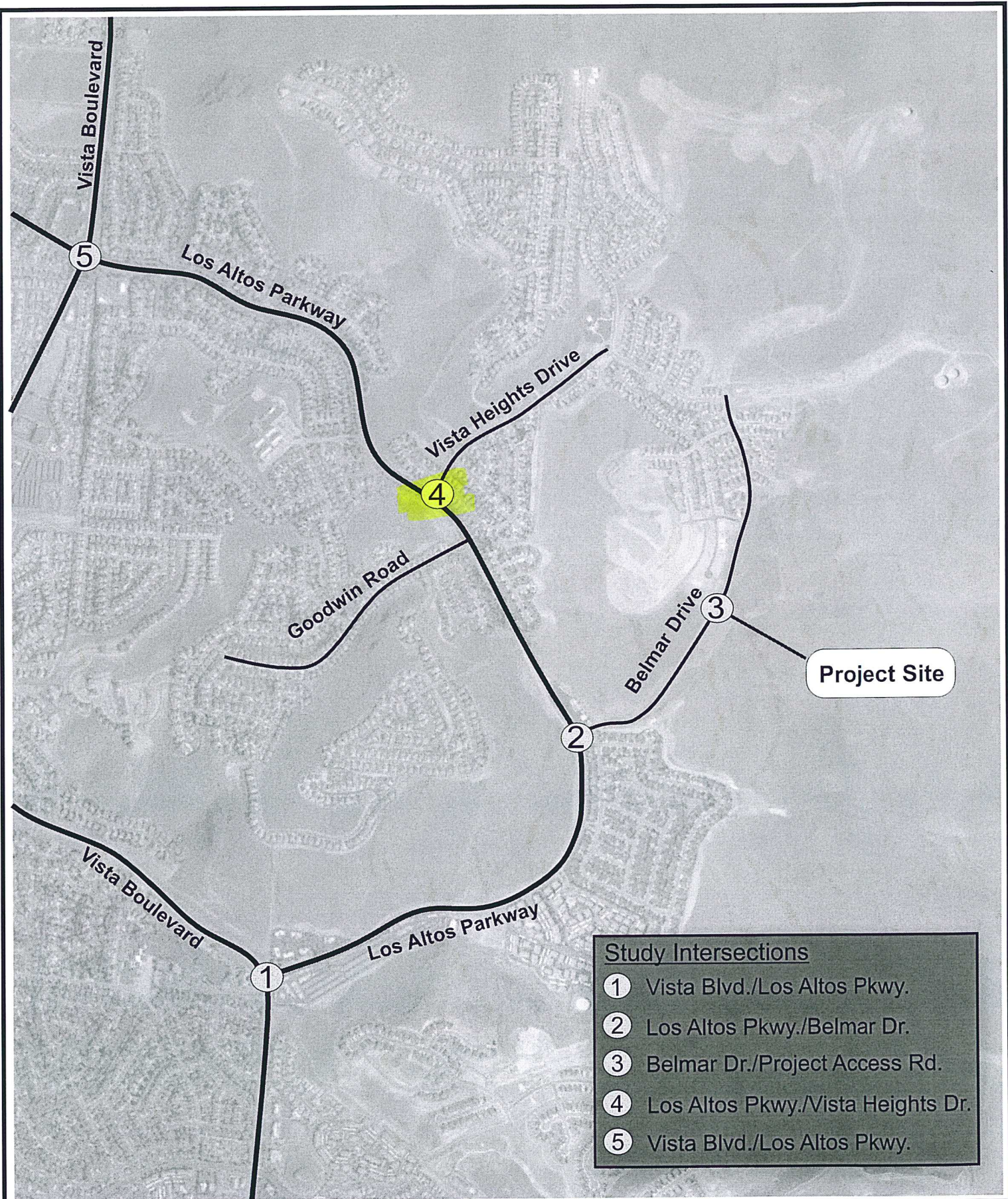
planned apartments
(Vista Village East – 64 homes)
is **currently being disputed**

planned school

planned apartments
(Vista Village South – 64 homes)
is single family homes

planned apartments
(Vista Village West – 64 homes)
became single family homes





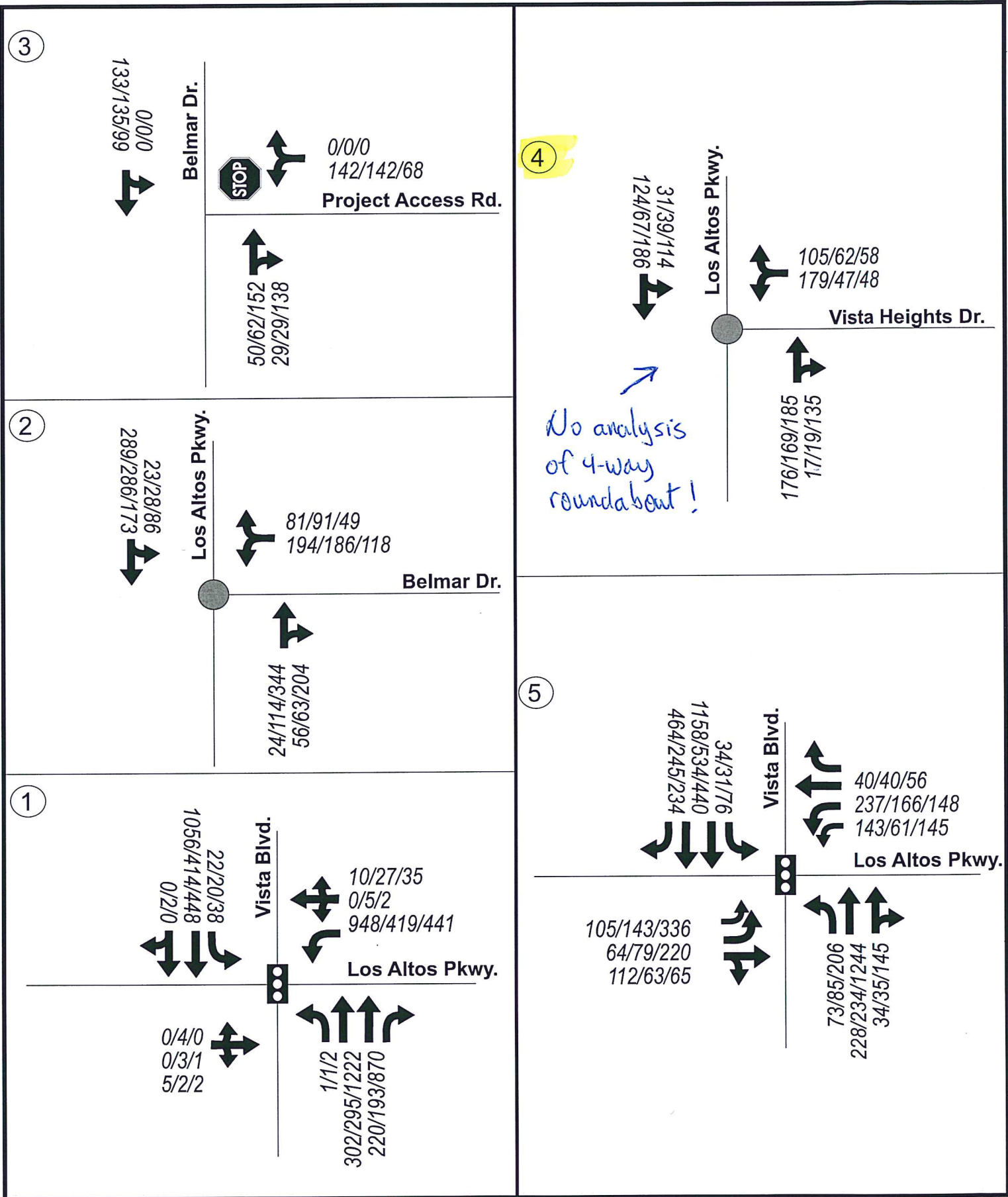
- Study Intersections**
- ① Vista Blvd./Los Altos Pkwy.
 - ② Los Altos Pkwy./Belmar Dr.
 - ③ Belmar Dr./Project Access Rd.
 - ④ Los Altos Pkwy./Vista Heights Dr.
 - ⑤ Vista Blvd./Los Altos Pkwy.



○ - Study Intersection



Figure 1
MIRAMONTE
TRAFFIC IMPACT STUDY
Study Area



LEGEND

AM/AM Off-Peak/PM - Traffic Volumes
 ← - Lane Configuration

- Traffic Signal
- Stop Sign
- Roundabout

NO SCALE

Plus Project Traffic Volumes

Figure 6

MIRAMONTE TRAFFIC IMPACT STUDY