

APPENDIX A—LAND-USE

Overview

Land-use and population data are an essential foundation for creation of the Regional Transportation Plan (RTP). Federal regulations require the RTP to be based on the best available land-use data which, for population and employment, the RTC has historically obtained from the Cities of Reno and Sparks and from Washoe County. For the RTP, the RTC began this process in late 2006 through a series of meetings with the planning personnel from the local governments and participation by staff of the Truckee Meadows Regional Planning Agency (TMRPA). The RTP was developed using the data obtained from the local governments in early 2007.

A new consensus forecast was published and approved in June 2008; however, a detailed breakdown by Traffic Analysis Zones (TAZ) will take many months to complete. The new population numbers were somewhat lower than the original numbers received from the local governments in early 2007, perhaps reflecting the continued slowdown in the economy. The difference in numbers does not undermine the basic validity of the planning process as it was guided by goals, objectives and policies that are independent of specific population forecasts. While growth may occur somewhat more slowly, the projects, services and programs necessary to make the community's transportation vision a reality simply would be implemented at an appropriately slower pace. This plan acknowledges the updated population forecasts and provides context by identifying a range of years for a particular population that are consistent with the original information received in early 2007 and the recently approved consensus forecast. These ranges are portrayed in **Table A-1**. With regard to travel forecasting and air quality analysis, it is assumed that population milestones will be reached at the earliest time of the date ranges to insure that the worst case for emissions is considered. The specific data sets used for the air quality and traffic analysis for the RTP planning area (including the City of Reno, the City of Sparks, the urbanized portion of Washoe County and a portion of Storey County that will be accessed directly from the regional road network) are discussed in this Appendix.

Table A-1

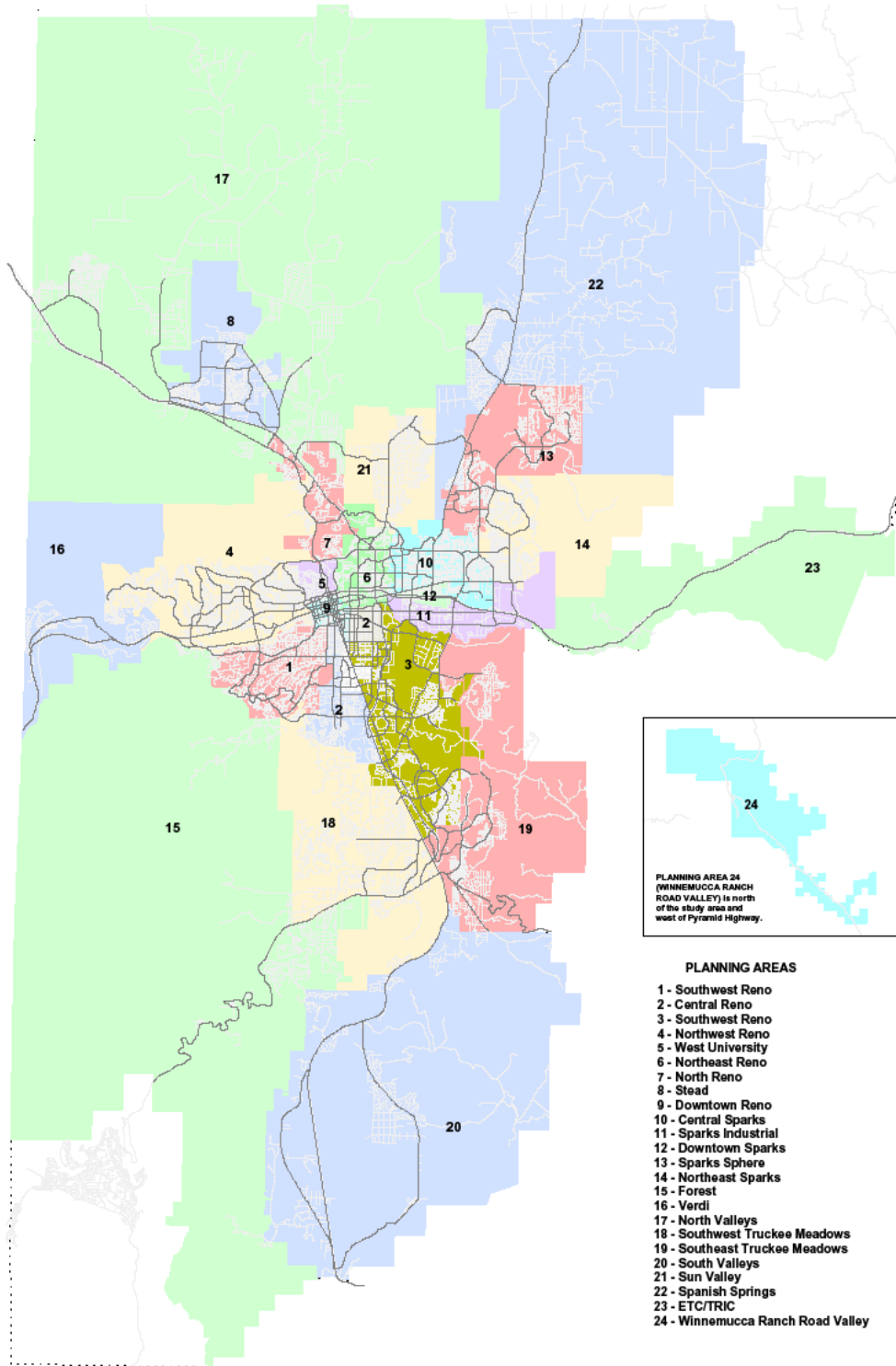
Washoe County Population	Time Frame
440,000	2009-2010
485,000	2012-2015
550,000	2016-2022
620,000	2022-2030
730,000	2031-2039
800,000	2040-2044

Population and Employment Trends in Washoe County

Population and employment trends in Washoe County were discussed at length in Chapter 1. The county has seen consistent and, at times, rapid growth over the last 30 years (see **Figure 1-3**). Between 1990 and 2005, the U.S. Census showed the county population increased from 121,000 to 396,421. During this same time, employment increased from 54,000 to 216,000.

The projection of future population and employment is a critical part of the RTP process since the amount and location of development determines the location and volume of traffic on each street. As stated previously, the land-use data used for the RTP was obtained from the Cities of Reno and Sparks and Washoe County in early 2007 and represents the completion of all master-planned, approved and highly likely development. Since this data set shows somewhat higher population figures than the new consensus forecast issued in June 2008, it can reasonably be considered a “worst case” scenario, that is, the traffic and air quality impacts are probably somewhat overstated. Using the early 2007 data set for traffic projections assures that air quality conformity calculations are conservative in that they overstate the projected emissions. The planning areas referenced are shown on **Figure A-1**. **Table A-2** shows population, dwelling units and employment forecasts for Washoe County for the years 2007, 2013, 2018, 2030 and 2040.

**Figure A-1
Planning Areas**



**2040 RTP UPDATE
RTC PLANNING AREAS**

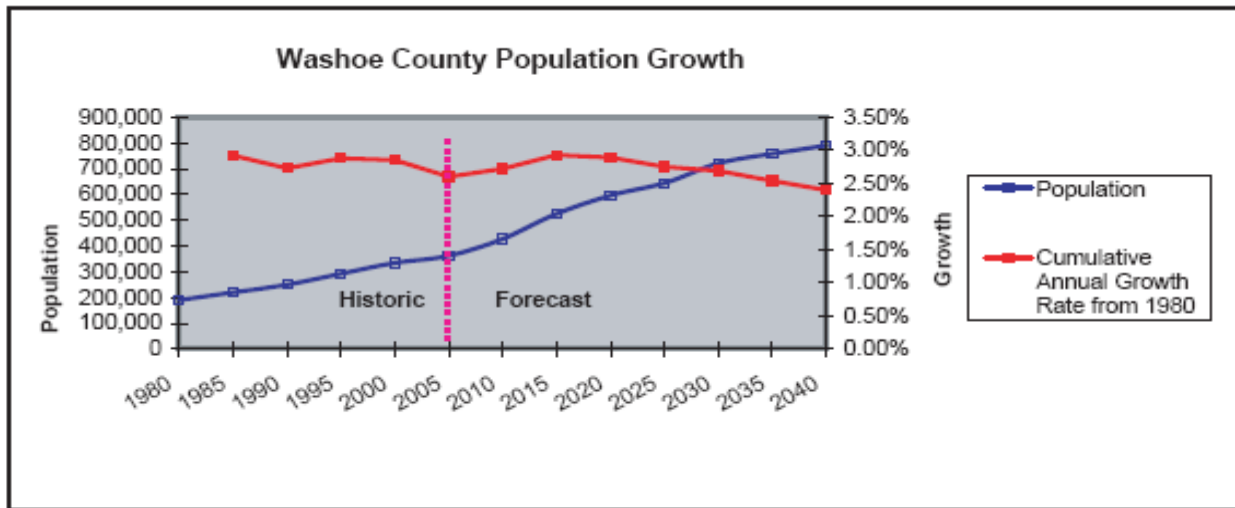
Table A-2

**RENO/SPARKS URBAN AREA POPULATION AND EMPLOYMENT
Projected As Of September 2007**

PLANNING AREAS	POPULATION					EMPLOYMENT				
	<u>2007</u>	<u>2013</u>	<u>2018</u>	<u>2030</u>	<u>2040</u>	<u>2007</u>	<u>2013</u>	<u>2018</u>	<u>2030</u>	<u>2040</u>
1 Southwest Reno	23,486	25,266	26,808	29,660	31,639	2,337	2,341	2,341	2,341	2,341
2 Central Reno	38,277	41,972	45,494	53,152	58,748	27,419	29,821	31,533	34,980	37,118
3 Southeast Reno	41,800	52,398	56,049	64,118	70,800	51,978	55,120	58,481	65,588	71,225
4 Northwest Reno	38,212	43,821	46,765	54,157	60,729	6,348	8,186	9,356	10,053	10,522
5 West University	6,328	6,770	7,161	8,205	9,053	4,764	5,136	5,566	6,677	7,609
6 Northeast Reno	22,548	24,529	26,576	31,525	35,565	11,214	13,008	14,470	17,875	20,313
7 North Reno	8,727	9,612	10,491	12,909	15,226	3,954	5,195	6,302	8,053	9,125
8 Stead	11,171	12,404	13,570	16,801	19,574	4,179	5,606	6,486	9,616	10,915
9 Downtown Reno	12,800	15,496	18,295	25,135	30,131	27,346	29,766	32,261	38,302	41,896
10 Central Sparks	46,537	47,701	48,753	50,886	56,205	9,655	12,837	13,320	13,755	13,808
11 Sparks Industrial	1,155	2,587	3,859	4,898	6,789	29,592	32,790	34,768	36,800	37,631
12 Downtown Sparks	3,274	4,479	5,320	6,482	9,517	5,102	6,054	6,872	8,681	9,012
13 Sparks Sphere	20,549	40,551	42,532	46,563	51,994	3,529	13,428	17,811	20,092	20,092
14 Northeast Sparks	22,641	25,583	25,638	25,652	26,676	3,010	3,067	3,090	3,164	3,164
15 Forest	4,397	5,290	6,510	8,255	9,018	1,080	1,403	1,838	3,498	4,717
16 Verdi	3,335	4,154	4,975	6,977	8,464	3,630	5,667	7,233	12,462	16,884
17 North Valleys	14,899	27,410	44,680	60,294	62,678	2,757	8,382	15,695	27,411	30,857
18 S.W. Truckee Meadows	11,644	16,772	19,219	25,323	27,189	2,097	3,191	4,653	8,046	10,269
19 S.E. Truckee Meadows	10,299	20,352	42,681	57,188	61,568	1,129	1,336	1,500	1,953	2,301
20 South Valleys	6,162	7,187	8,088	9,654	10,081	853	1,486	2,047	3,007	3,007
21 Sun Valley	20,034	21,651	22,825	25,461	27,652	629	629	629	629	629
22 Spanish Springs	17,028	22,181	29,455	35,842	39,808	2,114	3,536	4,336	4,744	4,819
23 East Truckee Canyon/TRIC	18	11,050	16,575	33,131	33,131	3,405	26,296	39,062	73,384	73,644
24 Winnemucca Rnch Rd Valley	0	888	4,686	27,886	27,886	0	40	293	2,943	2,943
TOTAL STUDY AREA	385,321	490,104	577,005	720,154	790,121	208,121	274,321	319,943	414,054	444,841

Population and employment are expected to grow steadily over the life of the RTP, as shown in **Figure A-2**. Several new large planned developments have been approved or are in the approval process since the last RTP was developed in 2004. These include the East Truckee Canyon Area Plan, the Heinz Ranch and Evans Ranch developments in the Cold Springs Valley, the Winnemucca Ranch Corridor and the Pyramid Highway Corridor.

Figure A-2
Washoe County Population Growth through 2040



The growth in population and employment is a major factor in the increase of annual vehicle miles traveled (VMT) in Washoe County. Additionally, much of the recent residential development has occurred in the outlying areas. As a result, trip lengths for all trip purposes have increased. The estimated annual VMT in Washoe County from 1990 to 2006 has increased from 2.2 billion VMT to more than 3.5 billion VMT, equating to a 53% increase.

Figure A-3 shows the increases in the projected VMT and travel time in Washoe County if no new roadway improvements are built in the future. If no additional roadway improvements are built in the future, the system travel time will increase by approximately 5,500% compared with the delay levels in 2000. Also, the daily VMT will increase by approximately 170% over the 2000 VMT levels. The figure illustrates that a small increase in the daily VMT will result in large increase in the total daily travel time.

Figure A-3
Washoe County VMT and Delay—No Build Scenario

