

# HOGE ROAD AREA DEVELOPMENT BACKGROUND STUDY

JULY 11, 1988

PREPARED BY:

CITY OF RENO  
ENGINEERING DIVISION

PER:

CITY COUNCIL REQUEST

UPDATED: AUGUST 11, 1988

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## HOGUE ROAD AREA DEVELOPMENT

### INTRODUCTION/PURPOSE:

This report was prepared by the Engineering Division as an attempt to resolve issues of concern in the Hoge Road area. The Hoge Road area is located approximately 1.5 miles north of McCarran Boulevard on the west side of Virginia Street. This area was originally developed in the County through BLM land sales of 2 1/2 and 5 acre plus parcels. Minor home building occurred until the area was annexed to the City in June 1964. The first Parcel Map, creating smaller home sites, was filed in August 1976. Since that time several Parcel Maps have been approved, creating in excess of 70 individual home site lots. This method of development has resulted in unpaved access into many of the parcels due to the random development pattern. The problem has become more acute as many of the owners of parcels now desiring building permits are some distance from a paved road.

The area currently includes 92 parcels, with a total area of approximately 70 acres. The area is suburban in nature ( For the purpose of this report, suburban is defined as those areas which are characterized by parcels from a quarter acre to five acres in size, displaying potential for development to full urban standards in the near future, but currently having relatively low population densities.), with approximately 50 single family residences and a mobile home park. Only two parcels are currently zoned other than E-1 (1st Estates, 15,000 sq. ft. lot-size minimum). One lot is zoned C-3 (the least restrictive commercial zoning), and is located at the southwest corner of Highway 395 and Hoge Road, comprising about 1.8 acres. The other is the mobile home park which is zoned R-2 (1 unit per 3000 sq. ft.), and is located easterly of the southern extension of Stoltz Road. (Please see zoning Map, Appendix B.)

Many large parcels remain to be split, with the most efficient layout compounding the present problem of flag lots, or lots with no direct street frontage (i.e., no road or utilities along the front of the lots).

For several years, due to the increasing complaints received from property owners in the Hoge Road area concerning the need to provide access to their properties, attempts have been made to construct improvements in the area by means of a special assessment district (S.A.D.). The formation of the Hoge Road Area Special Assessment District, which was proposed to provide standard City improvements for this area, was rejected by a majority of the affected property owners.

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BACKGROUND AND PREVIOUS COUNCIL ACTION:

1964 -- The area first began annexing to the City of Reno.

1976 -- The first parcel map was filed creating smaller parcels from the original 2.5 and 5+ acre parcels.

July, 1980 -- A petition was submitted by the area property owners requesting the formation of the Hoge Road Sanitary Sewer Assessment District.

August, 1981 -- An ordinance was adopted creating the 1980 Special Assessment District (S.A.D.) No. 3 for the purpose of installing a sanitary sewer line in Hoge Road.

November, 1982 -- An ordinance was adopted creating the 1981 Special Assessment District No. 1 for the purpose of paving Hoge Road and improving drainage ditches along Hoge Road.

September 12, 1983 -- A moratorium was placed on Parcel Maps for the Hoge Road area per direction of the City Council. Parcel maps had been conditioned that public improvements be installed adjoining each parcel as it develops. This method did not provide for continuous street expansion. Also, many of the building permit applicants were not fronting property owners and would not have to pay for the street improvements. Existing development standards required City standard street improvements to be in place at the time of development. Potential land buyers or existing owners did not have sufficient security to develop the properties through this method. The City had installed a sewer main and paved Hoge Road through the assessment process to alleviate some of the problems.

It was suggested the following approach be implemented to resolve the problem:

- 1) Develop an overall traffic circulation and sewerage plan for the area.
- 2) Hold public informational meetings with the area residents and land owners to inform of the needs and means to resolve the problem.

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- 3) Establish an assessment district for streets, sewers, and storm drains to allow the orderly development of the area. The assessment procedure recommended at this time would be on a lot unit benefit. Credits would be given to the properties fronting along existing improvements. It was recommended the corner lot policy not apply in this situation.

All improvements proposed under an assessment program would be assessable, including design and financing costs of the City.

The existing development ordinances did not prevent development from occurring, but the individual home builder was required to have improved streets or construct same to their property, prior to recording a parcel map or to obtaining a building permit.

At the meeting, City Manager Chris Cherches stated that there are numerous parcels in the Hoge Road area that have been divided into smaller parcels. The result is an excess of 70 home sites with no street improvements. Mr. Cherches indicated that under the current ordinance, when a person applies for a building permit he must have a paved street in front of his house. The City Manager stated that Pierre Etchebarren attempted to sell a parcel of property, but because there is not a paved street fronting the property, the deal fell through when the potential purchaser applied for a building permit, and became aware of the existing requirements. Mr. Etchebarren therefore requested a waiver of the ordinance. He suggested that a street system be designed in the subject area along with a special assessment district.

Mr. Cherches indicated that the Council must take some action on this item or the City would be faced with numerous waiver requests.

Pierre Etchebarren stated that improvements and sewer line installation would cost approximately \$50,000, and if he later sold the property, the purchaser would still be required to pay a sewer connection fee.

Councilwoman Pine suggested that an agreement be reached whereby other property owners reimburse Mr. Etchebarren for the improvements and installation of the sewer line.

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Ed Hancock, 4380 Eisan Avenue, indicated that he had purchased property on Hoge Road in 1978, which he then subdivided, and made \$40,000 worth of improvements to the lots. Mr. Hancock stated that the current ordinance makes the lots worthless because bringing the road into the lots would cost nearly \$70,000.

Councilman Thornton expressed his concern that the property had been parcel mapped instead of subdivided and stated that the property owners must pay the cost of a special assessment district. Mr. Thornton felt that the cost of the road would be much less than \$70,000.

Bob Jackson, Public Works Director, stated that the cost depends on the type of road that is constructed.

Councilman Nunez was concerned that property owners who signed waivers of protest still appeared before the Council to protest special assessment districts.

Council upheld the recommendation and directed staff to not recommend approval for any new parcel maps in the Hoge Road area until a plan of development had been established, and to evaluate the needs and procedures for the orderly development of the area and return to Council with recommendations.

May 14, 1984 -- The City entered into a contract with Chilton Engineering for the Hoge Road Area Improvement District.

July 24, 1984 -- An informal meeting was held with the property owners of the Hoge Road area, Chilton Engineering, and City staff. Issues discussed included assessment district boundaries, road alignments, types of improvements and costs. A decision was made to meet again to discuss some possible solutions to the questions which were raised.

August 23, 1984 -- A second informational meeting was held with the property owners. Issues discussed were a revision of the assessment district boundaries, the estimated costs and proposed street alignments.

February 2, 1985 -- The proposed road layout and assessment district boundary was transmitted from Chilton to the City.

March 3, 1985 -- Chilton transmitted cost estimates to the City.

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March 11, 1985 -- The Council was to decide on the scope of the improvements. They deferred action until a later meeting.

March 27, 1985 -- Chilton Engineering sent out a questionnaire to the property owners requesting their preference to full, partial or no improvements. A letter and postcard was mailed to each of the sixty-nine (69) property owners and the results were tabulated from the forty-one (41) returned cards. No clear majority was identified in any category.

The tabulation of the post card survey responses indicated the following property owners' stance:

Previously Signed Wavers	14.4 ac	21.3%
In favor of full improvements	10.1 ac	14.9%
In favor of limited improvements	<u>5.7 ac</u>	<u>8.4%</u>
Sub-total in favor of S.A.D.	30.2 ac	44.6%
Not in favor of improvements	<u>25.6 ac</u>	<u>37.8%</u>
Sub-total not in favor of a district	25.6 ac	37.8%
No response from property owners	<u>11.9 ac</u>	<u>17.6%</u>
District Total:	67.7 ac	100.0%

From these results the Engineering Division reviewed the possible style of improvements necessary for this area. Staff recommended that full sanitary sewer improvements, reduced street improvements, partial storm drain improvements, and other related improvements be designed and constructed as limited improvements, with the understanding that full improvements will be required if and when the area development warranted.

April 22, 1985 -- Council ruled on the questionnaire, approved full improvements and directed the Engineering Division to proceed.

May 8, 1985 -- Chilton Engineering begins preliminary design.

February 20, 1986 -- Preliminary plans were submitted for review.

March 10, 1986 -- Albert Henry appeared before the Council

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to request removal of the moratorium. The matter was deferred to staff.

April 25, 1986 -- A letter was sent to Mr. Henry explaining the delays which could be as long as a year or more.

June 23, 1986 -- Council approved amendment of Chilton contract to reflect the increased contract amount.

July 1, 1986 -- City staff met with Chilton Engineering to request further data for lots to be only partially assessed for the improvement costs.

August 25, 1986 -- Chilton responded with a letter stating area size and frontages.

November 24, 1986 -- At this Council meeting staff requested that the Hoge Road Area Moratorium not be lifted and that the City continue with the finalization of the Special Assessment process to fund the improvements and recover the consultant design fees of \$128,855.26 previously expended.

Mr. Albert Henry urged Council to lift the 1983 moratorium that had been placed on Hoge Road. He stated that because of the moratorium it is impossible for property owners to sell their property.

Millard Reed stated that the Hoge Road Area moratorium is a moratorium on parcel maps only. Building Permits could still be obtained as long as all of the existing requirements were met. He continued that a public hearing would be held on the special assessment district planned for this area in March, 1987.

Councilman Nunez suggested that the property owners in the area be allowed to make improvements if those improvements are in accordance with the final plans of the special assessment district.

Mr. Barney Lujan, Engineering Department, stated that if the property owners in the area are allowed to use the final plans of the special assessment district to make improvements in the area, the City will be charged for the cost of the plans even if the special assessment district is not passed.

Mayor Sferrazza suggested that a pro-rata share for the cost of the special assessment district plans be charged to each of the property owners that would use the plans.



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Council elected to lift the Hoge Road Area moratorium with the added conditions as follows:

- 1) That all building in the area will be in accordance with the special assessment district final plans.
- 2) That if it is possible to charge the property owners a pro-rata share for use of the final plans, it will be done.
- 3) Before a Building Permit is issued, a waiver of protest against the proposed special assessment district must be signed, and if the special assessment is turned down, the waivers of protest will no longer be effective, and the owners must make the improvements in accordance with the final plans and City standards.
- 4) That lifting of the moratorium will not cause a financial impact on existing residences in the area (i.e., that all cost of new improvements will be bourn by new development in the area).

Motion Carried.

Mr. Henry again requested that the parcel map moratorium be lifted. The request was granted by Council.

December 8, 1986 -- Council adopted Resolution No. 4292, directing the City Engineer to prepare plans, plats and costs for the 1984 Special Assessment District No. 3.

January 9, 1987 -- Preliminary plans, plats, and costs were filed with the City Clerk.

January 12, 1987 -- Council adopted the Provisional Order Resolution No. 4295, establishing the Public Hearing date.

February 9, 1987 -- A public Hearing was held and the 1984 Special Assessment District No. 3 was defeated. The defeat of the special assessment district was primarily due to the proposed assessment of costs to parcels. All lots in this district are large, so high assessment costs were expected, but on parcels that had not been divided into typical building lots (i.e., E-1 estates of 15,000 sq. ft. minimum), the costs looked astronomical. The actual quantity of parcels in various assessment ranges is as follows:

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Assessment	Number of Parcels
\$0 - \$9,999	17
\$10,000 - \$19,999	32
\$20,000 - \$29,999	23
\$30,000 - \$50,000	9
\$50,000 - \$99,999	9
\$100,000+	2

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Total 92

No consideration was given to the potential for future subdivision of these large parcels, which would result in more reasonable assessments to each of these building lots. Staff was then directed that the conditions proposed in conjunction with the lifting of the moratorium were to remain in effect.

September 1, 1987 -- Hoge Road area concerns were addressed to Council by the City Engineer and the City Attorney.

Since the February 9, 1987, Council meeting, there have been no parcel maps processed nor building permits issued in the Hoge Road area. However, there have been numerous inquiries relating to both parcel maps and building permits; due to the cost that would be incurred when complying with the requirements of the design standards, no action has taken place. The unanimous response received from the property owners when advised of the design standards has been negative and sometimes hostile, because the standards were economically oppressive and unworkable. The overall response has been a request that the design standards be reduced to alleviate the present stalemate.

The City Attorney was concerned that under recent court decisions the present design standards could be ruled to constitute a "taking" of property without just compensation. As such, there was a serious risk that damage awards may result or the standards may be invalidated.

In view of the foregoing concerns, the Council directed that staff take another look at the problems in the Hoge Road area and try to resolve them.

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As a practical matter, there were only two alternatives to consider; one was to continue with the existing policy requiring that all development in the Hoge Road area conform to the design standards which are based on the 1984 Special Assessment District No. 3 plans and conform to City standards, and thus, according to the City Attorney's office, risking the very real possibility of adverse court decision; or to revise, in house, in cooperation with the property owners, the 1984 Special Assessment District No. 3 plans to reflect improvements that would better fit the needs of the Hoge Road area, and which would not be economically confiscatory. Staff proceeded with these revisions upon Council's direction.

October, 1987 -- City staff reviewed improvement standards for the area.

December, 1987 -- An informal meeting was held with Hoge Road residents to outline the newly proposed suburban standards for the Hoge Road area. A questionnaire was distributed at this meeting seeking opinions on the formation of a S.A.D., based on the newly proposed suburban improvement standards. Reasons for formation of a S.A.D. were presented which included:

- 1) Disproportionate costs would be incurred by various individual properties using a "piece meal" approach as dictated by the current policy, which may be considered "unfair" and "insupportable".
- 2) "Piece meal" improvements would be, overall, more costly to the property owners, more costly to maintain, and deterioration would occur at a much faster rate than if the improvements were constructed at one time.

The newly proposed improvement standards are reduced width paved street sections, the elimination of most underground drainage facilities, the elimination of sidewalks, the elimination of curb and gutter in most areas and the elimination of street lights. Preliminary figures at this time indicated that the estimated assessment costs will be reduced by approximately 40%, on the average, from previous estimated assessment costs.

The following important reasons for providing improvements in the Hoge Road Area were presented to those present and mailed to all residents:

- Property values in the area should increase as a result of these improvements.

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- Police and Fire equipment cannot reach many portions of this area because of the current conditions of the streets, therefore, public safety is improved.
- Drainage ditches will be improved as a part of this project. Existing ditches, if any, are not adequate and contribute to the potential of flood damage to private properties.
- More equal distribution of costs for installation of sanitary sewers and other required improvements is provided with a special assessment district.
- Many of the streets in this area are not presently paved and contribute significantly to dust problems during the summer, which is an increasing concern with respect to air pollution. These streets also become a problem during the winter when they become wet, muddy and very slick.
- This project will decrease City maintenance costs significantly. It is much easier and less costly to maintain paved streets and structurally sound drainage ditches than dirt roads and ditches.

(Copies of the returned questionnaire are contained in Appendix I.)

January, 1988 -- A meeting was held at Reno City Hall to discuss the proposed assessment district and the Hoge Road area residents in attendance were: Pierre Etchebarren, Lori Burke, Wayne Matthewson, Milt Harris, Paul Hofmann, Duane Stoltz, and Ross Stoltz. This group presented several ideas concerning problems in the area, but did not necessarily represent the entire group of property owners.

March, 1988 -- Another meeting was held with this group. At this meeting, the group submitted several proposals that they felt would be solutions to some of the problems in the area. These solutions are presented in the solution alternatives section.

July 18, 1988 -- A letter was sent to all persons listed as owners of property in the Hoge Road area inviting them to attend an informal meeting, informing them of the availability of this report and requesting the residents to provide constructive suggestions to alleviate the area's problems.

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August 1, 1988 -- An informal meeting was held with area residents to gain additional input. Copies of this report were available from the Engineering Division prior to the meeting, and additional copies were available at the meeting. A synopsis of the information gathered at the meeting (i.e., concerns of Hoge Road area citizens) and copies of letters received from residents regarding information presented in this report and at the meeting is contained in Appendix L. As a result of the meeting, the amounts developed for comparison of the costs for implementation of the various alternatives were modified to the present numbers. A coarse analysis of the modified information for estimated costs has created the following comparisons:

Alternative	Number of Parcels	Total Cost (millions)	Area (Ac)	Cost per Sq. Ft.
Chilton	92	\$2.54	67.7	\$0.86
Suburban Prop.	92	\$1.49	67.7	\$0.50
Owners' Prop.	92	\$0.67	67.7	\$0.23

The above does not take into account the actual assessment method employed at the time the assessment district is formed. A discussion of distribution of costs to individual properties must wait until formation of the district is proposed. Depending on the types and quantities of improvements proposed, the methods of apportionment can be quite different. The above also does not take into account any increases in cost due to differences in the time of final completion between alternatives.

**EXISTING REQUIREMENTS FOR DEVELOPMENT:**

Presently, development and construction in the area must comply with the existing City standard conditions (Appendix J). These include half or full street improvements to City standards, sanitary sewer and storm drain installation. In addition to the previously mentioned conditions of development, the Reno Fire Department proposed, in their letter of April 18, 1986, four conditions for development. These include the requirement that all dwellings be equipped with fire sprinklers systems, that all roofs be constructed of class A roofing materials, that adequate turn around areas be provided, and that all structures be cleared of natural vegetation for a distance of 30 feet around the structure. These conditions were approved by Council April 25, 1986, and are presently in effect.

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**PROBLEM DISCUSSION:**

Three major problems can be associated with existing development conditions. First, random development of existing undeveloped parcels create basic engineering problems. These include matching new improved street sections with existing gravel roads, not only grade-wise, but also with street section widths. Storm water drainage also presents a problem when trying to transition from curb and gutter flow to existing drainage ditch flow. The situation exists in several locations in the Hoge Road area where an undeveloped parcel will be required to construct half-street improvements to City standards, including curb, gutter and sidewalk, while on either side of the parcel, existing developed parcels may never have to provide improvements. This method of development creates safety and maintenance problems.

The second major problem associated with existing development conditions deals with cost inequities. If a parcel, which does not front on Hoge Road, is developed, that parcel would be required to provide standard improvements along the frontage, provide paved access to the nearest paved street, and provide a sanitary sewer extension to the property boundary. Any subsequent development work would not necessarily be required to contribute to the costs associated with these improvements, thus the first property owners to develop must pay a disproportionate share of public improvement costs. In some cases, the cost to provide the required improvements may exceed the worth of the parcel being developed.

The third major problem is that existing street grades exceed City standards, so the Fire Department conditions must remain in effect.

**SOLUTION ALTERNATIVES:**

- A) Allow existing development conditions to remain in effect. This would result in random improvement patterns, and inequitable payment of public improvements. The previous discussions have elaborated in depth on this alternative, which basically precludes home building on many parcels due to economics.
- B) Eliminate existing development conditions resulting in an area with few improvements or improvements that are less than City standard. The legal ramifications of this are a major problem. The City cannot permit non-conforming development without accepting the resulting liability from fire, flood, accidents, health hazards, etc.

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- C) Develop alternative standards for this area and pursue the formation of an assessment district for the construction of these improvements. These alternative standards might include narrower street widths, elimination of curb and gutter, and in some cases elimination of sidewalk. These standards were proposed at the February 9, 1987, meeting. This alternative was requested previously by the Hoge Road area property owners.
- D) Develop and adopt suburban improvement standards as proposed in alternative "C". This solution may be considered for use in areas similar in topography and zoning as Hoge Road. These less expensive improvements could be done on an individual basis if economically feasible, but other tracts would have to wait pending formation of a special assessment district. This could be accomplished by removing the existing development conditions and requiring waivers of protest for new development. At such a time that the development in the area has increased to the point that waiver of protest parcels make up the majority of developed parcels, an assessment district could be formed to construct the improvements in the entire area. This would decrease the likelihood of future utility cuts scoring newly paved streets as is likely under alternative "C".
- E) Alternative recommendations by several homeowners which do not necessarily represent all of the residents as presented at the March 23, 1988 meeting were as follows:
- 1) Provide sewerage in the following areas only.
    - a. That sewer line be run up proposed Harris Road approximately 2000';
    - b. Propose sewerage of approximately 330' section which runs from Harris Road north to serve Harshbarger;
    - c. Propose sewerage approximately 150' of Eisan Road north of Harris Road and;
    - d. Propose sewerage approximately 150' of Koenig Road north of Hoge Road (if possible this section is to be constructed as a lateral to serve only Parcel 17, Lang Hoo Loong).

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- 2) It is proposed that once sewerage is completed, that the proposed Harris Road shall be graded to meet or connect with existing dedicated roads. This graded roadway shall meet temporary emergency access road standards (these standards are City of Reno standards), this standard is the following: A roadway with minimum width of 20', structurally designed to support a tandem axle loading of 17 tons, with a minimum turning radius of 40 feet.

This above described roadway for Harris Road is essential so as to provide for emergency vehicle, 2-way access to much of this area, and is also necessary for sewer line maintenance vehicles.

- 3) It is proposed that once area standards are approved, parcel maps and building permits may be issued.
- 4) It is proposed that prior to a home being issued a certificate of occupancy, the property owner shall construct a roadway from the entire roadway easement fronting this property (excluding driveways) to the closest dedicated city street. This roadway shall meet temporary emergency access road standard also, as a requirement to building a residence (or any other occupied structure) additional requirements shall be applied; (these requirements are consistent with those described in a letter from Marty Richard, Fire Marshal, on April 18, 1986.) They are as follows:
  - a. Fire sprinkler systems for any dwelling issued C of O after this proposal is adopted,
  - b. Provide adequate turn-arounds as approved by Reno Fire Department,
  - c. All roofing materials to be class A roofing materials,
  - d. Clear thirty (30) feet around structures of natural vegetation (excluding domestic shrubs, trees, and grass). In addition, Fire Department may require installation of additional fire hydrants.



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- 5) The above described standards for roadways would be adequate until such time as permanent emergency access roads could be installed. (This is also a City of Reno standard described as follows): A minimum of 2 1/2 inches of asphalt concrete pavement and provided with adequate roadside drainage (a paved "V" ditch constructed on one side of the roadway).
- 6) It is proposed that anyone receiving a parcel map or a building permit for any lot(s) not having paved frontage, shall sign a waiver of protest to a street assessment designed to go into affect once a predetermined percentage of the buildable lots in this area have been developed (issued permits). Once this percentage is achieved, street assessment improvement process shall be initiated but limited to the 20' wide paved roadways (permanent emergency access roads standard) throughout the district, including a paved "V" ditch for drainage and making full use of the base temporary roadways laid down as individuals built occupancies. No other assessments shall be initiated by the city for further public improvements, nor shall the city impose any additional requirements beyond those specified here within.
- 7) It is proposed that the City of Reno must present the proposal for ratification by district property owners no later than 120 days from date of the letter, (otherwise) the city agrees to withdraw requirements for current improvements to district and allows improvements consistent with those in existence prior to April 1983 ordinance change and without the signing of waivers of protest.
- 8) Also proposed is that Harris Road be posted "For Emergency Access Use Only" until such time as it is utilized by property owners fronting Harris Road for purpose of developing or enjoying their property.

It is staff's opinion that the property owners' current proposals are inadequate for safety, would cause additional maintenance problems, and promote growth resulting in a final substandard development that would inevitably be rebuilt at the expense of the public in the future when the streets are deteriorated. It is also staff's belief that the property owners are unaware that the costs of their proposal would not be divided among all persons in the previously proposed assessment district, but only among the benefitted properties (a reduction to 27 parcels from 92).

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SUMMARY

The original plan for the Hoge Road area was to construct improvements in three stages through a series of assessment districts. The first two stages, installation of a main sewer line in Hoge Road and the partial improvement and paving of Hoge Road, have been completed. Because of the lack of development growth in the area, the third stage, which would have completed the sanitary sewer, storm drain system and improvement of existing roads, was deemed financially impractical and was defeated by area property owners. The problem concerning development of improvements in the area remains. The staff has calculated the estimated costs of full City development standards, a suburban standard and the current homeowners' proposals. Costs of bonding, engineering, and special assessment district costs were included.

Detail is presented in tabular form in Appendix D. Total costs were estimated as:

1.	Chilton	\$2.54 million
2.	Suburban	\$1.49 million
3.	Residents	\$0.67 million

Given the unusual topographic and developmental conditions, the staff feels solutions other than the Chilton plans may be appropriate.

The scattered development of building lots and homes in the Hoge Road area, with few existing public improvements, makes the cost of full City improvements inordinately high for area residents. Because of large lots (15,000+ sq. ft.) even the smallest parcels suffer large assessments in the order of \$15,000. This is not out of line with the cost of development of lots within the City, but City lots tend to be much smaller than the Hoge Road area lots, and therefore, associated improvement costs are proportionately smaller. The extremely large assessments of \$90,000 to \$100,000 seem out of line until the resubdivision of the large tracts is considered, each lot yielding several building lots each, making the cost per lot similar to existing 15,000 square foot lots. The topography of the area has created further problems with steep grades, resulting in the Fire Department's requirements.

By creating suburban street standards and applying them to this area, estimated special assessment district costs can be reduced 40% from \$2.5 million to \$1.5 million. This reduces the assessment on the normal home lot to about \$9,000, which is not out of line with a normally improved lot. It is staff's opinion that suburban standards must then be limited in use only to:

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- 1) Large lot development;
- 2) Special cases in existing problem areas upon Council approval.

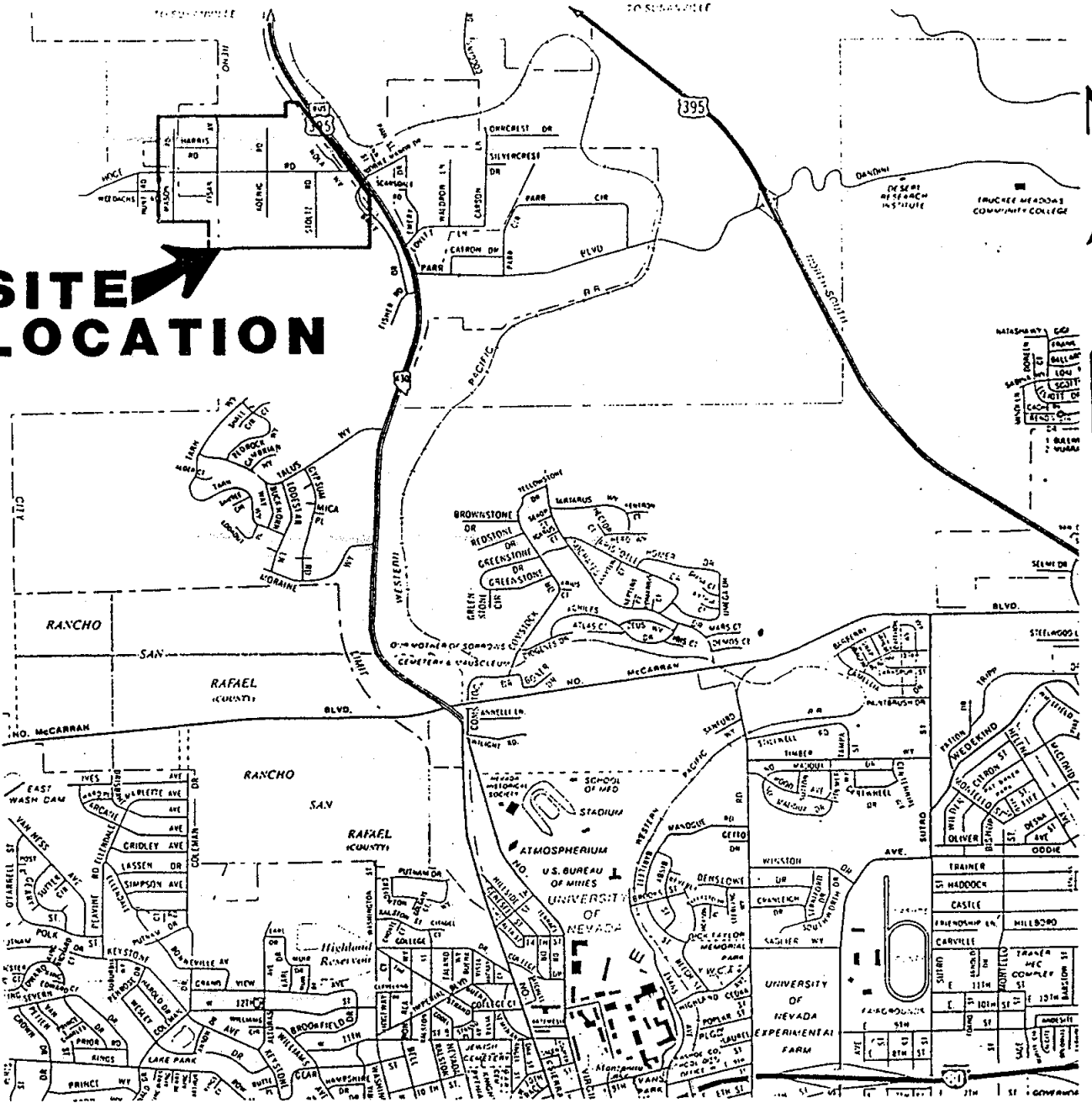
RECOMMENDATIONS:

With the above discussed limit on the future use of suburban street standards, the staff recommends:

- 1) Suburban standards be adopted for this area per Appendix G. This includes a road section built to our standard structural section but narrower width (28' and 30'). Curb and gutter, and storm sewer versus ditches would be investigated to determine the most cost effective solution with the suburban standard.
- 2) Require waivers of protest in the form of properly drafted legal agreements prepared by the City Attorney to assure completion of improvements in accordance with adopted suburban standards in the future, upon at least a 50% (vote and waiver) situation, and that these be signed for all new development in the area and drop existing conditions (except for RFD).
- 3) Form an assessment district for completion of improvements to suburban standards when enough waivers have been obtained or a majority of property owners petition the Council for formation of a special assessment district to these standards.
- 4) Complete the majority of the sewer system through the assessment process, to be constructed in the Summer of 1989. This would include installation of main sewer lines and individual laterals for each anticipated subdivided parcel of existing lots.
- 5) Fire Department requirements to remain in effect.

**Appendix A: Hoge Road Area Special Assessment  
District Vicinity Map**

**SITE LOCATION**

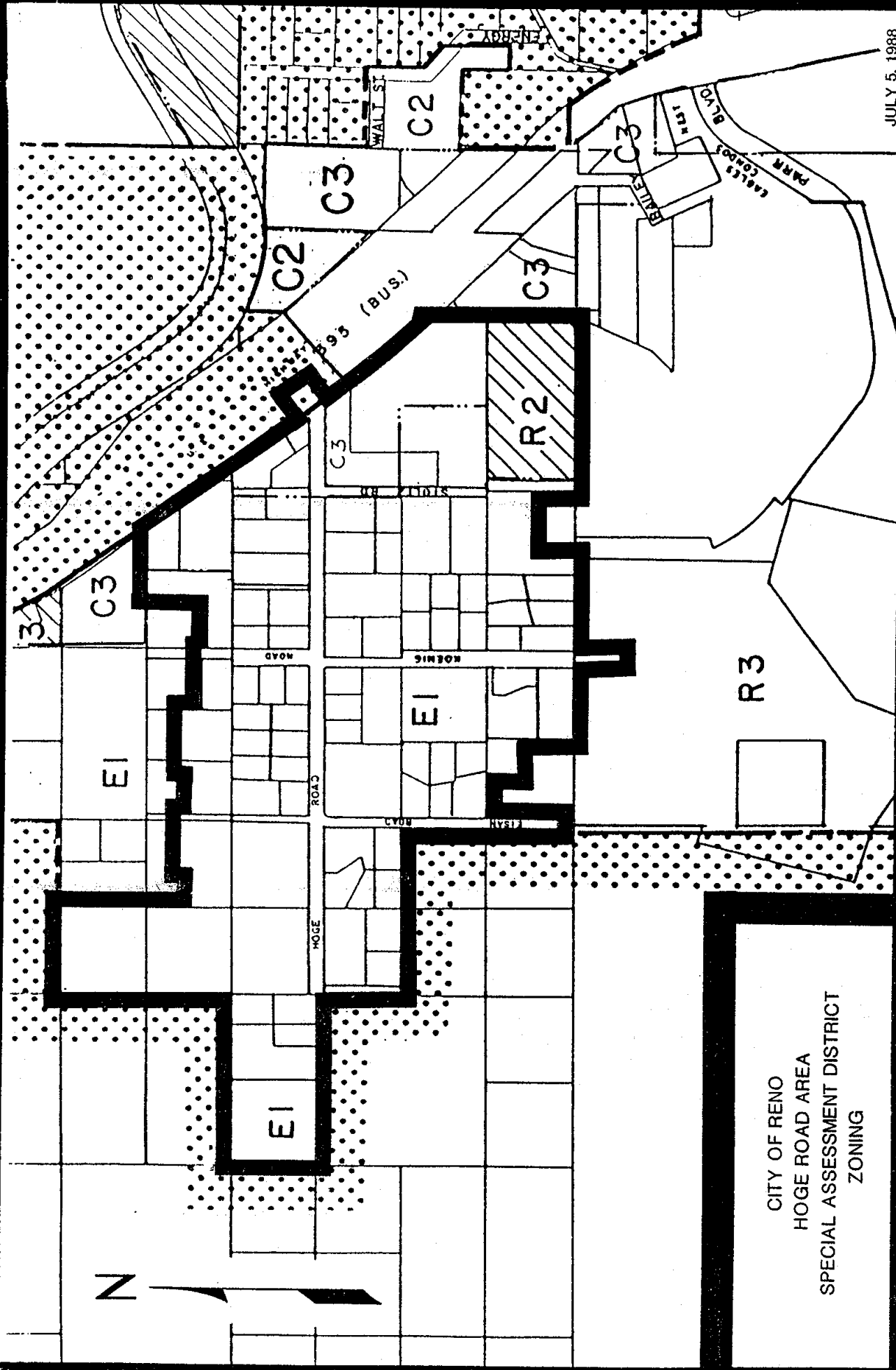


# VICINITY MAP

N.T.S.

CITY OF RENO  
HOGE ROAD AREA  
SPECIAL ASSESSMENT DISTRICT

**Appendix B: Hoge Road Area Zoning**



CITY OF RENO  
HOGE ROAD AREA  
SPECIAL ASSESSMENT DISTRICT  
ZONING

**Appendix C: Original Assessments**



## ORIGINAL ASSESSMENTS

WASHOE COUNTY ASSESSOR'S PARCEL NUMBER	ORIGINAL COSTS (CHILTON)
82-361-07	\$86,750.22
82-361-08	\$27,232.48
82-361-11	\$57,664.88
82-361-12	\$109,817.44
82-361-13	\$110,986.29
82-361-25	\$43,480.33
82-361-38	\$12,065.33
82-361-40	\$1,446.15
82-361-42	\$1,446.15
82-361-43	\$1,353.38
82-361-44	\$5,431.84
82-361-45	\$20,368.02
82-361-46	\$47,163.63
82-361-48	\$59,068.24
82-361-50	\$20,126.84
82-361-51	\$13,669.76
82-361-52	\$22,520.00
82-361-53	\$16,485.36
82-361-54	\$12,573.85
82-361-55	\$16,237.71
82-532-02	\$18,930.35
82-532-04	\$38,548.70
82-532-10	\$24,330.93
82-532-11	\$41,805.10
82-532-12	\$24,815.36
82-532-13	\$24,047.15
82-532-14	\$21,321.90
82-532-15	\$18,553.66
82-532-16	\$27,816.67
82-532-17	\$16,951.09
82-532-18	\$21,639.94
82-532-21	\$14,515.49
82-532-22	\$14,515.49
82-532-23	\$15,170.69
82-532-25	\$17,380.39
82-532-26	\$17,382.27
82-532-27	\$17,354.97
82-532-28	\$22,195.20
82-532-29	\$14,721.23
82-532-30	\$31,592.01
82-532-31	\$26,689.07
82-532-32	\$21,137.33
82-532-33	\$17,675.32
82-533-03	\$63,371.90
82-533-06	\$16,995.50
82-533-07	\$2,321.35
82-533-08	\$8,454.53
82-533-13	\$27,479.67
82-533-14	\$32,285.68

## Original Assessments

WASHOE COUNTY ASSESSOR'S PARCEL NUMBER	ORIGINAL COSTS (CHILTON)
82-533-15	\$16,945.32
82-533-16	\$15,961.34
82-533-17	\$16,951.09
82-533-18	\$13,880.32
82-533-19	\$13,432.29
82-533-20	\$59,175.67
82-533-21	\$15,967.72
82-533-22	\$15,940.52
82-533-23	\$26,447.56
82-533-24	\$4,131.25
82-533-25	\$4,131.25
82-533-26	\$19,087.51
82-534-06	\$8,966.80
82-534-07	\$16,754.12
82-534-11	\$27,882.53
82-534-12	\$23,987.81
82-534-13	\$19,712.36
82-534-21	\$26,645.46
82-534-22	\$21,460.63
82-534-23	\$14,587.36
82-534-24	\$4,190.27
82-534-25	\$14,500.40
82-534-26	\$4,485.36
82-534-27	\$25,204.77
82-534-28	\$29,587.05
82-534-29	\$4,013.22
82-534-30	\$13,419.62
82-534-31	\$14,499.18
82-534-32	\$4,485.41
82-534-35	\$1,254.26
82-534-36	\$1,499.88
82-534-37	\$24,618.59
82-534-38	\$15,848.05
82-534-39	\$5,484.75
82-534-40	\$5,590.58
82-534-41	\$90,995.13
82-534-42	\$93,223.91
82-540-08	\$51,439.25
82-540-09	\$25,365.94
82-540-10	\$80,396.35
82-540-19	\$34,394.93
82-540-21	\$34,755.68
82-540-22	\$42,292.81

2 PARCELS WITH ASSESSMENTS GREATER THAN \$100,000.00.

9 PARCELS WITH ASSESSMENTS BETWEEN \$50,000.00 & \$100,000.00

9 PARCELS WITH ASSESSMENTS BETWEEN \$30,000.00 & \$50,000.00.

23 PARCELS WITH ASSESSMENTS BETWEEN \$20,000.00 & \$30,000.00

32 PARCELS WITH ASSESSMENTS BETWEEN \$10,000.00 & \$20,000.00

17 PARCELS WITH ASSESSMENTS BETWEEN \$0.00 & \$10,000.00.

**Appendix D: Cost Comparisons of Various Proposals**

CITY OF RENO, PUBLIC WORKS DEPARTMENT, ENGINEERING DIVISION REPORT  
 HOGE ROAD AREA SPECIAL ASSESSMENT DISTRICT  
 COST COMPARISONS OF VARIOUS PROPOSALS  
 AUGUST 1988

ITEM NO	UNIT PRICE	BID ITEM DESCRIPTION	ORIGINAL CHILTON DESIGN			CITY SUBURBAN PROPOSAL			RESPONDING PRPRTY OWNERS' PRP/SL		
			QUANTITY	UNIT	TOTAL	QUANTITY	UNIT	TOTAL	QUANTITY	UNIT	TOTAL
200	5.00	ROCK RIPRAP - EROSION PROTECTION, 12" THICK	1875	S.F.	9375.00	2000	S.F.	10000.00			
300	1000.00	CLEARING AND GRUBBING	15	AC.	15000.00		AC.		3	AC.	3000.00
301.a	8.00	REMOVE EXISTING R.C. PHT INCL DM AND OFFSIT DISP.	3550	S.Y.	28400.00		S.Y.			S.Y.	
301.b	9.15	REMOVE EXISTING ROADSIDE DITCH CULVERTS	674	L.F.	7997.10		L.F.			L.F.	
301.c	4000.00	REMOVE EXISTING CONCRETE HEADHALL & 24" CULVERT UNDER U.S. 395	1	L.S.	4000.00		L.S.			L.S.	
301.d	0.10	SAWCUT EXISTING PAVEMENT	5450	L.F.	545.00		L.F.			L.F.	
301.e	9.80	REMOVE EXISTIN P.C.C. DRIVEWAY SURFACE AND DISPOSE OFFSITE	80	S.Y.	784.00		S.Y.			S.Y.	
303.a	3.00	ROADWAY EXCAVATION AND EMBANKMENT	20500	C.Y.	61500.00		C.Y.		10891	C.Y.	32673.00
303.b	3.00	DRIVEWAY EXCAVATION	110	C.Y.	330.00		C.Y.			C.Y.	
303.c	3.00	DRIVEWAY EXCAVATION	125	C.Y.	375.00		C.Y.			C.Y.	
306.a	40.00	8" DIA. SAN. S. MAIN, R.C.P. CL. 2400	5802	L.F.	232080.00	5171	L.F.	206840.00	2750	L.F.	110000.00
306.b	25.00	10" DIA. STORM DRN PIPE, CONCRETE PIPE	684	L.F.	17100.00		L.F.			L.F.	
306.c	30.00	12" DIA. STORM DRN PIPE R.C.P. CL. II	2390	L.F.	71700.00		L.F.			L.F.	
306.d	35.00	12" DIA. STORM DRN PIPE R.C.P. CL. IV	665	L.F.	23275.00	350	L.F.	12250.00		L.F.	
306.e	40.00	18" DIA. STORM DRN PIPE R.C.P. CL. III	1295	L.F.	51800.00		L.F.			L.F.	
306.f	50.00	24" DIA. STORM DRN PIPE R.C.P. CL. III	121	L.F.	6050.00		L.F.			L.F.	
306.g	30.00	4" DIA. SAN S. LATERALS	1923	L.F.	57690.00	2064	L.F.	61920.00	891	L.F.	26730.00
307	2000.00	RELOCATE EXISTING FIRE HY	1	EA.	2000.00		EA.			EA.	
308	10.00	TYPE 2, CLASS B AGG. BASE	19865	TON	198650.00		TON		4094	TON	40940.00
311.a	100.00	P.C.C. ARCH BEDDING INCL. REINFORCEMENT	4.5	C.Y.	450.00		C.Y.			C.Y.	
311.b	4.00	DRIVEWAY P.C.C. SURFACE, 4" THICK	567	S.F.	2268.00		S.F.			S.F.	

CITY OF RENO, PUBLIC WORKS DEPARTMENT, ENGINEERING DIVISION REPORT  
 HOGE ROAD AREA SPECIAL ASSESSMENT DISTRICT  
 COST COMPARISONS OF VARIOUS PROPOSALS  
 AUGUST 1988

ORIGINAL CHILTON DESIGN

CITY SUBURBAN PROPOSAL

RESPONDING PROPERTY OWNERS' PRPSL

ITEM NO	UNIT PRICE	BID ITEM DESCRIPTION	QUANTITY	UNIT	TOTAL	QUANTITY	UNIT	TOTAL	QUANTITY	UNIT	TOTAL	
311.c	2100.00	TYPE I, SAN S. MANHOLE, 48" DIA.	28	EA.	58800.00	26	EA.	54600.00	8	EA.	16800.00	
311.d	3500.00	TYPE III, SAN S. MANHOLE 48" DIA.	1	EA.	3500.00	1	EA.	3500.00	1	EA.	3500.00	
311.e	2100.00	TYPE I STORM DRN MANHOLE 48" DIA.	1	EA.	2100.00	2	EA.	4200.00				
311.f	3000.00	TYPE I-B STORM DRN MANHOLE, MODIFIED 60" DIA.	1	EA.	3000.00							
311.g	600.00	TYPE I-A CATCH BASIN	20	EA.	12000.00							
311.h	1000.00	NDOT TYPE II (MODIFIED) DROP INLET W/ CONC. CLR	2	EA.	2000.00	7	EA.	7000.00				
311.i	1000.00	TYPE I ENERGY DIAPATOR	2	EA.	2000.00							
311.j	20.00	TYPE I L&S RETAINING WALL (SINGLE COURSE), 1 BRICK, (8" HIGH)	5	L.F.	100.00							
311.k	25.00	TYPE I L&S RETAINING WALL (THREE COURSE), 3 BRICK, 24" HIGH	7	L.F.	175.00							
311.l	40.00	TYPE I L&S RETAINING WALL (SIX COURSE), 6 BRICK, (48" HIGH)	19	L.F.	760.00							
311.m	45.00	TYPE I L&S RETAINING WALL (SEVEN COURSE), 7 BRICK, (56" HIGH)	5	L.F.	225.00							
311.n	50.00	TYPE I L&S RETAINING WALL (SINGLE COURSE), 8 BRICK, (64" HIGH)	33	L.F.	1650.00							
312.a	10.00	TYPE I, P.C.C. CURB & GUTTER (INCLUDING DRIVEWAY DEPRESSIONS)	20015	L.F.	200150.00	1300	L.F.	11000.00				
312.b	3.00	P.C.C. SIDEWALK	62194	S.F.	186582.00							
312.c	3.50	P.C.C. VALLEY GUTTER	390	S.F.	1365.00							
312.d	5.00	INSTALL TYPE I, P.C.C. MEDIAN CURB	70	L.F.	350.00							
312.e	4.00	P.C.C. SIDEWALK, 4" WIDE DRIVEWAY DEPRESSIONS	5060	S.F.	20240.00							
316	200.00	TACK COAT	2	TON	400.00					TON		
317	200.00	FOG SEAL, TYPE SS-1H (DL)	33	TON	6600.00					TON		
319.a	30.00	PLANT MIX SURFACE AGG VARYING DEPTHS	6176	TON	245280.00					2382	TON	71460.00

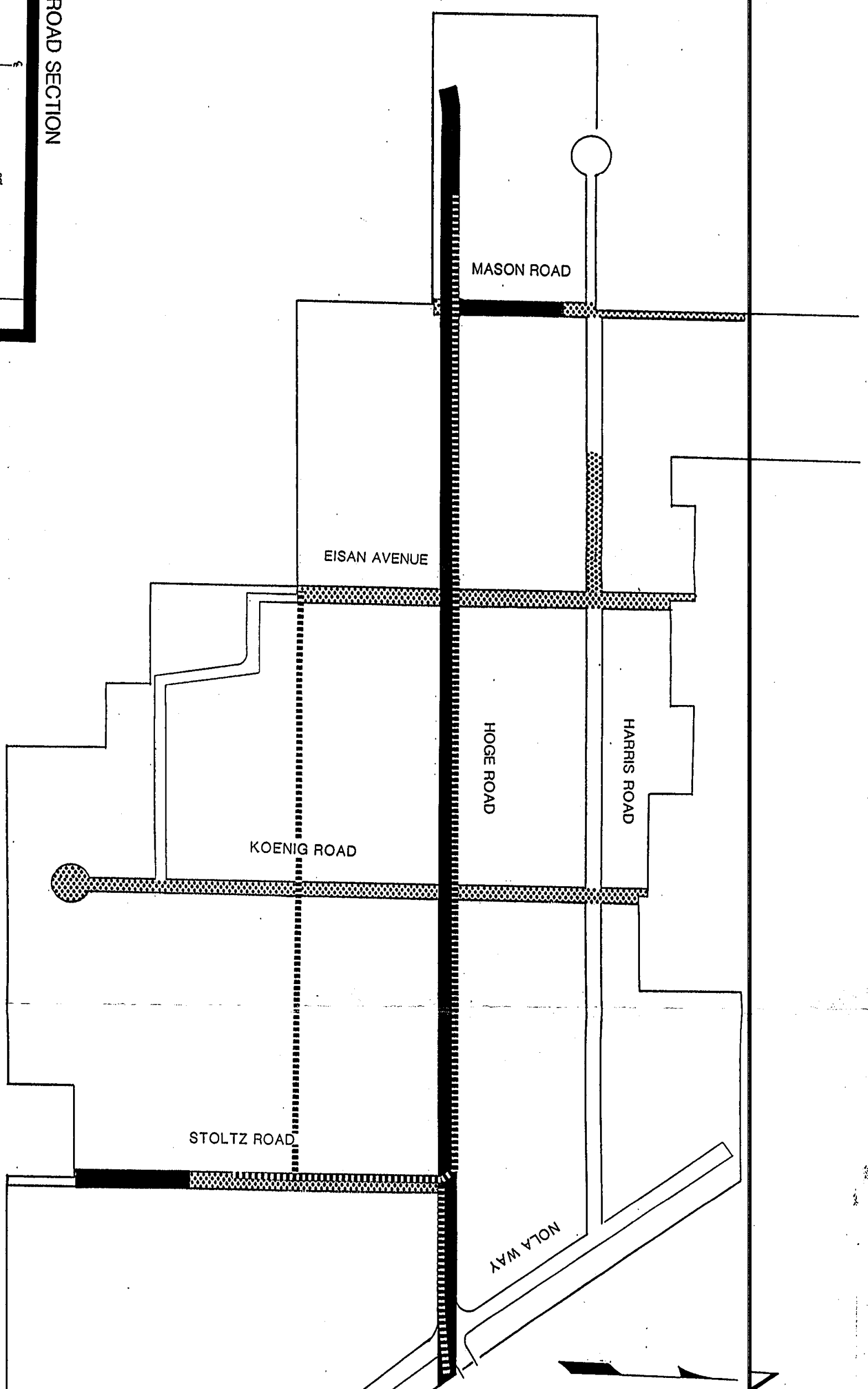
CITY OF RENO, PUBLIC WORKS DEPARTMENT, ENGINEERING DIVISION REPORT  
 HOGE ROAD AREA SPECIAL ASSESSMENT DISTRICT  
 COST COMPARISONS OF VARIOUS PROPOSALS  
 AUGUST 1988

ITEM NO	UNIT PRICE	BID ITEM DESCRIPTION	ORIGINAL CHILTON DESIGN			CITY SUBURBAN PROPOSAL			RESPONDING PPRTY OWNERS' PAPS/L		
			QUANTITY	UNIT	TOTAL	QUANTITY	UNIT	TOTAL	QUANTITY	UNIT	TOTAL
319.b	250.00	ASPHALT CEMENT, AR-4000	570	TON	142500.00			166	TON	41500.00	
319.c	30.00	2 1/2" DRIVEWAY PLANT MIX SURFACE AGGREGATE	34	TON	1020.00				TON		
321	150.00	ADJUST MANHOLE RIMS TO GRADE	19	EA.	2850.00			1	EA.	150.00	
330.c	150.00	RELOCATE EXISTING STREET & TRAFFIC CONTROL SIGNS	2	EA.	300.00		300.00		EA.		
330.d	25.00	REMOVE EXISTING STREET SIGNS	7	EA.	175.00		175.00		EA.		
330.e	150.00	INSTALL NEW TYPE I CITY OF RENO STOP SIGNS	7	EA.	1050.00		1050.00		EA.		
330.f	150.00	INSTALL NEW TYPE I CITY COMBINED STREET AND STOP SIGNS	10	EA.	1500.00		1500.00		EA.		
328	1.00	2" X 12" REDWOOD HEADER	845	L.F.	845.00				L.F.		
	40.00	15" STORM DRAIN					17600.00				
	25.00	29" X 18" CMPA					4150.00				
	20.00	24" CMP					6800.00				
	10.00	GROUTED RIPRAP DITCH					110000.00				
	2.00	DITCH EXCAVATION					22000.00				
	61.29	TYPE A ROAD SECTION					84396.33				
	43.45	TYPE B ROAD SECTION					339605.20				
	32.67	TYPE 1/2 B ROAD SECTION					14897.52				
	21.00	TYPE C ROAD SECTION					19572.00				
399	0.10	FORCE ACCOUNT	1	L.S.	168888.61		53488.50		L.S.	37873.30	
	0.30	ENGINEERING, TESTING, BONDING, INSPECTION, MISC			557332.41		314053.37			124981.89	
		EXISTING CHILTON FEES			128000.00		128000.00			128000.00	
					\$2,543,107.12						\$1,488,897.92
											\$659,588.19

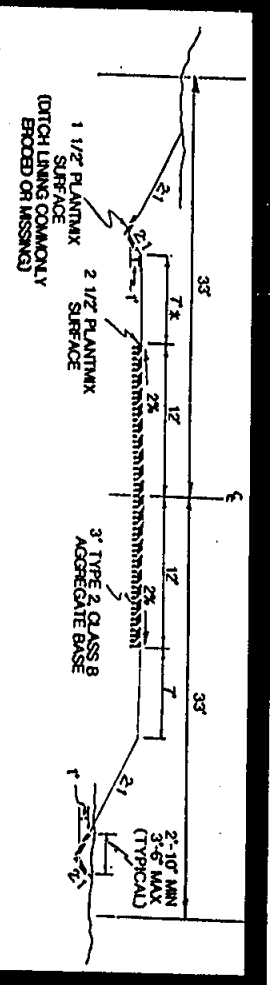
NOTE: FORCE ACCOUNT ESTIMATED AT 10% OF TOTAL COSTS.

NOTE: BONDING, INSPECTION, & MISCELLANEOUS ESTIMATED AT 30% OF TOTAL COST EXCLUDING FORCE ACCOUNT

**Appendix E: Existing Conditions**



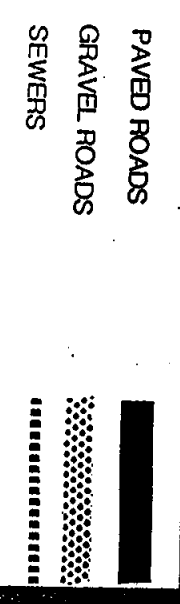
ROAD SECTION



TYPICAL HOGE ROAD SECTION

\* SHOULDER WIDTH VARIES

LEGEND

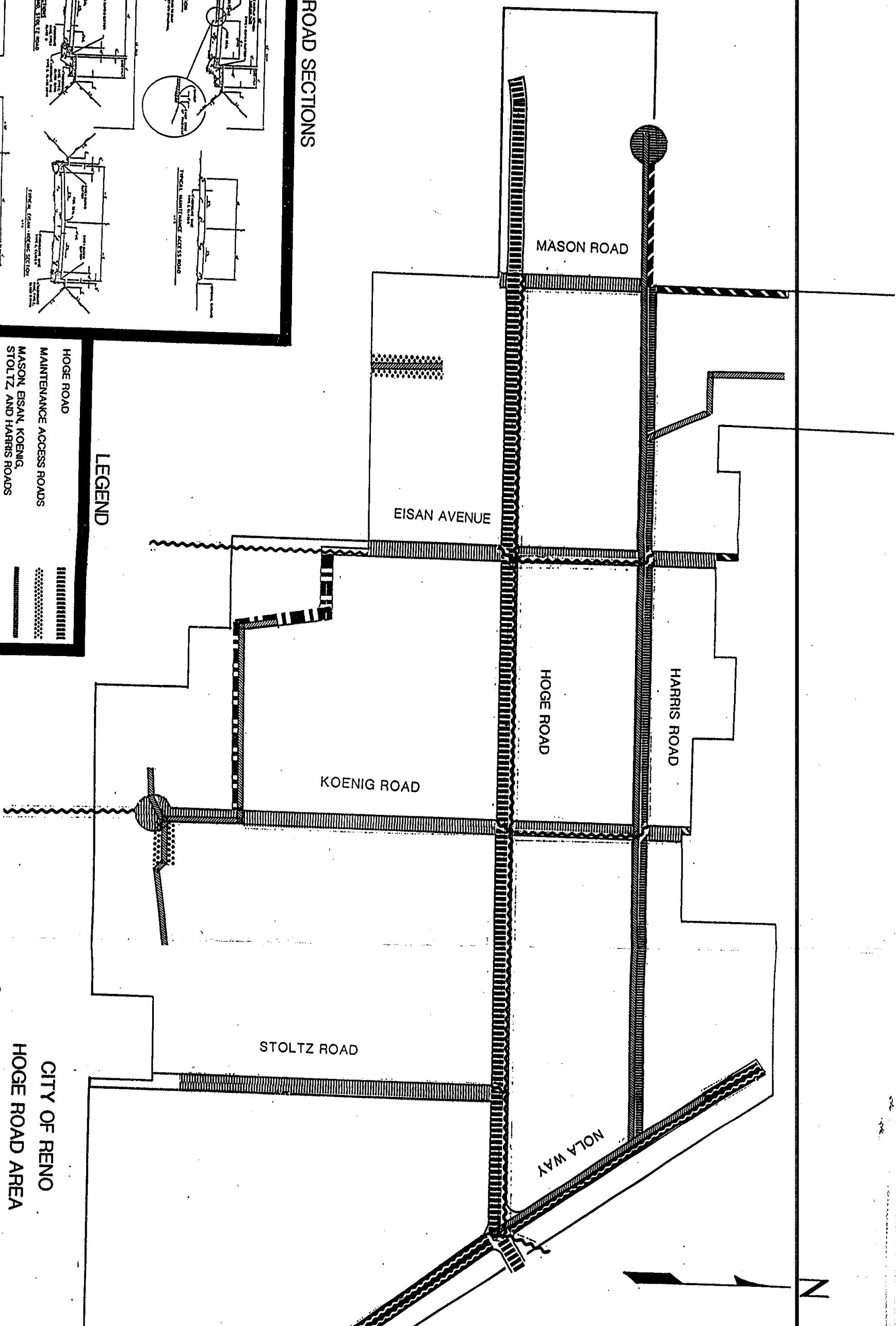


CITY OF RENO  
 HOGE ROAD AREA  
 SPECIAL ASSESSMENT DISTRICT  
 EXISTING CONDITIONS

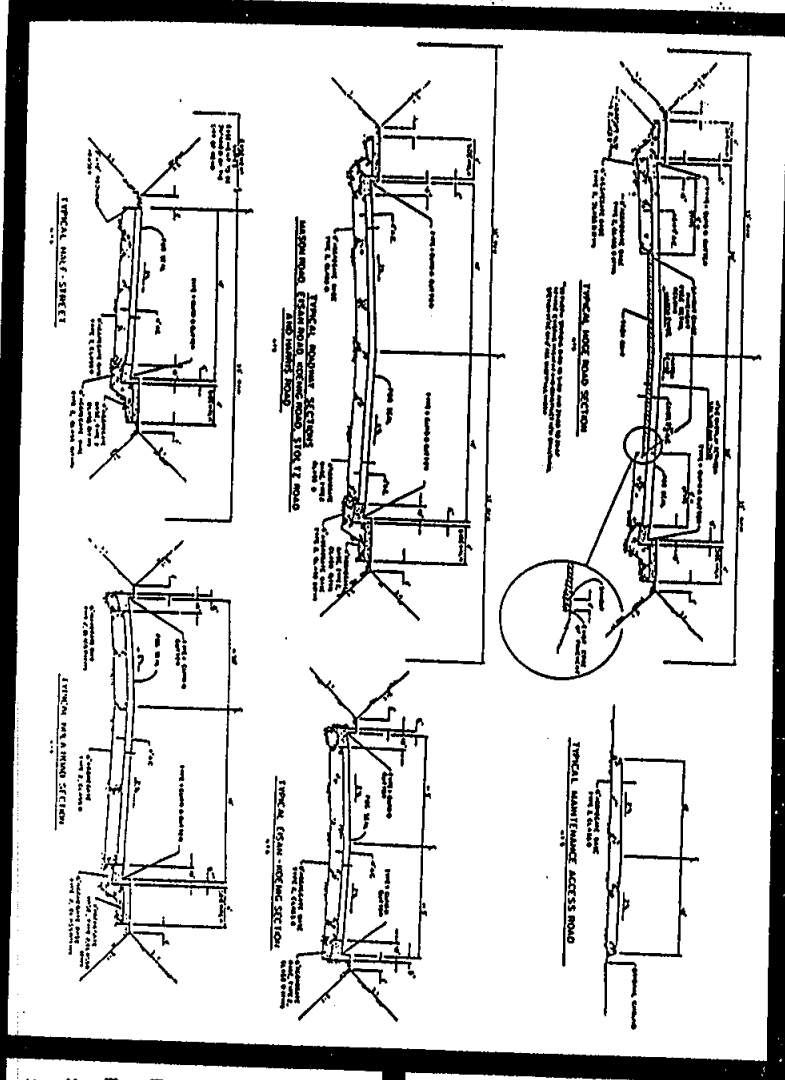




**Appendix F: Original Chilton Engineering Design**



ROAD SECTIONS

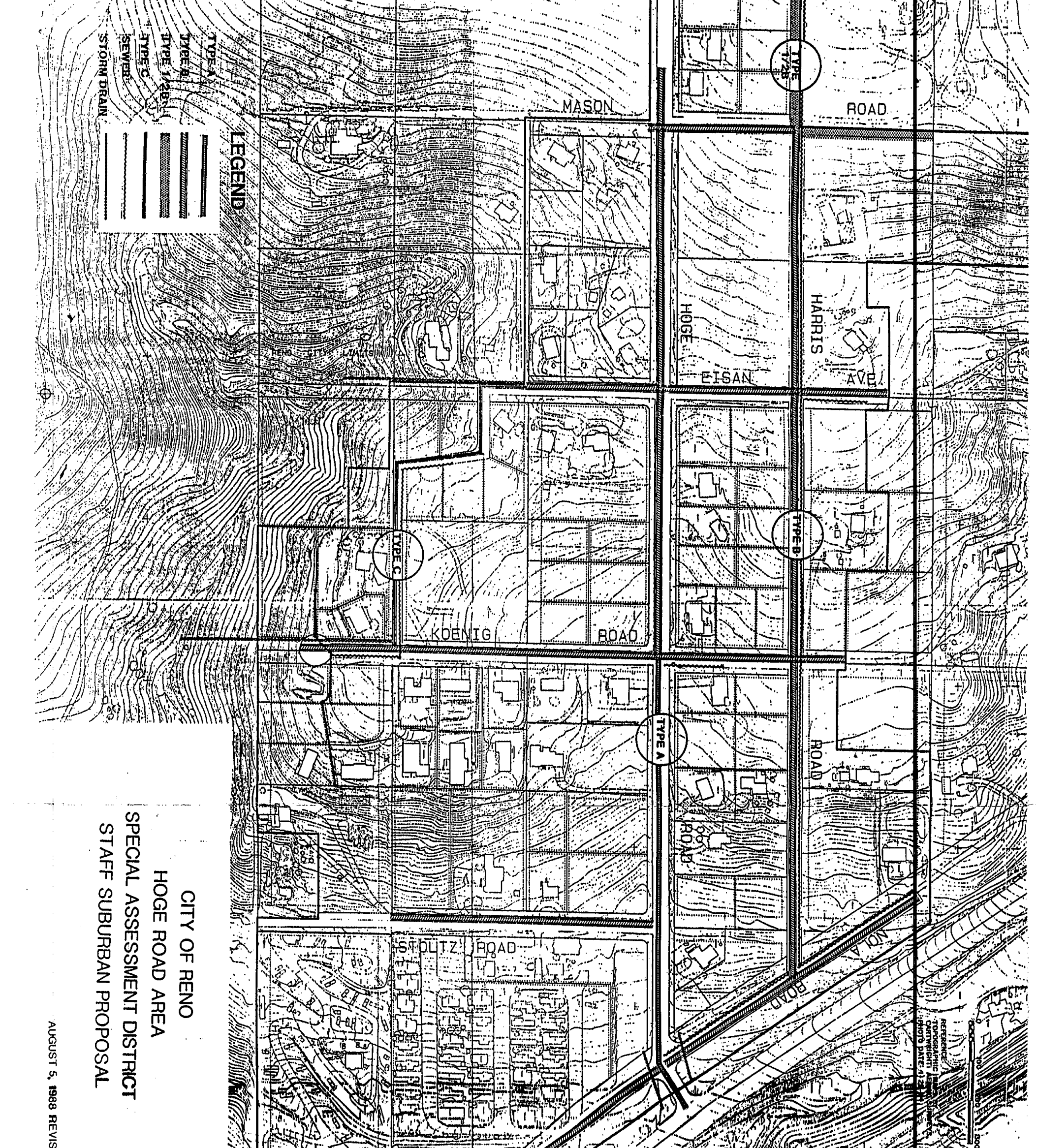
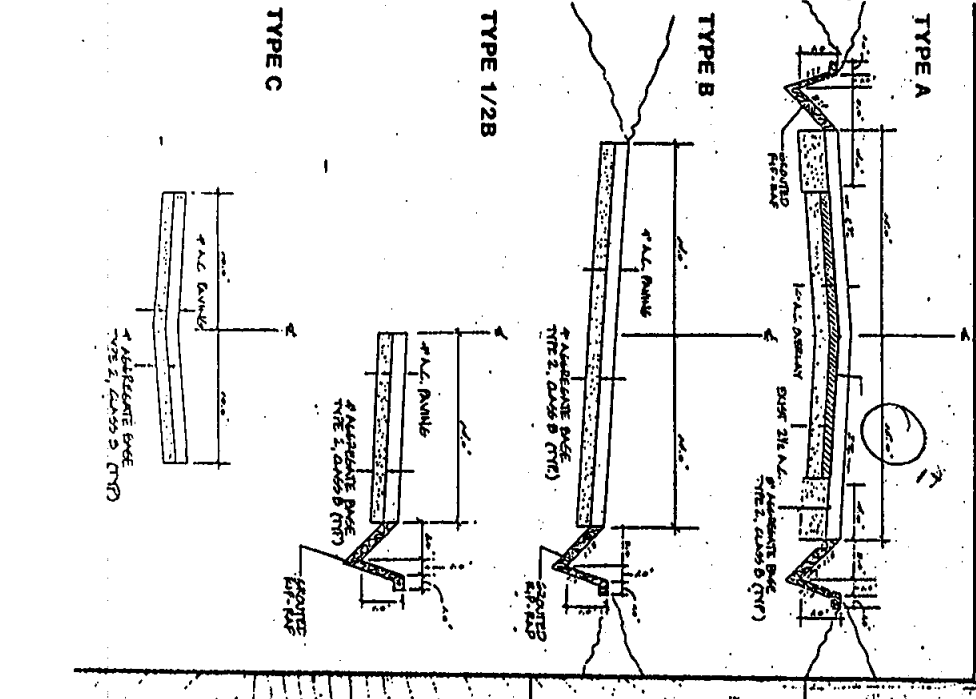
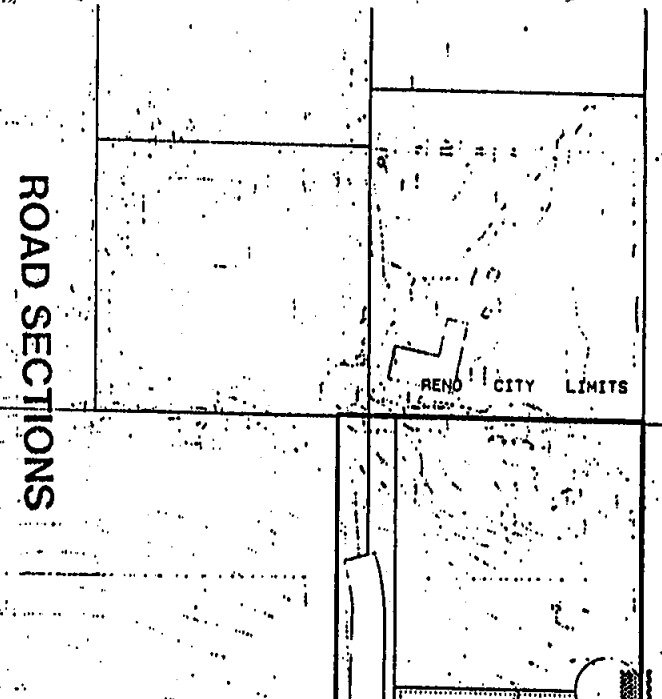
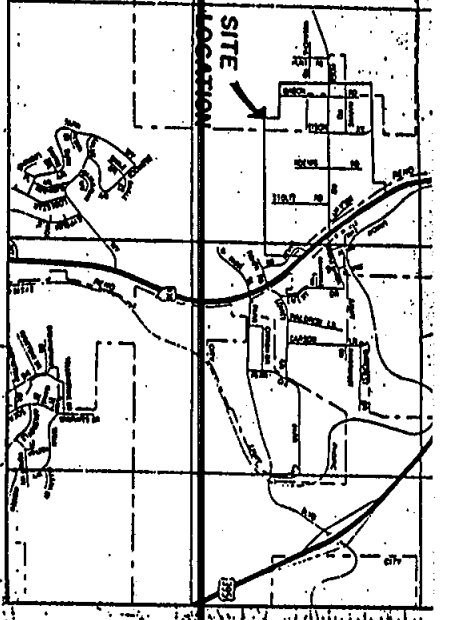


LEGEND

- HOGE ROAD
- MAINTENANCE ACCESS ROADS
- MASON, EISAN, KOENIG, STOLTZ, AND HARRIS ROADS
- EISANKOENIG ROAD
- HALF STREETS
- NOLA ROAD
- SEWERS
- STORM DRAINS

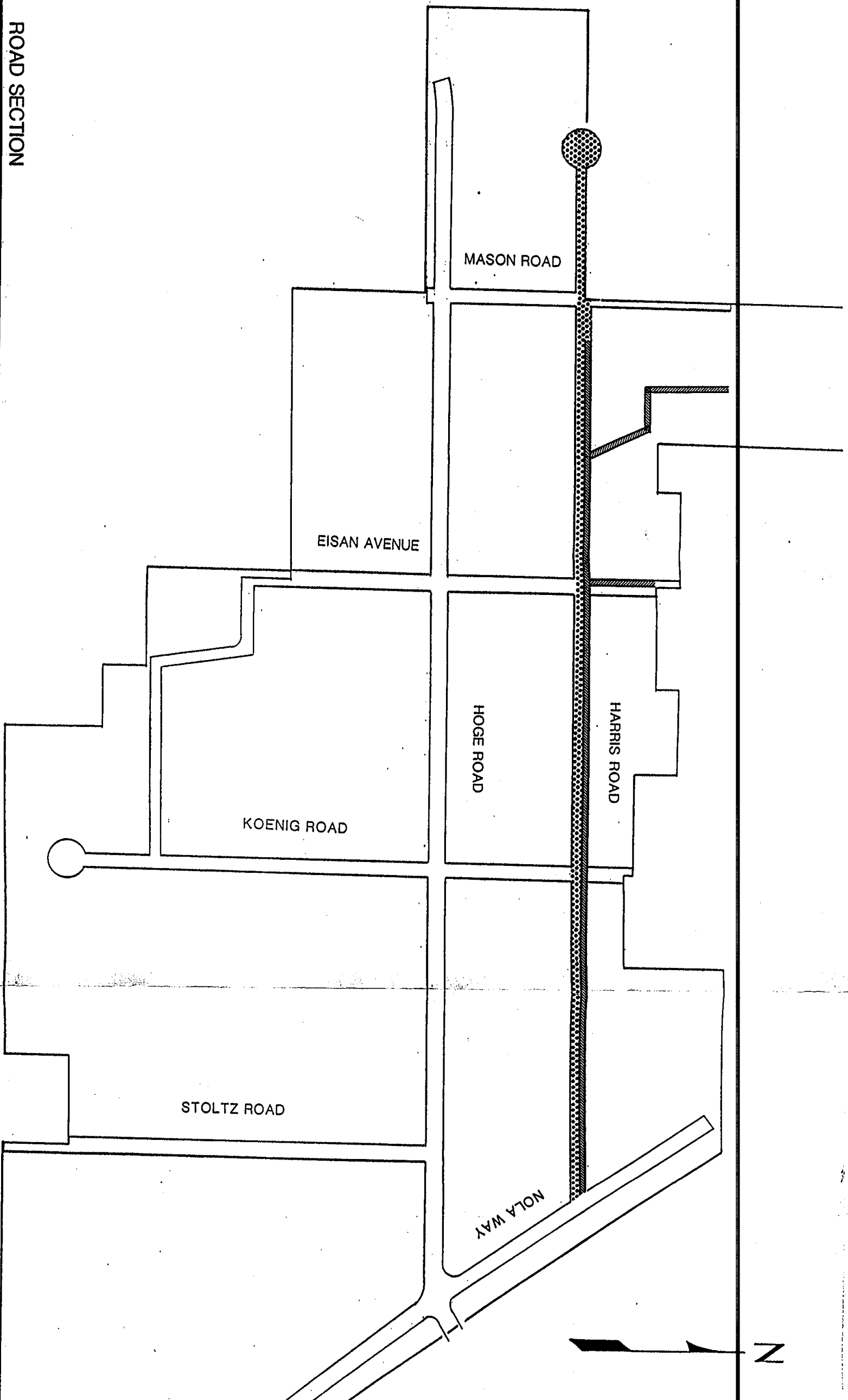
CITY OF RENO  
 HOGE ROAD AREA  
 SPECIAL ASSESSMENT DISTRICT  
 ORIGINAL CHILTON ENGINEERING DESIGN

Appendix G: Staff Suburban Proposal

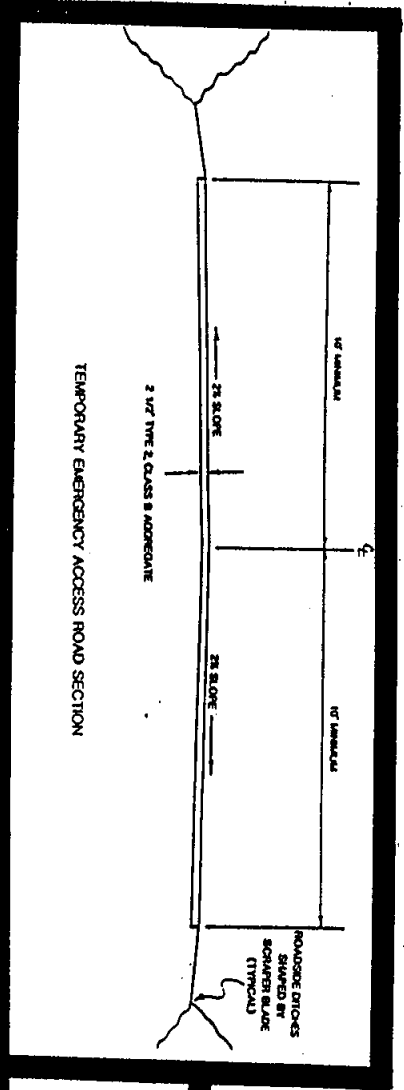


CITY OF RENO  
 HOGE ROAD AREA  
 SPECIAL ASSESSMENT DISTRICT  
 STAFF SUBURBAN PROPOSAL

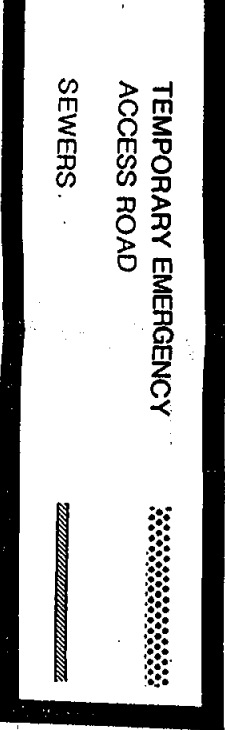
**Appendix H: Responding Property Owners' Proposal**



ROAD SECTION



LEGEND



CITY OF RENO  
HOGUE ROAD AREA  
SPECIAL ASSESSMENT DISTRICT  
RESPONDING OWNERS' PROPOSAL



JULY 5, 1988

**Appendix I: Property Owner Questionnaires**

RECEIVED  
JAN 20 1988  
Engineering Div.

CITY OF RENO

HOGE ROAD AREA SPECIAL ASSESSMENT DISTRICT

RESPONSE QUESTIONNAIRE

1. DO YOU SUPPORT THE NEW SCOPE OF IMPROVEMENTS TO BE CONSTRUCTED THROUGH PROPERTY OWNER ASSESSMENTS ?

YES \_\_\_\_\_

NO

UNDECIDED \_\_\_\_\_

2. SUGGESTIONS FOR CHANGES IN PROPOSED SCOPE OF IMPROVEMENTS .

*Limit any proposed improvements to the basic necessities such as paved streets; sewers, water & gas lines & those areas that don't have them and assess the property owners according to the improvements needed to provide basic city requirements for public safety. Excess improvements destroy the economic value of the properties they are designed to benefit.*

3. WE MAY WISH TO CONTACT YOU TO CLARIFY ANY QUESTIONS WE HAVE CONCERNING YOUR SUGGESTIONS. PROVIDING YOUR NAME, ADDRESS AND TELEPHONE NUMBER WILL HELP IN THIS EFFORT.

PLEASE TAKE THIS FORM WITH YOU AND FILL IT OUT AT YOUR CONVENIENCE OR LEAVE IN THE BOX PROVIDED.

PLEASE PRINT YOUR NAME, ADDRESS AND PHONE NO. (OPTIONAL)

NAME SAM & SHIRLEY WAGGONER

ADDRESS 4950 STOLTZ RD - RENO, NV. 89506

PHONE NO. 786-7480 or 786-1015 wK. #

HOME

Mailing address:  
P.O. Box 6766  
RENO, NV. 89513

ANOTHER MEETING WILL BE HELD SOMETIME BEFORE THE END OF JANUARY 1988. YOUR EARLY RESPONSE WILL ALLOW US TIME TO EVALUATE YOUR NEEDS BEFORE THIS MEETING. THANK YOU.



JAN 5 1987

Engineering Div.

CITY OF RENO

HOGE ROAD AREA SPECIAL ASSESSMENT DISTRICT

RESPONSE QUESTIONNAIRE

1. DO YOU SUPPORT THE NEW SCOPE OF IMPROVEMENTS TO BE CONSTRUCTED THROUGH PROPERTY OWNER ASSESSMENTS ?

YES  NO  UNDECIDED

→ Provided the assessment does not go over \$7,000.

2. SUGGESTIONS FOR CHANGES IN PROPOSED SCOPE OF IMPROVEMENTS .

My support would be for something like we have in Hoge Rd with a price-tag approximating the existing assessments. However, the existing assessments should not be changed.

3. WE MAY WISH TO CONTACT YOU TO CLARIFY ANY QUESTIONS WE HAVE CONCERNING YOUR SUGGESTIONS. PROVIDING YOUR NAME, ADDRESS AND TELEPHONE NUMBER WILL HELP IN THIS EFFORT.

PLEASE TAKE THIS FORM WITH YOU AND FILL IT OUT AT YOUR CONVENIENCE OR LEAVE IN THE BOX PROVIDED.

PLEASE PRINT YOUR NAME, ADDRESS AND PHONE NO. (OPTIONAL)

NAME            Pierre Etchebarren  
ADDRESS            2150 Idlewild Drive  
PHONE NO.            Reno, NV 89509

           Tel: 329-0584 Call early AM.

ANOTHER MEETING WILL BE HELD SOMETIME BEFORE THE END OF JANUARY 1988. YOUR EARLY RESPONSE WILL ALLOW US TIME TO EVALUATE YOUR NEEDS BEFORE THIS MEETING. THANK YOU.

P.S. Sanitary Sewer + street improvement should be proposed separately. There could be ~~any~~ enough vote for Sanitary Sewer only.

Pierre Etchebarren  
2150 Idlewild Drive  
Reno, NV 89509

RECEIVED  
JAN 5 1987  
Engineering Div.

Dec 30, 87

Views + thoughts for Hoge Rd area Street  
and Sanitary Sewer Improvements.

Attn: Mr. Dennis Bishop

In my view, the City is exercising too much control over our private lands. The neighborhood itself should decide what kind of improvements they want for their area. After all, they are the ones who live there and who pay for these works.

The City should have such a plan that, no matter who builds a house now, tomorrow, or later, everyone ends up paying his own or her own share. The existing plan forces property owners to a waiting game because those who can wait long enough will end up paying nothing while property owners who want to use their land now are asked to provide improvements some times costing more than a new house.

Obviously, nobody will apply for building permits with such requirements.

Pierre Etchebarren

RECEIVED

DEC 29 1987

Engineering Div.

CITY OF RENO

HOGUE ROAD AREA SPECIAL ASSESSMENT DISTRICT

RESPONSE QUESTIONNAIRE

1. DO YOU SUPPORT THE NEW SCOPE OF IMPROVEMENTS TO BE CONSTRUCTED THROUGH PROPERTY OWNER ASSESSMENTS ?

YES \_\_\_\_\_

NO

UNDECIDED \_\_\_\_\_

2. SUGGESTIONS FOR CHANGES IN PROPOSED SCOPE OF IMPROVEMENTS .

Delete Harris Rd. between Koenig Rd.  
+ Nolan Rd.

3. WE MAY WISH TO CONTACT YOU TO CLARIFY ANY QUESTIONS WE HAVE CONCERNING YOUR SUGGESTIONS. PROVIDING YOUR NAME, ADDRESS AND TELEPHONE NUMBER WILL HELP IN THIS EFFORT.

PLEASE TAKE THIS FORM WITH YOU AND FILL IT OUT AT YOUR CONVENIENCE OR LEAVE IN THE BOX PROVIDED.

PLEASE PRINT YOUR NAME, ADDRESS AND PHONE NO. (OPTIONAL)

NAME Ron + Carol Low

ADDRESS 105 K St. Sparks, Nv. 89431

PHONE NO. 358-2362

ANOTHER MEETING WILL BE HELD SOMETIME BEFORE THE END OF JANUARY 1988. YOUR EARLY RESPONSE WILL ALLOW US TIME TO EVALUATE YOUR NEEDS BEFORE THIS MEETING. THANK YOU.

DEC 23 1987  
ENGINEERING DIV.

CITY OF RENO

HOGUE ROAD AREA SPECIAL ASSESSMENT DISTRICT

RESPONSE QUESTIONNAIRE

1. DO YOU SUPPORT THE NEW SCOPE OF IMPROVEMENTS TO BE CONSTRUCTED THROUGH PROPERTY OWNER ASSESSMENTS ?

YES \_\_\_\_\_

NO X

UNDECIDED \_\_\_\_\_

2. SUGGESTIONS FOR CHANGES IN PROPOSED SCOPE OF IMPROVEMENTS :

FORGET ABOUT IT

3. WE MAY WISH TO CONTACT YOU TO CLARIFY ANY QUESTIONS WE HAVE CONCERNING YOUR SUGGESTIONS. PROVIDING YOUR NAME, ADDRESS AND TELEPHONE NUMBER WILL HELP IN THIS EFFORT.

PLEASE TAKE THIS FORM WITH YOU AND FILL IT OUT AT YOUR CONVENIENCE OR LEAVE IN THE BOX PROVIDED.

PLEASE PRINT YOUR NAME, ADDRESS AND PHONE NO. (OPTIONAL)

NAME RANDY SCHASKER  
ADDRESS 155 HOGUE RD  
PHONE NO. 786-0174

ANOTHER MEETING WILL BE HELD SOMETIME BEFORE THE END OF JANUARY 1988. YOUR EARLY RESPONSE WILL ALLOW US TIME TO EVALUATE YOUR NEEDS BEFORE THIS MEETING. THANK YOU.

DEC 22 1987

Engineering Div.

CITY OF RENO *December 22, 1987*

HOGUE ROAD AREA SPECIAL ASSESSMENT DISTRICT  
RESPONSE QUESTIONNAIRE

1. DO YOU SUPPORT THE NEW SCOPE OF IMPROVEMENTS TO BE CONSTRUCTED THROUGH PROPERTY OWNER ASSESSMENTS ?

YES \_\_\_\_\_ NO X UNDECIDED \_\_\_\_\_

2. SUGGESTIONS FOR CHANGES IN PROPOSED SCOPE OF IMPROVEMENTS .

*Leave Hogue Road as it is with no sidewalks  
elimination of Harris Road  
elimination of all sidewalks, street lights, curb and gutter  
assessment costs have to be reduced to the lowest minimum amount*

3. WE MAY WISH TO CONTACT YOU TO CLARIFY ANY QUESTIONS WE HAVE CONCERNING YOUR SUGGESTIONS. PROVIDING YOUR NAME, ADDRESS AND TELEPHONE NUMBER WILL HELP IN THIS EFFORT.

PLEASE TAKE THIS FORM WITH YOU AND FILL IT OUT AT YOUR CONVENIENCE OR LEAVE IN THE BOX PROVIDED.

PLEASE PRINT YOUR NAME, ADDRESS AND PHONE NO. (OPTIONAL)

NAME Dolores Curnow  
ADDRESS 195 Hogue Road  
PHONE NO. 329-6804

ANOTHER MEETING WILL BE HELD SOMETIME BEFORE THE END OF JANUARY 1988. YOUR EARLY RESPONSE WILL ALLOW US TIME TO EVALUATE YOUR NEEDS BEFORE THIS MEETING. THANK YOU.

*Steve Kerela,*

*I appreciate your concern and understanding about the assessment district but The City of Reno can not find the Pot of Gold at the end of the Rainbow and neither can the property owners in this area.*

*Turn over please*

This area is not like a Subdivision with a contractor who has  
to finance to develop and can pass his expenses on to the buyers.  
Sure our property values will increase, also our property taxes will increase.  
Those of us that do not have parcels or lots to sell, could be forced  
to sell our homes, we've worked so hard for. With these high  
assessments we could not sell our homes for enough to recover  
these assessments and relocate elsewhere with the price of real estate  
as it is today. We should not be forced to leave our homes.  
The financial impact is to great even with the proposed estimated  
rates reduced by 40% and the ten year financing (pay back period.)  
I would like to know how Mayor Peter Sferozza and the council  
members would like this financial impact on their lives and livelihood.  
Some one better understand ~~Small the Program~~  
before its too late for all of us.  
Assessment costs have to be reduced to the lowest minimum amount

RECEIVED

DEC 22 1987

Engineering Div.

CITY OF RENO

HOGUE ROAD AREA SPECIAL ASSESSMENT DISTRICT

RESPONSE QUESTIONNAIRE

1. DO YOU SUPPORT THE NEW SCOPE OF IMPROVEMENTS TO BE CONSTRUCTED THROUGH PROPERTY OWNER ASSESSMENTS ?

YES \_\_\_\_\_

NO

UNDECIDED \_\_\_\_\_

2. SUGGESTIONS FOR CHANGES IN PROPOSED SCOPE OF IMPROVEMENTS .

- Leave Hogue Road as it is  
- Eliminate Harris Road  
- No curb gutter, or sidewalks  
- You should only have to pay for these improvements pricing  
your property on a frontage basis

3. WE MAY WISH TO CONTACT YOU TO CLARIFY ANY QUESTIONS WE HAVE CONCERNING YOUR SUGGESTIONS. PROVIDING YOUR NAME, ADDRESS AND TELEPHONE NUMBER WILL HELP IN THIS EFFORT.

PLEASE TAKE THIS FORM WITH YOU AND FILL IT OUT AT YOUR CONVENIENCE OR LEAVE IN THE BOX PROVIDED.

PLEASE PRINT YOUR NAME, ADDRESS AND PHONE NO. (OPTIONAL)

NAME Geil Cornow  
ADDRESS 191 Hogue Rd  
PHONE NO. 786-5114

ANOTHER MEETING WILL BE HELD SOMETIME BEFORE THE END OF JANUARY 1988. YOUR EARLY RESPONSE WILL ALLOW US TIME TO EVALUATE YOUR NEEDS BEFORE THIS MEETING. THANK YOU.

I feel you need to look at what type of people live in our community. There are retired people living on fixed incomes who would have to spend what savings they might have and then find a new job to pay for such a project. There are young people just starting out with new

families, house payments and car payments. Who could not afford this and lose everything. Then there are folks who moved up here so they could enjoy the rural setting and have a little elbow room. Everyone would lose.

Our neighborhood is not located in the expensive southwest, it is located in the less desirable north end of town where people are from a lower bracket of income.

There are so many restrictions that people can't build or sell, that everything is at a complete standstill.

Those people who have lots or would like to buy property simply can't afford the improvements in addition to building a new home.

Those people who have larger acreage do not want to be forced to sell part of their property to pay for this.

The people who only have half acres or less have nothing to fall back on and would be forced to find second jobs or lose what they do have.

The bottom line is that people in our area can not afford this assessment district even if you do reduce costs. I support the bond issue as no one can afford such a tremendous financial impact even with the 10-year payment plan.

Thank you for taking time to listen to my ~~views~~ opinions.



RECEIVED

DEC 22 1987

Engineering Div.

CITY OF RENO

HOSE ROAD AREA SPECIAL ASSESSMENT DISTRICT

RESPONSE QUESTIONNAIRE

1. DO YOU SUPPORT THE NEW SCOPE OF IMPROVEMENTS TO BE CONSTRUCTED THROUGH PROPERTY OWNER ASSESSMENTS ?

YES

NO

UNDECIDED

2. SUGGESTIONS FOR CHANGES IN PROPOSED SCOPE OF IMPROVEMENTS .

COMMITTEE - I HAVE TALKED TO THE FOLLOWING PEOPLE  
AND THEY ARE WILLING TO SERVE. MYSELF, WAYNE  
MATHEWSON, LOBI BURKE, PIERRE ETCHEBARREN,  
ROSS STOLTZ AND TONY NANNINI.

3. WE MAY WISH TO CONTACT YOU TO CLARIFY ANY QUESTIONS WE HAVE CONCERNING YOUR SUGGESTIONS. PROVIDING YOUR NAME, ADDRESS AND TELEPHONE NUMBER WILL HELP IN THIS EFFORT.

PLEASE TAKE THIS FORM WITH YOU AND FILL IT OUT AT YOUR CONVENIENCE OR LEAVE IN THE BOX PROVIDED.

PLEASE PRINT YOUR NAME, ADDRESS AND PHONE NO. (OPTIONAL)

NAME MILT HARRIS  
ADDRESS 755 HARRIS RD RENO 89506  
PHONE NO. 323-8735

ANOTHER MEETING WILL BE HELD SOMETIME BEFORE THE END OF JANUARY 1988. YOUR EARLY RESPONSE WILL ALLOW US TIME TO EVALUATE YOUR NEEDS BEFORE THIS MEETING. THANK YOU.

CITY OF RENO

HOGUE ROAD AREA SPECIAL ASSESSMENT DISTRICT

RESPONSE QUESTIONNAIRE

1. DO YOU SUPPORT THE NEW SCOPE OF IMPROVEMENTS TO BE CONSTRUCTED THROUGH PROPERTY OWNER ASSESSMENTS ?

YES \_\_\_\_\_

NO \_\_\_\_\_

UNDECIDED \_\_\_\_\_

2. SUGGESTIONS FOR CHANGES IN PROPOSED SCOPE OF IMPROVEMENTS .

*I support having a committee to work out the problems discussed at the meeting. There are just too many problems that need to be addressed for me to support the proposed assessment now.*

3. WE MAY WISH TO CONTACT YOU TO CLARIFY ANY QUESTIONS WE HAVE CONCERNING YOUR SUGGESTIONS. PROVIDING YOUR NAME, ADDRESS AND TELEPHONE NUMBER WILL HELP IN THIS EFFORT.

PLEASE TAKE THIS FORM WITH YOU AND FILL IT OUT AT YOUR CONVENIENCE OR LEAVE IN THE BOX PROVIDED.

PLEASE PRINT YOUR NAME, ADDRESS AND PHONE NO. (OPTIONAL)

NAME Juliet ENGELKE  
ADDRESS 7655 Hill View DR. RENO, NV. 89506  
PHONE NO. 972-7980

ANOTHER MEETING WILL BE HELD SOMETIME BEFORE THE END OF JANUARY 1988. YOUR EARLY RESPONSE WILL ALLOW US TIME TO EVALUATE YOUR NEEDS BEFORE THIS MEETING. THANK YOU.

*I would like to volunteer to be on the committee,*

CITY OF RENO

HOBGE ROAD AREA SPECIAL ASSESSMENT DISTRICT

RESPONSE QUESTIONNAIRE

1. DO YOU SUPPORT THE NEW SCOPE OF IMPROVEMENTS TO BE CONSTRUCTED THROUGH PROPERTY OWNER ASSESSMENTS ?

YES \_\_\_\_\_

NO \_\_\_\_\_

UNDECIDED X

2. SUGGESTIONS FOR CHANGES IN PROPOSED SCOPE OF IMPROVEMENTS .

2 representatives from each area to meet with Engineer  
Mr. Merriami - one representative Hoge Rd - Has an area

3. WE MAY WISH TO CONTACT YOU TO CLARIFY ANY QUESTIONS WE HAVE CONCERNING YOUR SUGGESTIONS. PROVIDING YOUR NAME, ADDRESS AND TELEPHONE NUMBER WILL HELP IN THIS EFFORT.

PLEASE TAKE THIS FORM WITH YOU AND FILL IT OUT AT YOUR CONVENIENCE OR LEAVE IN THE BOX PROVIDED.

PLEASE PRINT YOUR NAME, ADDRESS AND PHONE NO. (OPTIONAL)

NAME Tony Felesina

ADDRESS 21160 Humboldt St.

PHONE NO. 826 0199

ANOTHER MEETING WILL BE HELD SOMETIME BEFORE THE END OF JANUARY 1988. YOUR EARLY RESPONSE WILL ALLOW US TIME TO EVALUATE YOUR NEEDS BEFORE THIS MEETING. THANK YOU.

CITY OF RENO

HOGUE ROAD AREA SPECIAL ASSESSMENT DISTRICT

RESPONSE QUESTIONNAIRE

1. DO YOU SUPPORT THE NEW SCOPE OF IMPROVEMENTS TO BE CONSTRUCTED THROUGH PROPERTY OWNER ASSESSMENTS ?

YES

X

NO

\_\_\_\_\_

UNDECIDED

\_\_\_\_\_

2. SUGGESTIONS FOR CHANGES IN PROPOSED SCOPE OF IMPROVEMENTS .

*if you can afford it - or sell some  
back lots so you can pay for  
it faster - limited by sewer & paving only*

3. WE MAY WISH TO CONTACT YOU TO CLARIFY ANY QUESTIONS WE HAVE CONCERNING YOUR SUGGESTIONS. PROVIDING YOUR NAME, ADDRESS AND TELEPHONE NUMBER WILL HELP IN THIS EFFORT.

PLEASE TAKE THIS FORM WITH YOU AND FILL IT OUT AT YOUR CONVENIENCE OR LEAVE IN THE BOX PROVIDED.

PLEASE PRINT YOUR NAME, ADDRESS AND PHONE NO. (OPTIONAL)

NAME

PAT BRACKETT

ADDRESS

5255 EISA

PHONE NO.

328-3135 (h)

ANOTHER MEETING WILL BE HELD SOMETIME BEFORE THE END OF JANUARY 1988. YOUR EARLY RESPONSE WILL ALLOW US TIME TO EVALUATE YOUR NEEDS BEFORE THIS MEETING. THANK YOU.

*MIT HARRIS*

*LAURIE BURKE*

*WAYNE MATHESON*

*Tony NANINNI*

*Pierre, Etchebarren*

Dec 17, 1987

TO: STEVE VARELA P.E.  
CITY ENGINEER FOR CITY OF RENO.

FROM: WAYNE MATTHEWSON  
PROPERTY OWNER - HOGUE RD. AREA.  
P.O. BOX 5871  
RENO NV. 89513

BELOW, I'VE PROVIDED PERSONAL INPUT REGARDING THE PROPOSED IMPROVEMENTS IN THE HOGUE RD. AREA. I'M DOING THIS IN HOPES THAT IT WILL IN PART IDENTIFY MY OWN PERSONAL SITUATION AND OR NEEDS AND SECONDLY, TO CLEARLY STATE OTHER OBJECTIONS, RECOMMENDATIONS, ETC, TO THE CITY'S ACTIONS IN THIS AREA.

FIRST I'D LIKE TO STATE THAT - UP TO THIS POINT IN TIME, THE CITY HAS FAILED TO PROVIDE AN ECONOMICALLY FEASIBLE ALTERNATIVE TO IMPROVING THE HOGUE RD. AREA.

ON FEB. 9, 1987 CITY COUNCIL REJECTED PROPOSED ASSESSMENT DIST. #3 AS RESULT OF PROPERTY OWNERS OPPOSING THIS FINANCIAL DISASTER (HAD IT PASSED - COSTS OF IMPROVEMENTS WOULD HAVE FAR EXCEEDED ANY FUTURE EXPECTATION FOR INCREASED PROPERTY VALUATION AND IN MANY CASES WOULD HAVE FORCED PROPERTY OWNERS TO (SUBDIVIDE, PARCELIZE), SELL THEIR LAND JUST SO THEY COULD SURVIVE THE ENORMOUS FINANCIAL BURDEN IMPOSED). SO LITTLE REGARD FOR THE ACTUAL PROPERTY OWNERS WANTS, NEEDS AND SPECIFIC FACTORS MAKING THIS AREA UNIQUE AND DIFFERENT WERE EVER TAKEN INTO CONSIDERATION. THE PLAN DEVELOPED BY THE CITY AT AN EXTREMELY HIGH COST ~~AND~~ WAS

JUST THAT! — THE CITY'S PLAN — THE CITY AT NO TIME PRIOR TO THIS Feb 1987 Meeting PROVIDED ANY FORMAL MEETING OR (PROCESS THAT IS VALID) TO FORM A WORKABLE PLAN.

NOW SOME 10½ MONTHS LATER, THE CITY IS FINALLY TAKING A MORE REASONABLE APPROACH, BUT ARE YOU TRULY PREPARED TO BE REASONABLE AND FAIR? ARE YOU REALLY GOING TO ASSESS THE PEOPLE'S NEEDS/WANTS, AND UNIQUE IMPACTS TO THIS AREA?

ON SEPT 14, 1987 CITY COUNCIL DIRECTED CITY ENGINEER TO CONDUCT A NEIGHBORHOOD STUDY TO DEVELOPE REVISED DESIGN STANDARDS FOR IMPROVEMENTS IN THE HOGE RD. AREA. THIS DIRECTION, CAME AS A RESULT OF RECOMMENDATION BY THE CITY ATTORNEY THAT THERE WAS SERIOUS CONCERN THAT THE ACTIONS THE CITY HAD TAKEN TO PRESENT, COULD CONSTITUTE A DEPRIVATION OR TAKING OF PROPERTY INTERESTS IF LEGALLY CHALLENGED.

IT WOULD SEEM TO ME THAT A NEIGHBORHOOD STUDY WOULD INCLUDE INITIALLY CONTACTING EACH AND EVERY PROPERTY OWNER IN THIS AREA TO FIND OUT WHAT THEIR SPECIFIC WANTS AND OR NEEDS ARE. IT WOULD ALSO INCLUDE FACTORS SUCH AS PHYSICAL FEATURES (PARCEL SIZES AND THEIR LOCATION), DISTRIBUTION OF EXISTING HOUSES, SITE CONDITIONS — SLOPE ETC, WHICH LOTS WERE CURRENTLY DIVIDED ETC.) IN OTHER WORDS TAKE A COMPREHENSIVE LOOK AT THIS AREA — DETERMINE IF <sup>ECONOMICALLY FEASIBLE.</sup> THEIR ARE LOGICAL PATTERNS FOR IMPROVEMENTS. IT IS MY HOPE THAT THIS WORKSHOP MEETING TONIGHT IS REAL ATTEMPT AT ADDRESSING THE ISSUES.

FROM MY OWN PERSONAL PERSPECTIVE IT APPEARS THAT THE CITY HAS MADE EVERY ATTEMPT TO PREVENT ME, THE ECONOMIC USE OF MY PROPERTY. THE CITY HAS HAD ~~FOR~~ MANY AN OPPORTUNITY TO WITHDRAW THIS FINANCIAL BURDEN. AS AN EXAMPLE - I'll REFERENCE AN INTER OFFICE MEMO DATED APRIL 18, 1986 FROM MARTY RICHARD-MAREMARSHAL, TO: BOB JACKSON-PUBLIC WORKS DIRECTOR: IN THIS MEMO IT WAS IDENTIFIED UNIQUE FACTORS AND FINANCIAL BURDEN IN THIS AREA. IT WAS FURTHER RECOMMENDED AS AN ALTERNATIVE REMEDY TO ALLOW FUTURE LIMITED DEVELOPMENT OF RESIDENTIAL STRUCTURES; (A) FIRE SPRINKLER SYSTEMS FOR DWELLINGS, (B) PROVIDE ADEQUATE TURN AROUNDS AS APPROVED BY THE FIRE DEPT, (C) ALL ROOFS TO BE CLASS A ROOFING MATERIALS AND (D) CLEAR (30) FEET AROUND STRUCTURES OF NATURAL VEGETATION. IT WAS CLEARLY THE INTENT (I BELIEVE) TO ALLOW CONTINUED RESIDENTIAL DEVELOPMENT FOR PERSONS SUCH AS MYSELF WHO OWN A SINGLE 1/2 ACRE PARCEL. NO POSITIVE ACTION OR REMEDY HAS TAKEN PLACE FOR ME.

I HAVE BEEN DENIED ECONOMICALLY VIABLE USE OF MY LAND. I'M NOT A PERSON WHO IS PARCELING OR SUBDIVIDING - WHO HAS EXPECTATION OF MAKING A PROFIT ON THE SALE OF THEIR LOTS. I'M A SINGLE LOT OWNER (SINCE 1979) WHO AT ONE POINT IN TIME (BETWEEN 1979 AND APRIL 1983) COULD HAVE BUILT A RESIDENCE. BECAUSE OF CHANGES IN INTEREST RATES, FAMILY, AND OTHER FACTORS (THE CITY'S ACTIONS BEING A MAJOR ONE)

I CAN NO LONGER ANTICIPATE THE ABILITY TO CONSTRUCT A RESIDENCE ON THIS LOT. I CAN'T EVEN SELL IT THOUGH I'VE TRIED - FOR WHO WILL BUY A WORTHLESS PIECE OF DIRT, THAT HAS NO ECONOMIC USE. IN ADDITION, BACK IN NOV, 1983 I RECEIVED A RESOURCE COMMITMENT LETTER (FOR WATER HOOKUP) FROM SIERRA PACIFIC POWER CO. AS A RESULT OF THE CITY'S RESTRICTIONS, THIS COMMITMENT EXPIRED. I APPRECIATED THIS EXPIRATION AND IN MARCH OF 1987 RECEIVED A LETTER FROM THE PUBLIC SERVICE COMMISSION INDICATING THAT IF THIS SITUATION IS RESOLVED SOON, THAT SIERRA PACIFIC POWER WILL EXTEND THE WILL-SERVE LETTER. WITHOUT THIS COMMITMENT LETTER THE COST FOR WATER HOOKUP COULD BE AS MUCH AS \$4-5,000 DOLLARS. MY CURRENT INVESTMENT WITH THE POWER CO. IS FOR \$95.<sup>46</sup> FOR WATER HOOKUP.

BASED UPON WHAT I'VE PRESENTED, MY REQUEST IS THIS: THAT I BE ALLOWED TO (AND ALL OTHERS SIMILARLY SITUATED) OBTAIN A BUILDING PERMIT OR ANOTHER PERSON PURCHASING MY LOT BE ABLE TO OBTAIN PERMIT - WITHOUT BEING REQUIRED TO MAKE ADDITIONAL IMPROVEMENTS OUTSIDE OF THOSE NEEDED ON MY PARTICULAR LOT. IN OTHER WORDS, NO REQUIREMENTS WOULD BE IMPOSED TO PROVIDE, PAVED STREETS, DRAINAGE, LIGHTS, CURBS, SIDEWALKS, PAYMENT FOR PORTION OF DEANS THE CITY DEVELOPED, ETC.) I BELIEVE THIS REQUEST IS APPROPRIATE AND THAT MY RIGHTS HAVE BEEN VIOLATED FOR TOO LONG. IF THIS REQUEST COULD BE ACCOMPLISHED IMMEDIATELY I BELIEVE IT WOULD AID IN THE



POTENTIAL IMPROVEMENT OF THIS WHOLE AREA. AND, THIS IS AFTER ALL THE GOAL, THIS TYPE OF ACTION IN PROPOSING WOULD WORK HAND IN HAND WITH YOUR PROPOSALS FOR LESS RESTRICTIVE IMPROVEMENTS TO THE AREA IN GENERAL. ITS OBVIOUS TO ME THAT THERE MUST BE A LOGICAL AND ECONOMIC SEQUENCE OF GROWTH AND IMPROVEMENT FOR THIS AREA. SO, LETS COLLECTIVELY GET ON WITH FINDING SOLUTIONS THAT WORK.

FURTHER I WOULD RECOMMEND THE TERMINATION OF AN ADVISORY COMMITTEE MADE UP OF PROPERTY OWNERS IN THE AREA WHO REPRESENT THE VARIOUS AND DIFFERING NEEDS. THIS COMMITTEE COULD INTERACT WITH YOUR STATE AND COLLECTIVELY COME UP WITH A PLAN WHICH ADDRESS MEDIUM RANGE AND LONG TERM GOALS OF ALL CONCERNED.

Sincerely  
Wayne S. Matthews

RECEIVED

DEC 31 1987

Engineering Div.

CITY OF RENO

HOSE ROAD AREA SPECIAL ASSESSMENT DISTRICT

RESPONSE QUESTIONNAIRE

1. DO YOU SUPPORT THE NEW SCOPE OF IMPROVEMENTS TO BE CONSTRUCTED THROUGH PROPERTY OWNER ASSESSMENTS ?

YES \_\_\_\_\_

NO X

UNDECIDED \_\_\_\_\_

2. SUGGESTIONS FOR CHANGES IN PROPOSED SCOPE OF IMPROVEMENTS .

There is no need for any improvements on  
Stoltz Rd. There already are utilities. We are on  
a fixed income and unable to handle any assessment.

3. WE MAY WISH TO CONTACT YOU TO CLARIFY ANY QUESTIONS WE HAVE CONCERNING YOUR SUGGESTIONS. PROVIDING YOUR NAME, ADDRESS AND TELEPHONE NUMBER WILL HELP IN THIS EFFORT.

PLEASE TAKE THIS FORM WITH YOU AND FILL IT OUT AT YOUR CONVENIENCE OR LEAVE IN THE BOX PROVIDED.

PLEASE PRINT YOUR NAME, ADDRESS AND PHONE NO. (OPTIONAL)

NAME GERALD + JUNE QUIGGLE  
ADDRESS 4970 STOLTZ RD RENO, NV 89506  
PHONE NO. 323-8759

ANOTHER MEETING WILL BE HELD SOMETIME BEFORE THE END OF JANUARY 1988. YOUR EARLY RESPONSE WILL ALLOW US TIME TO EVALUATE YOUR NEEDS BEFORE THIS MEETING. THANK YOU.

RECEIVED  
JAN 25 1988  
Engineering Div.

CITY OF RENO

HOSE ROAD AREA SPECIAL ASSESSMENT DISTRICT

RESPONSE QUESTIONNAIRE

1. DO YOU SUPPORT THE NEW SCOPE OF IMPROVEMENTS TO BE CONSTRUCTED THROUGH PROPERTY OWNER ASSESSMENTS ?

YES \_\_\_\_\_

NO X \_\_\_\_\_

UNDECIDED \_\_\_\_\_

2. SUGGESTIONS FOR CHANGES IN PROPOSED SCOPE OF IMPROVEMENTS .

Again, I think the cost is prohibitive for most folks living in the area; I do think those who have multiple pieces of property should be able to develop those pieces without bringing everyone into the assessment district, which I think is unfair. I built my home myself, and went by city specification, so why not go ahead the same way as in the past.

3. WE MAY WISH TO CONTACT YOU TO CLARIFY ANY QUESTIONS WE HAVE CONCERNING YOUR SUGGESTIONS. PROVIDING YOUR NAME, ADDRESS AND TELEPHONE NUMBER WILL HELP IN THIS EFFORT.

PLEASE TAKE THIS FORM WITH YOU AND FILL IT OUT AT YOUR CONVENIENCE OR LEAVE IN THE BOX PROVIDED.

PLEASE PRINT YOUR NAME, ADDRESS AND PHONE NO. (OPTIONAL)

NAME Nina M. Price

ADDRESS 4805 Eisan Ave. Reno, Nevada 89506

PHONE NO. 348-7489

ANOTHER MEETING WILL BE HELD SOMETIME BEFORE THE END OF JANUARY 1988. YOUR EARLY RESPONSE WILL ALLOW US TIME TO EVALUATE YOUR NEEDS BEFORE THIS MEETING. THANK YOU.

**Appendix J: Hoge Road Parcel Map &  
Building Permit Conditions**

June 4, 1987

HOGE ROAD PARCEL MAP CONDITIONS

Letter Conditions:

1. Prior to recordation, the owner shall provide to the City an Improvement Agreement and security for the following improvements in accordance with the final plans on file in the City Engineer's office and as provided for in RMC 18.08.080:
  - a. Hoge Road
    - 1) Half street improvements, 20 feet from center line to face of curb adjacent to property.
    - 2) Segments of permanent storm drain improvements where required.
    - 3) Taper any paved transitions (10:1) from new section to existing pavement.
    - 4) Provisions for continuation of ditch drainage where interrupted by improvements.
  - b. Streets other than Hoge Road
    - 1) Access street, 20 feet wide, 2-1/2 inches asphalt concrete paving over 8-inches of base, with adequate drainage, from Hoge Road to the property.
    - 2) Half street improvements as per plans, adjacent to property.
    - 3) Segment of permanent storm drain and sanitary sewer improvements where required.
    - 4) Tapered paved transition (10:1) from half street section to access street.
    - 5) Provisions for continuation of ditch drainage where interrupted by improvements.
    - 6) Temporary turnarounds as directed by the Fire Department.
    - 7) Fire hydrants, maximum spacing of 600 feet.
2. Prior to recordation, the owner shall pay to the City of Reno \$ \_\_\_\_\_ for the pro-rata share of the costs of the final plans, prepared by Chilton Engineers.

Map Notes:

1. Prior to the issuance of any building permit, the owner shall complete and have verified by the Project Engineer, all bonded improvements, in accordance with the final plans and City standards.
2. As there is only one means of access (Hoge Road) to this area, the Fire Department requires that all dwelling units to be provided with:
  - a. Fire sprinkler systems for dwellings (install per N.F.P.A. 13D with quick response heads).
  - b. All roofs to be Class A roofing materials.
  - c. Clear fifty (50) feet around structures of natural vegetation (excluding domestic shrubs, trees and grass).

June 4, 1987

HOGUE ROAD BUILDING PERMITS

1. Prior to the issuance of any building permit, the owner shall complete and have verified by a registered civil engineer the following improvements, in accordance with the final plans on file with the City Engineer and City standards.
  - a. Hoge Road
    - 1) Half street improvements, 20 feet from center line to face of curb adjacent to property.
    - 2) Segments of permanent storm drain improvements where required.
    - 3) Taper any paved transitions (10:1) from new section to existing pavement.
    - 4) Provisions for continuation of ditch drainage where interrupted by improvements.
  - b. Streets other than Hoge Road
    - 1) Access street, 20 feet wide, 2-1/2 inches asphalt concrete paving over 8-inches of base, with adequate drainage, from Hoge Road to the property.
    - 2) Half street improvements as per plans, adjacent to property.
    - 3) Segment of permanent storm drain and sanitary sewer improvements where required.
    - 4) Tapered paved transition (10:1) from half street section to access street.
    - 5) Provisions for continuation of ditch drainage where interrupted by improvements.
    - 6) Temporary turnarounds as directed by the Fire Department.
    - 7) Fire hydrants, maximum spacing of 600 feet.
2. Prior to issuance of any building permit, the owner shall pay to the City of Reno \$\_\_\_\_\_ for the pro-rata share of the costs of the final plans, prepared by Chilton Engineers.
3. As there is only one means of access (Hoge Road) to this area, the Fire Department requires that all dwelling units to be provided with:
  - a. Fire sprinkler systems for dwellings (install per N.F.P.A. 13D with quick response heads).
  - b. All roofs to be Class A roofing materials.
  - c. Clear fifty (50) feet around structures of natural vegetation (excluding domestic shrubs, trees and grass).

Appendix K: Sections 271.435 "Reassessments." and 271.440  
"Reassessment: Credit for payment of prior  
assessment." of the Nevada Revised Statutes

**271.435 Reassessments.**

1. Whenever any assessment is, in the opinion of the governing body, invalid by reason of any irregularity or informality in the proceedings, or if any court of competent jurisdiction adjudges such assessments to be illegal, the governing body shall, whether the improvement has been made or not, or whether any parts of the assessments have been paid or not, have power to cause a new assessment to be made for the same purpose for which the former assessment was made.

2. All the proceedings for such reassessment and for the collecting thereof shall be conducted in the same manner as provided for the special assessment herein.

(Added to NRS by 1965, 1371)

**271.440 Reassessment: Credit for payment of prior assessment.** Whenever any sum or part thereof levied upon any tracts in the assessment so set aside has been paid and not refunded, the payment so made shall be applied upon the reassessment of the tracts.

(Added to NRS by 1965, 1371)



Appendix L: Synopsis of the Informational Meeting Held  
August 1, 1988

## SYNOPSIS OF INFORMATIONAL MEETING HELD AUGUST 1, 1988

The meeting was held to gain additional input from those who are proposed to be affected by the ultimate determination of action in the Hoge Road area. Steve Varela, the City Engineer discussed the past history of previous actions, directing attention to copies of the "Hoge Road Area Development Background Study". He then opened the floor to questions from the audience.

The resulting questions and statements indicate six primary concerns of the citizens in the Hoge Road area:

- 1) The present improvements required to be installed in conjunction with any development (i.e., commercial, residential, remodel, etc.) are beyond most homeowners capability to accomplish financially. As an example, one gentleman stated that in order to have a redwood deck constructed on his home (which would cost about \$800), he would be required to install sewer and roadway improvements which could total up to \$40,000.
- 2) The costs estimated for past improvement proposals was more than individual property owners could afford. An example given by one gentleman was that the total assessment proposed under the Chilton proposal was more than the Washoe County Assessor's figures for the value of his property.
- 3) Although existing conditions are far from ideal, they feel the alternative of installing improvements to bring the area up to City of Reno standards would be prohibitive.
- 4) If development is allowed on the basis of signing a waiver of protest to a future assessment district (Alternative D of the Hoge Road Area Background Study favored by staff), what assurance can be given that the costs of future assessments will be limited to some dollar figure; the alternative is tantamount to writing the City a blank check.
- 5) They expressed concern as to what would trigger the formation of a future special assessment district. They would like it to be based on a percentage of waivers issued to new development, not on the basis of waivers issued for home improvements.
- 6) They expressed concern that they were unable to ascertain why the Responding Property Owners' Proposal is considered inadequate by the City, but agreed to provide specific questions in the form of a letter.

Hand Delivered  
4:15 PM  
RECEIVED  
JUL 28 1988  
MAY 28 1988

From Lorraine Burke  
786-5803  
Wayne Mathewson

July 28, 1988

Dear Mr. Schilling,

Please find below the questions we are attempting to have answered. These questions have come up again and again as attempts have been made to prepare a viable solution to the problems involved in setting standards and designing an assessment district for the Hoge Road area.

1. Please provide us with a copy of the three stages of improvements referred to in paragraph #1, page 15 of the "Hoge Road Area Development & Background Study." This would be the plan that led to the creation of the S.A.D. #3 in 1980 for sewer, the S.A.D. in 1981 for paving Hoge Road, and resulted in the 1984 Hoge Road S.A.D. currently under consideration.

2. Was the purpose of the construction of the Hoge Road sewer as designed and built through S.A.D. #3 in 1980 to provide sewer service to all parcels assessed in that district?

3. Does the fact that approximately one-half of the lot owners paying on the S.A.D. #3 for sewer are now required (and have been since 1986)\* to run a separate sanitary sewer main extension that provides no access to or benefit from the the S.A.D. #3 sewer line mean that they are receiving differing benefit from that which was to be provided under the conditions of the 1980 S.A.D. #3? The other 1/2 of the participants in the 1980 S.A.D. have been and still are allowed to hook up to the sewer line built through that assessment with no additional construction or expense.

4. Under the current proposal, the 1981 sewer assessment would be satisfied, the assessment boundaries extended and new payees and new construction is added. Credit is given against the new assessment for some of the monies expended or due for the participants in the 1981 SRAD, but the new proposal, if adopted, would still cost substantially more for those people than would continuing the current bond. This holds true even if the original members of the assessment district had to undertake a new bond to provide more equal service within the original assessment boundaries. Under these conditions, would it be possible to re-design the sewer work of the current proposal so the financial impact on the original sewer assessment participants is limited to what is necessary to fulfill the original project design?

5. Please provide us with a copy of your legal opinion as to how the city can require people applying for building permits to pay for a pro-rata share of the cost of the design plans done by Chilton engineers. This matter was raised by Mayor Ferrazza at the Nov. 24<sup>th</sup> 1986 meeting (please see page 6, paragraph 10 of the Hoge Road Area Development Background study) and has continued to be a condition of receiving a building permit even after the district was defeated in February, 1987.

\* Hoge Road Area Development study, page 7, condition #1 and Appendix I, subsection b, #3.

We would appreciate complete answers to these questions and references to any status, regulations, ordinances or records as applicable.

Meeting Held 8-1-88 - HOGIE RD. BACKGROUND STUDY.

POINT OF CLARIFICATION: AT WHAT POINT BETWEEN SEPT 14, 1987, AND DEC. 1987 INFORMAL MEETING, DID CITY STAFF WORK IN COOPERATION WITH HOGIE RD. PROPERTY OWNERS TO DEVELOP A NEW AND WORKABLE PLAN?

POINT OF CLARIFICATION: PAGE 9 STATES - NEWLY PROPOSED IMPROVEMENTS WILL REDUCE ESTIMATED ASSESSMENT COST BY 40%. IS THIS 40% ACROSS THE BOARD FOR EACH AND EVERY PARCEL OR DO SOME BENEFIT AT A DIFFERENT PERCENTAGE?

POINTS OF CLARIFICATION: CITY STAFF STATES THAT ONE OF THE REASONS FOR PROVIDING IMPROVEMENTS IN THE HOGIE RD AREA IS THAT "PROPERTY VALUES IN THE AREA SHOULD INCREASE AS A RESULT OF THESE IMPROVEMENTS." DOES THIS MEAN THAT AN UNIMPROVED LOT'S VALUE INCREASES THE SAME WAY AS A LOT WITH A RESIDENCE ALREADY IN IT?  
2ND PT - TO YOUR KNOWLEDGE, HAVE POLICE OR FIRE EQUIPMENT AT ANY TIME NOT BEEN ABLE TO REACH ANY PORTION OF THIS HOGIE RD. AREA?

POINT OF CLARIFICATION: AT OUR MEETING OF MARCH 1987. MARTY RICHARD STATED CLEARLY THAT THE CONDITIONS ~~RE~~ RECOMMENDED (IN MEMO DATED APRIL 18, 1986) WERE DEVELOPED AS AN ALTERNATIVE REMEDY TO THE PROBLEMS THE AREA IS RACKED WITH. HE ACKNOWLEDGED THE FACT THAT THERE IS STEEP GRADES, INADEQUATE SITE ACCESS AND PRIOR SUBSTANDARD ROAD PLACEMENT. FURTHER HE STATED THAT THIS AREA DID NOT MEET CITY STANDARDS FOR FIRE PROTECTION. MR RICHARD CLEARLY STATED THAT IF THESE CONDITIONS HE OUTLINED WERE MET THAT HE HAD NO PROBLEM WITH FUTURE DEVELOPMENT OF RESIDENTIAL STRUCTURES.

\* PLEASE CLARIFY THIS SITUATION AS RELATED TO REFERENCES TO THIS MATTER ON PAGES 10, 11, 15. IT APPEARS THAT YOUR STAFF MAY MISINTERPRETED ITS INTENT.

POINT OF CLARIFICATION: IT IS STAFF'S OPINION THAT OUR PROPOSAL IS INADEQUATE FOR <sup>(1)</sup> SAFETY, WOULD CAUSE <sup>(2)</sup> ADDITIONAL MAINTENANCE PROBLEMS, AND <sup>(3)</sup> PROMOTE GROWTH RESULTING IN A TYPICAL SUBSTANDARD DEVELOPMENT.

PLEASE REPLAIN IN DETAIL WHY (1, 2 & 3) ARE ~~INADEQUATE~~ INADEQUATE IN OUR PROPOSAL

(UNDER RECOMMENDATIONS PAGE 16)

- ① WE ARE OPEN TO DISCUSSION AS TO MODIFICATIONS RELATED TO STANDARD STRUCTURAL SECTION (ROADS) AS RELATED TO THE BASE. WE DO BELIEVE THAT OUR PROPOSED 20' WIDTH THROUGHOUT AREA WITH 2 1/2" OF ASPHALT PAVEMENT REMAINS TO BE ADEQUATE, CONSIDERING THE UNIQUE CONDITIONS OF OUR AREA.
- ② PLEASE CLARIFY OR IDENTIFY WHAT YOUR PROPOSAL IS REGARDING CURBS, GUTTERS, AND STORM SEWER VS DITCHES ?!
- ③ PLEASE PROVIDE US WITH A COPY OF THE WAIVER YOU PLAN TO USE FOR NEW DEVELOPMENT AND DOES THIS WAIVER LIMIT EXTENT OF DEVELOPMENT AND IDENTIFY SPECIFICALLY EXTENT OF REQUIREMENTS ?
- ④ DO WE UNDERSTAND YOUR PROPOSAL TO MEAN THAT UNTIL 50% (VOTE AND WAIVER) IS REACHED THAT PROPERTY OWNERS WILL BE ALLOWED TO DEVELOPE WITH NO REQUIREMENTS IMPOSED? (REQUIREMENTS, MEANING YOUR PROPOSED STANDARDS)
- ⑤ IF F.O. REQUIREMENTS ARE STILL IN EFFECT PRIOR TO 50% WAIVER AND VOTE, WOULD THESE REQUIREMENTS BE PRIPPED ONCE STANDARD IMPROVEMENT ARE PUT IN ?

PLEASE PROVIDE A CLEAR COST COMPARISON, IDENTIFYING HOW THESE FIGURES WERE ARRIVED AT, IN PARTICULAR PLEASE SHOW WHERE CHANGES FROM ORIGINAL CHILTON PLAN ARE MADE (NOT JUST IN \$, BUT IN SPECIFIC DEVELOPMENT CHANGES) AND PLEASE PROVIDE NEW FIGURES REFLECTING MORE ECONOMICAL SEWER SERVICE ALTERNATIVES (IT APPEARS THAT YOUR CURRENT FIGURES MUST INCLUDE EXTREMELY HIGH ESTIMATES OR ADDITIONS OF SEWER WHICH ARE EXTREMELY EXPENSIVE)

PLEASE PROVIDE US WITH BREAKDOWN OF COSTS ASSOCIATED WITH BONDING, REBONDING, AND OTHER ADMINISTRATIVE FEES ASSOCIATED WITH PROPOSED PLANS.

IN ADDITION, WE BELIEVE THAT CHILTON PLAN COSTS SHOULD BE REMOVED FROM THESE PROPOSALS. IN PARTICULAR, OUR PROPOSAL IS NOT A REVISION OF CHILTON PLANS. THE RESIDENTS OF THIS AREA DO NOT ACCEPT RESPONSIBILITY FOR THOSE PLANS (CHILTON PLANS).

FOR THE SAKE OF CLARITY WOULD YOU PROVIDE A MORE DIRECT AND COMPLETE COMPARISON WHICH IDENTIFIES POINT BY POINT HOW OUR PROPOSAL COMPARES TO THE CITY SUBURBAN PROPOSAL. PLEASE BASE THIS COMPARISON ON THE FOLLOWING CRITERIA

- ① SAFETY,
- ② MAINTENANCE OF IMPROVEMENTS PROPOSED
- AND ③ WHAT EACH PROPOSAL PROVIDES AS A FINAL OUTCOME OR DEVELOPMENT LEVEL.



DO YOU BELIEVE THAT YOU'VE EXERCISED ALL POSSIBLE FLEXIBILITY AND ALTERNATIVES IN YOUR PROPOSAL AS RELATED TO IMPROVEMENTS WHICH ARE COST EFFECTIVE?

DOES THE CITY CURRENTLY ALLOW FOR OR PROVIDE STANDARDS WHICH ARE EQUAL TO OR LESS THAN THOSE WHICH WE HAVE PROPOSED. (EXAMPLE - CAUGHWIN RANCH AREAS), LIGHTHOUSE ETC. ?

PLEASE CORRECT MAP FOR RESPONDING PROPERTY OWNERS PROPOSAL. THE MAP YOU PRESENTLY INCLUDE DOES NOT SHOW THE DISTRICT COMPLETION AS WE HAVE PLANNED. PLEASE ADD ALL SEWER WE INDICATED PLUS EXISTING AND ALL ROADS PAVED AS WE HAVE INDICATED. THIS REVISION WILL MAKE FOR A MORE REQUISITE COMPARISON WITH YOUR CITY SUBURBAN PROPOSAL MAP.

IN ADDITION, WOULD YOU PLEASE REDO YOUR MAP IN A MANNER THAT MAKES IT READABLE. CURRENTLY WE CANNOT DISTINGUISH BETWEEN THE MASS OF BLACK AND WHITE LINES OF VARIOUS SHADE AND SIZE. ALSO PLEASE INDICATE EXACTLY WHAT CHANGES EXIST BETWEEN THIS CURRENT "CITY SUBURBAN PROPOSAL MAP AND THE MAP PRESENTED IN DEC. 1987 MEETING!

Thank you

Wayne D. Hatcher  
8-1-88

Appendix M: Materials Updated as of August 11, 1988

The following items have been updated as of August 11, 1988. Please substitute these materials for existing pages as indicated, and add the new appendixes.

- 1) Please remove the old report cover and replace with the new cover identified as "UPDATED: AUGUST 11, 1988". (One cover sheet.)
- 2) Please remove the old index page and add the new index sheet which includes Appendixes A through M. (One page.)
- 3) Please remove pages 10 through 16, and add new pages 10 through 17. (Eight pages.) The specific changes in information are as follows:
  - a) A section was added for July 18, 1988. (Page 10.)
  - b) A section was added for August 1, 1988. (Page 11.)
  - c) Pages 12 through 15 have changed due to addition of new material on pages 10 and 11. (See "a" and "b" above.)
  - d) The figure for the total cost of both the "Suburban" and "Residents" proposals have been changed to reflect changes in figures developed for comparison in Appendix D. (Page 16.)
  - e) Page 17 was added due to the inclusion of the new material on pages 10 and 11. (See "a" and "b" above.)
- 4) Please remove Appendix D and replace with new cover sheet and updated cost comparisons dated "August 1988". Appendix D was updated to reflect new information which should have been included in the previous comparisons. (One cover sheet and three pages.)
- 5) Please remove Appendix G and add new Appendix G which reflects the change in the title of the enclosed map from "City Suburban Proposal" to "Staff Suburban Proposal" to clarify that it has not been approved by the City Council. (One cover sheet and one map.)
- 6) Please remove Appendix H and replace with new Appendix H which reflects the modifications to the "Responding Owners' Proposal" map, and is indicated by "August 5, 1988 REVISION". (One cover sheet and one map.)

- 7) Please add Appendix K: Sections 271.435 "Reassessments." and 271.440 "Reassessment: Credit for payment of prior assessment." of the Nevada Revised Statutes. This appendix has been added for informational purposes, but is not referenced in the test. (One cover sheet and one page.)
- 8) Please add Appendix L: Synopsis of the Informational Meeting Held August 1, 1988. This section has been added to present a condensation of Hoge Road Area residents' statements made at the August 1, 1988, meeting. In addition, two letters which have been received by the City are reproduced in their entirety to assure the addressed concerns are accurately presented. (One cover sheet and eight pages.)
- 9) Please add Appendix M: Materials Updated as of August 11, 1988. This section is provided for easy identification of differences between the original "Hoge Road Area Development Background Study" and the present version which is identified as "UPDATED: AUGUST 11, 1988" on the cover. (One cover sheet and two pages.)