
S3 – ROBB DRIVE

Specific Plan District Handbook

Draft

S3 – Robb Drive
Development Standards Handbook

Notice is given that the Development Standards Handbook for the S3 – Robb Drive Specific Plan District was approved by the Reno City Council on _____, 2024. A copy of the certified handbook is attached hereto and incorporated herein.

Dated this _____ day of _____, ~~2023~~ **2024**

Name:

—

STATE OF NEVADA)

)ss

COUNTY OF WASHOE)

On this _____ day of _____, 2024, before me, a Notary Public personally appeared _____, personally known to me or proved to me on the basis of satisfactory evidence to be the person who executed this instrument.

(seal) Notary

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APPENDICES (*AS SUBMITTED IN PUBLIC RECORD FOR LDC23-00003):

A – Legal Description
B – Major Drainageway Report
C – Traffic Analysis
D – Sanitary Sewer Report
E – Hydrology Report

I. INTRODUCTION

a. Project Location and Zoning

The S3 – Robb Drive Specific Plan District (SPD) is approximately 85+ acres located on the south side of Interstate 80, approximately 1,400 lineal feet east of Exit 9 Robb Drive. The site has a Master Plan land use designation of Suburban Mixed-Use (SMU), which encourages a diverse assortment of uses, sizes, and densities that benefit the surrounding area. The SPD land uses include a mix of residential, along with employment and mixed commercial uses contributing to a diverse mix of compatible infill development. The project's proximity to Interstate 80 provides an ideal location for a mixed-use development via Interstate 80 Exit 9 for Robb Drive.



Figure 1 - Vicinity Map

Site Description and Existing Conditions

In the northwestern quadrant of the site, a special use permit (LDC11-00002) was approved for fills greater than 20 feet and hillside development. Consistent with the previously approved special use permit, the site contains slopes that qualify as hillside development under Reno Municipal Code (RMC) and it is anticipated that the project will also have additional cuts and/or fills that exceed RMC thresholds.

The site includes two major drainageways that drain more than 100 acres in size. The northern drainageway runs along the northern portion of the site, adjacent to the interstate. This drainageway has been significantly modified by Interstate 80, previous fills, and serves as a drainage channel receiving storm water runoff from the freeway and from adjacent developments to the north, via existing storm drainpipes. Future

development of the site will require disturbance of the northern drainageway to be completed **as outlined in this document. in accordance with the RMC development standards.** The major drainageway along the eastern boundary shall remain untouched and be designated as Open Space to perpetuate wildlife connectivity through the site toward the Truckee River.

b. Project Development Concept

All development, design, and use standards shall utilize the Mixed-Use Suburban (MS) base zoning designation. Enhanced standards have been added to facilitate compatible uses including retail, flex industrial, and residential that are appropriate adjacent to Interstate 80. The SPD includes specific streetscape treatments, landscaping, signage, and lighting (Refer to the Figure 6 Land Use Plan on page 10). All district standards not specifically modified in this handbook shall remain in effect, as amended.

Primary access for the project is from Robb Drive. The necessary improvements to serve the properties south of Interstate 80 include the extension of Robb Drive and phased interchange improvements to address increased traffic generated by these developments.

c. Development Schedule

~~Development of the individual building sites will depend on the requirements of future users. Buildout shall occur within ten years of final approval/recording of this SPD. If the project is not completed at the end of the 10 years, then new development within the SPD shall require an application to the Reno City Council to determine if it is appropriate to extend the development schedule prior to further development. This SPD shall be valid and enforceable for 10 years. The 10-year timeframe shall commence upon final approval of this SPD. If no development has occurred on the site within ten years following the approval date of the SPD or SPD amendment, the applicant shall either provide a construction phasing plan that provides for the commencement of work within two years or shall provide an explanation to the City about why commencement of development has not occurred and why the approval should remain in place. If development has not commenced within two years following the ten year review, the City Council may initiate a rezoning to another district if it determines that the SPD approval findings can no longer be made and SPD zoning is no longer appropriate on the site.~~

d. Administration

The SPD shall be administered by the Administrator or their designee, as defined in the City of Reno Development Code. The Administrator shall have the authority to reasonably interpret and apply this Handbook.

There shall be a master developer in place from the first phase of development of the SPD. This master developer shall continue throughout the development of the SPD until and unless a master property owners association or other entity is created to serve the role of master developer. The role of the master developer, for the purposes of this SPD, shall be:

- To prescribe and administer methods and procedures to ensure and control the quality of development that occurs; and,
- Maintain all common area improvements, **open space**, storm drain and/or constructed drainage channels, detention and/or other flood control facilities.

Only the master developer or its authorized designee/ assignee or City Council may initiate an amendment to the Handbook.

e. Review Process

Prior to the submittal of a development application to the City, the development shall be reviewed by the master developer, or designated assignee, at their sole discretion. Each development application submitted to the City shall include written documentation of approval from the master developer, or designated assignee. The construction of individual projects, including accessory structures shall follow the City of Reno building permit process. Written approval by the master developer does not constitute City approval of a development application.

Project specific design has been provided with the SPD that would otherwise fulfill the requirements of **a major site plan review. other discretionary permits (e.g. conditional use permit, major site plan review, etc.)**. As such, given the level of detail of the design documents that are incorporated by reference with the SPD, **a major site plan review for additional discretionary permits for such things as** grading that results in cuts deeper than 20-feet and fills greater than 10- feet in height, disturbance of major drainageways, and hillside development are specifically excluded from future permitting efforts as described herein. Additionally, Site Plan Reviews subject to the requirements of RMC 18.08.602(b)(2)(b) and (c) shall not apply to development within the S3 SPD.

f. Conflicts

In the event of a conflict between the Handbook standards and City Code, the Handbook standards shall govern development of the SPD. When a specific standard is not addressed by the SPD, then the applicable section of Reno Municipal Code Title 18, as amended, at the time of review shall prevail.

g. Modifications

The Land Use Plan and Development Standards included in this handbook are intended to depict the general development vision for the SPD. Sufficient flexibility shall be allowed to permit detailed planning and design at the time of actual development. The acreage of each development area, as well as the overall grading disturbance area may be increased by up to ten percent (10%) if it is demonstrated that additional acreages are necessary due to constraints and/or design considerations to accommodate the project, to the approval of the Administrator. Changes in excess of ten percent shall require an amendment to the Handbook.

The Administrator shall have the ability to grant minor deviations as outlined in RMC 18.08.804 (b)(2) as amended. Minor deviations shall be subject to written approval from the master developer. Deviations of 10% or more shall conform to the City of Reno **Variance** process as outlined in RMC **18.08.801**, as amended.

II. INFRASTRUCTURE

a. Grading

A conceptual overall grading design has been provided with the SPD that addresses the requirements of RMC 18.04, Article 3 (Grading, Erosion Prevention, and Sedimentation Control) and Article 4 (Hillside Development). Preliminary civil improvement plans include cuts in excess of 20-feet in depth and fills in excess of 10-feet in height and areas subject to the hillside development standards contained in RMC 18.04, Article 4.

As such, design standards and findings for grading activities identified in RMC 18.04, Articles 3 and 4 are incorporated herein and **future entitlements for major site plan reviews shall will** not be required prior to final grading and/or building permit submittals. Adequate flexibility to respond to final design considerations shall be permitted, provided that the total disturbed area of ± 52.9 acres is not exceeded by more than 10%. Grading/disturbance area shall substantially comply with preliminary designs provided with the SPD. Should significant deviation occur, a major site plan review shall be required, per RMC standards/requirements.

Hillside Development

The project site is subject to hillside development standards contained in RMC18.04, Article 4. As the design standards contained herein do not have maximum residential densities, the density reduction calculation required by RMC18.04.405, Table 4-3 is not applicable.

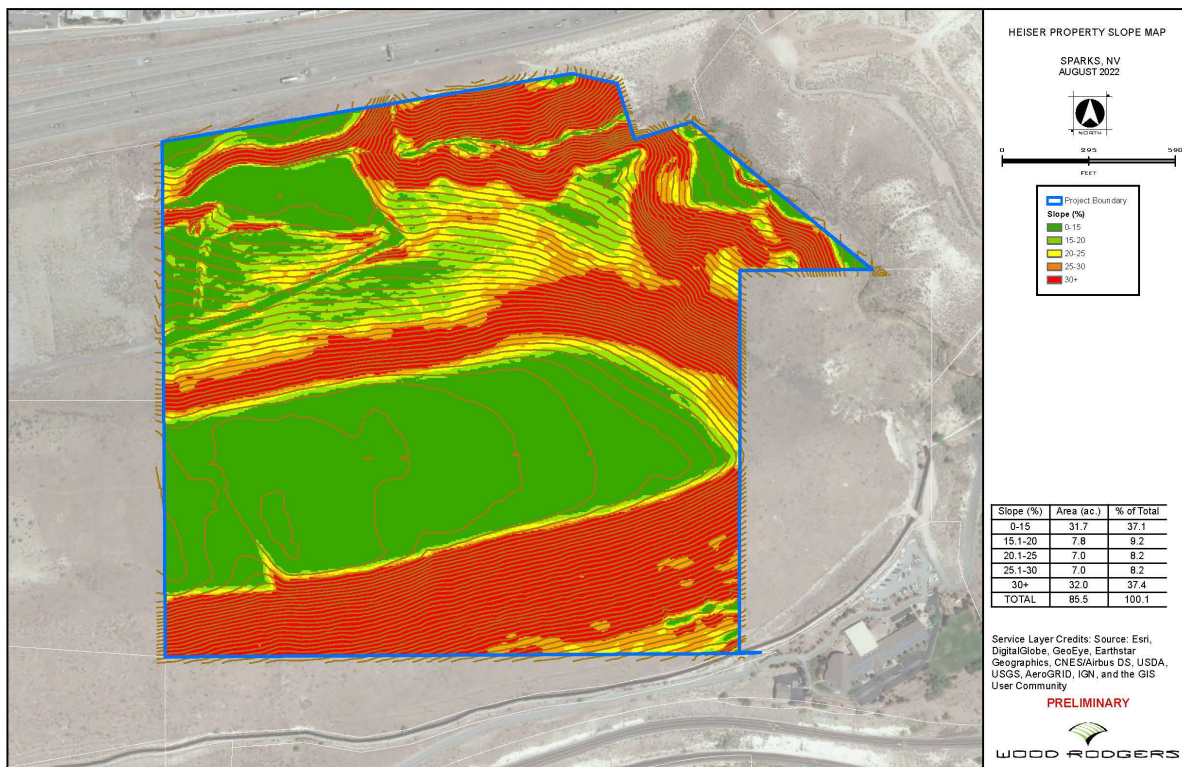


Figure 2 – Slope Analysis Map

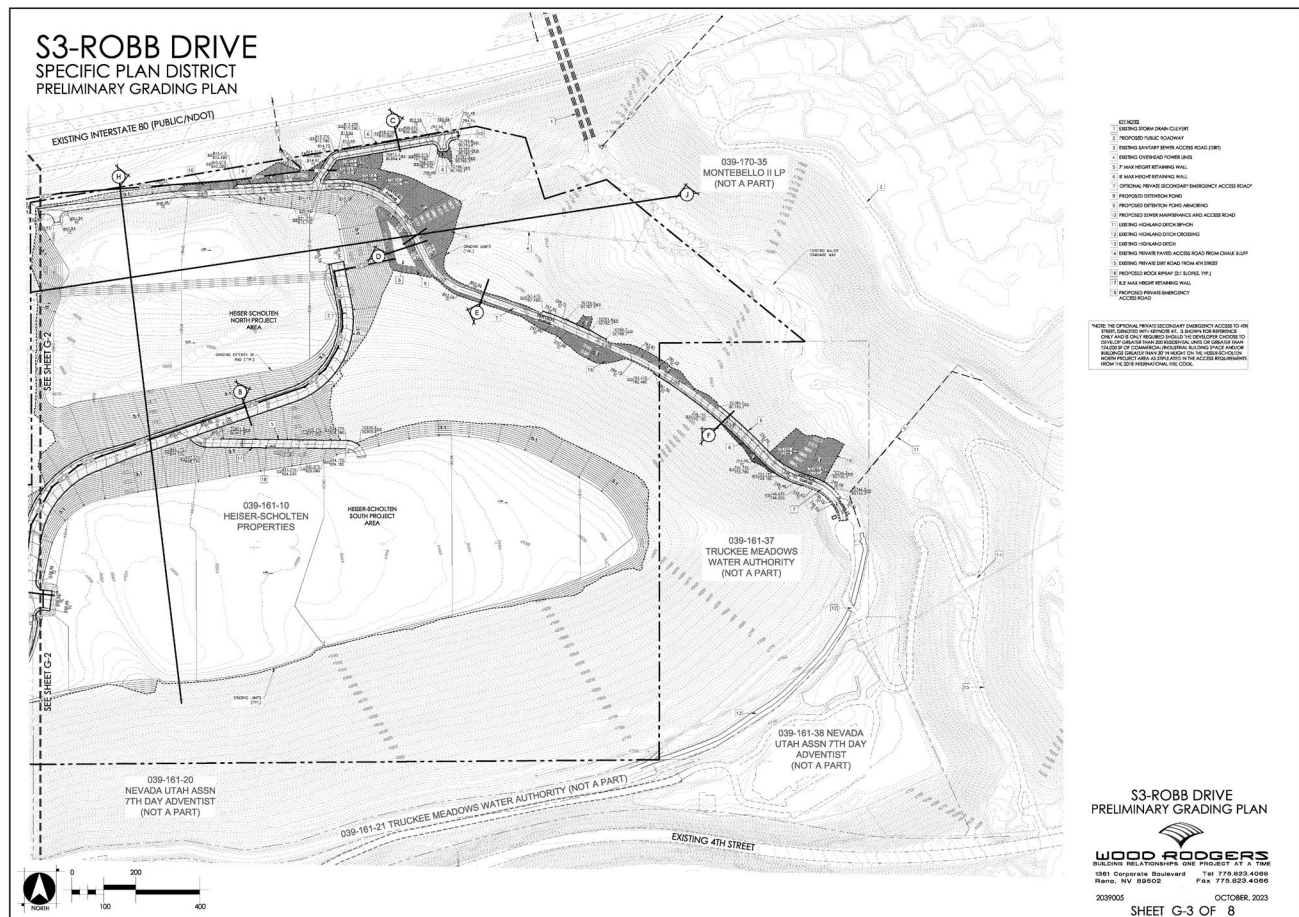


Figure 3 - Preliminary Grading Plan

The project site is subject to and complies with the open space requirements of RMC 18.04.406, as demonstrated below:

Required Open Space in Hillside Developments			
Slope Range	Min. Open Space (%)	Acres within Slope Range	Required Open Space within each Slope Range (acres)
0-15%	0	31.7	0
15.1-20%	25%	7.8	1.95
20.1-25%	50%	7.0	3.5
25.1-30%	75%	7.0	5.25
Greater than 30%	100%	32.0	32.0
Total		85.5	42.7

±43.2-acres of open space has been identified on the enclosed plans, consisting of approximately 33.5-acres of undisturbed open space and 9.7-acres of revegetated and landscaped 3:1 (or less) graded slope areas, in accordance with RMC 18.04.406(e). Graded areas with slopes steeper than 3:1 have not been included in the open space calculation. Final plans may modify the total open space provided, but shall be required to provide the minimum required open space identified above (42.7-acres).



Figure 4 - Proposed Open Space

b. Major Drainageway

As discussed previously, there are two major drainageways, per RMC definition, that have a watershed of more than 100-acres. The design and grading proposed and provided with the SPD demonstrates the treatments of each of the two major drainageways.

Due to the inclusion of preliminary grading design, no major site plan review shall be required. Should project design vary/deviate substantially from the analysis included in Appendix B, a major site plan review may be required per RMC standards.

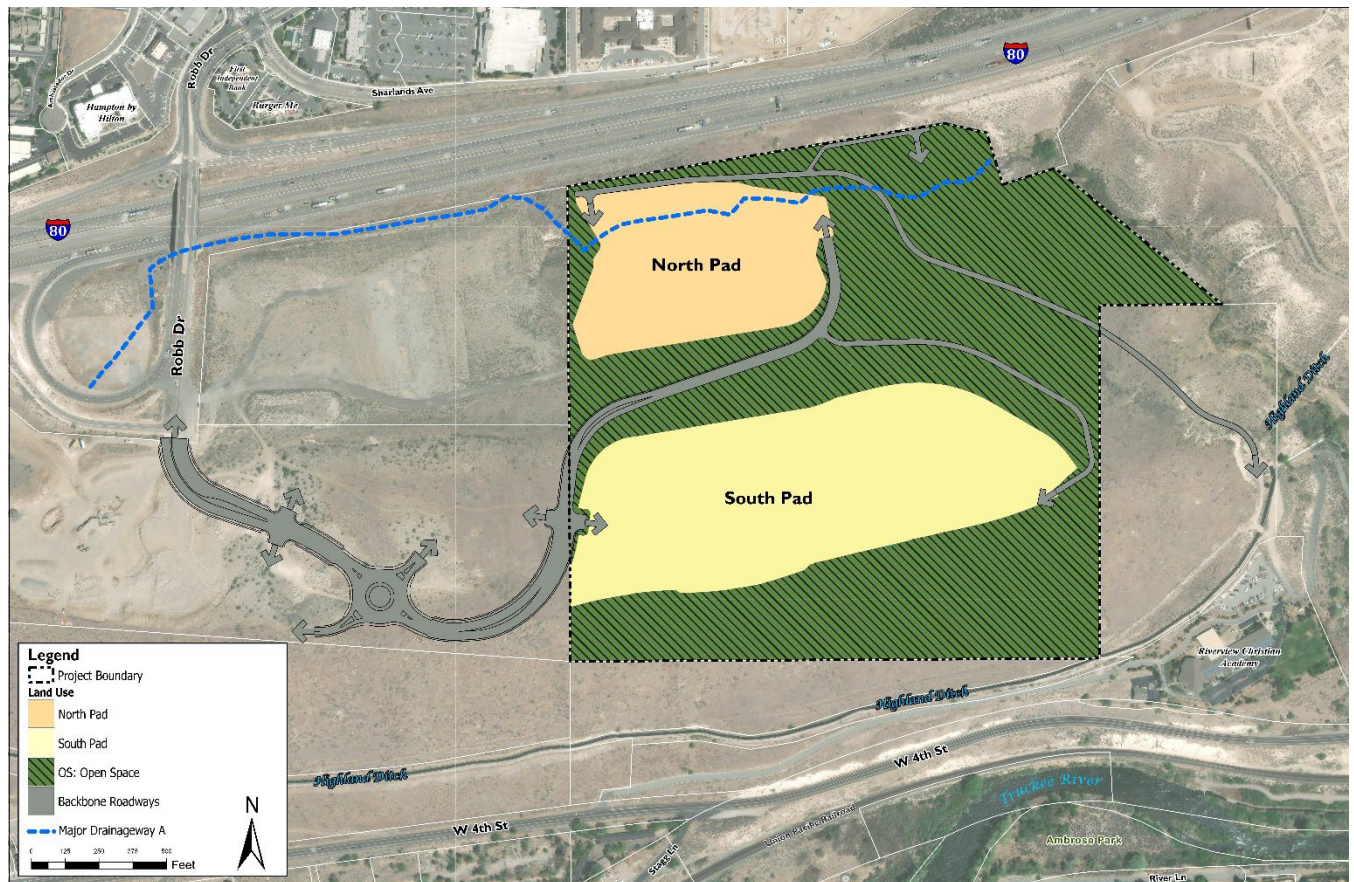


Figure 5 - Existing Major Drainageway

c. Access

Primary access will be provided from an extension of Robb Drive. The Robb Drive access has been coordinated with adjacent property owners to accommodate for future development of the entire area south of I-80. Should the extension of Robb Drive fail to be completed, an SPD amendment shall be required to establish/modify the primary access.

Secondary emergency access roads are planned to connect the northern and southern pads, as well as multiple access routes to the west through the adjacent Robb Drive Mixed Use project's east pad (LDC23-00059). Additionally, an emergency access is proposed and approved as part of adjacent projects (Collectively referred to as "TCA Projects", consisting of LDC23-00015, LDC23-00016 and LDC23-00017) that provides an additional emergency access for the entire area south of Interstate 80.

An optional additional remote emergency access connection to West 4th Street may be provided through a vacant Truckee Meadows Water Authority (TMWA) owned parcel (APN 039-161-37), connecting to an existing public roadway easement contained within APN 039-161-38, should development exceed the thresholds established in Section III.a.1.b of this SPD Handbook.

A trip generation letter shall be submitted concurrently with building permits for individual projects within the SPD, demonstrating consistency with estimates included in the traffic impact analysis (Appendix C). **If the Fourth Street connection is made, an updated traffic impact analysis contemplating additional development (beyond that included with the traffic analysis included in Appendix C) shall be prepared to identify any additional roadway improvements needed to accommodate development intensification. This analysis shall be reviewed and approved by the Administrator prior to the issuance of any subsequent permits.**

Final alignments and easements must be demonstrated prior to issuance of the first building permit (excluding mass grading). Alternative alignments may be considered and approved by the Administrator as part of the building permit approval process for S3 - Robb Drive SPD.

Primary and secondary emergency access will be constructed in accordance with City of Reno public works and fire department requirements.

Traffic

Project traffic will be served by an extension of Robb Drive south to serve the S3 property. For the purposes of identifying traffic impacts generated by the S3 development, trip generation was based upon an anticipated mix of uses, including 750 multifamily units and approximately 100,000 sq. ft. of shopping center. This results in a trip generation of approximately 10,502 daily trips, 467 AM peak hour trips, and 714 PM peak hour trips. The traffic analysis is provided in Appendix C of the SPD.

The S3 property is also part of the greater Robb Drive South Development area, that consists of four development interests. The traffic analysis evaluated the estimated trip generation, as provided by the other property owners to help determine overall traffic generation and potential impacts to the regional roadway network. With the extension of Robb Drive and project traffic, improvements are necessary to mitigate potential impacts on the I-80/Robb Drive interchange. These improvements are planned with a 3-phase approach as development occurs and outlined in the traffic analysis included in Appendix C. A trip generation letter shall be submitted concurrently with building permits for individual projects within the SPD, demonstrating consistency with estimates included in the traffic impact analysis (Appendix C).

d. Sanitary Sewer Service

The nearest City of Reno sewer interceptor is located adjacent to the SPD within the I-80 right of way. Onsite sewer mains will connect to this interceptor, with necessary maintenance access roads, per the City's Public Works Design Manual. An estimate of the sewer generation has been provided with the Preliminary Sanitary Sewer Report in Appendix D of the SPD.

Sewer generation has been based on a hypothetical mix of uses and densities/intensities to establish a baseline of sewer generation for the site. As final building designs are not known at this time, a Sanitary Sewer Study will be required with each building permit/application to ensure that adequate facilities can serve the site. Any sanitary sewer facilities constructed to serve the project will be designed in conformance with the City of Reno Public Works Design Manual, as amended.

e. Water Service

Fire flows for the proposed buildings are still to be determined based on building materials, space calculations and fire suppression system design. Water service shall be provided in accordance with all applicable City of Reno and TMWA standards, including those for fire flow/suppression.

f. Other Utilities

Electric and gas service will be provided by NV Energy. Telephone and cable television service will be provided by AT&T and Charter. Services will need be extended to serve the Project Area as part of the first phase of development.

III. LAND USES**a. Permitted Uses**

All development and design standards shall be based on the Mixed-Use Suburban (MS) zoning district and the Parks, Greenways and Open Space (PGOS) zoning district, as depicted in the Land Use Plan. Unless noted below, all uses are permitted by right, or with a discretionary review as listed in RMC *Section 18.03.206 Table of Allowed Uses*. Prohibited uses are listed below. Additional new and unlisted uses may be permitted by the Administrator if it is found that the use is similar to other uses listed and allowed in the same use category. The definition of each use shall be as described in the Reno Municipal Code.

Use Restrictions

- The **±22.4 acre** South Development Pad, as identified in the Land Use Plan, shall be restricted to the "Residential" and "Public and Quasi-Public Utilities and Services" uses allowed in the MS zoning district, per RMC Section 18.03.206 Table of Allowed Uses.
- The **±11.5 acre** North Development Pad, as identified in the Land Use Plan, shall be developed dependent on the initial building permit proposed for development. The intent is that if the North Development Pad commences with residential development first (representative of the first building permit approved on the pad), then the entire North Development Pad shall be developed with residential uses permitted in the MS zoning district. If the North Development Pad commences with non-residential development first, then the entire North Development Pad shall be developed with uses permitted in the MS zoning district, except for the "Residential" uses and the prohibited uses outlined below. Additional restrictions for development of the North Development Pad include:

- i. Without the construction of the optional emergency access to West 4th Street, in accordance with the International Fire Code (IFC), as amended, development of the North Development Pad shall be limited to:
- Maximum 100 dwelling units (without fire sprinklers)
 - Maximum 200 dwelling units (with fire sprinklers)
 - Maximum 62,000 sq. ft. of commercial/industrial building area (without fire sprinklers)
 - Maximum 124,000 sq. ft. of commercial/industrial building area (with fire sprinklers)
 - Maximum building heights 30-feet

Prohibited Uses

The following uses are prohibited in both the North and South Development Pad areas:

- | | |
|--|--|
| • Manufactured Home | • Tattoo Parlor, Body Piercing and Similar Uses |
| • Boarding or Rooming House | • Wedding Chapel |
| • Convent or Monastery | • Country Club, Private |
| • Fraternity or Sorority House | • Pawn Shop |
| • Private Dorm | • Truck Stop/Travel Plaza |
| • Cemetery or Mausoleum | • Crematorium |
| • Funeral Parlor | • Public Meal or Homeless Services Provider |
| • Blood Plasma Donor Center | • Stable, Commercial |
| • Animal Clinic, Shelter, Hospital, Boarding Kennel or Training Facility | • Hazardous Waste Facility |
| • Stable, Commercial | • Rail yard or Shop |
| • Urban Farm | • Asphalt or Concrete Batch Plant (as a temporary use) |
| • Hotel with Nonrestricted Gaming | |
| • Motel with Nonrestricted Gaming | |
| • Call Center | |
| • Cleaners, Commercial | |

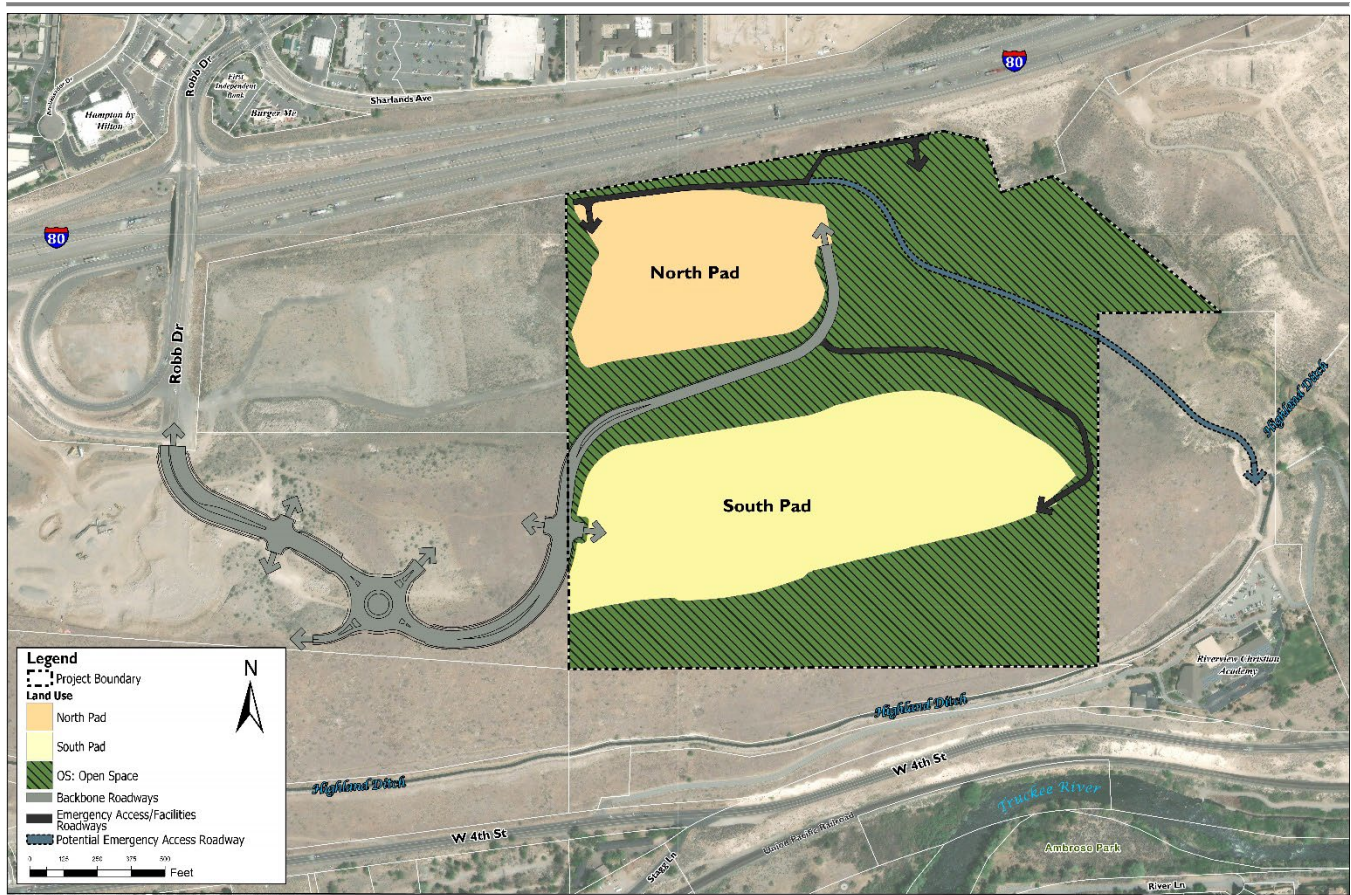


Figure 6 - Land Use Plan

b. Hours of Operations

Hours of operations established under RMC 18.06.605(b)(3) shall apply to all development Any use operating between the hours of 11:00 p.m. and 6:00 a.m. shall require the approval of a minor conditional use permit, rather than a conditional use permit, as specified in RMC.

IV. DESIGN STANDARDS

All development shall comply with the MS zoning district development standards, as amended, unless otherwise noted below.

3 – Robb Drive SPD: Lot and Building Standards

General Standards		
Lot Width, minimum	40 ft	
FAR, minimum	--	
FAR, maximum	--	
Density, minimum	--	
Density, maximum	--	
Setbacks, minimum		
Front	10 ft [1]	
Side	0 ft / 5 ft [1] [2]	
Rear	0 ft / 5 ft [1] [2]	
Street-Facing Garage	20 ft measured from sidewalk or planned sidewalk to face of garage	
Alley-Facing Garage	May not exceed 6 ft measured from edge of alley to face of garage	
Building Separation	10 ft between principal buildings	
Height, maximum		
Height	-- [3]	
Stories	--	
Other		
Accessory uses/structures: See RMC Chapter 18.03 Article 4		
Site and building standards for mixed-use districts: See RMC Chapter 18.04 Article 10		
Development standards (parking, landscaping, etc.): See RMC Chapter 18.04		

Notes:

[1] A minimum zero-foot setback is allowed when the property line abuts an alley and at least 24 feet of backup space (including the alley) is provided from all garage doors and parking spaces that backup onto an alley.

[2] The building shall be either placed on the property line or set back a minimum of 5 feet. However, if the building is located immediately adjacent to a residentially zoned property, a minimum setback shall be 5 feet.

[3] Site Plan review required for buildings over 55 feet.

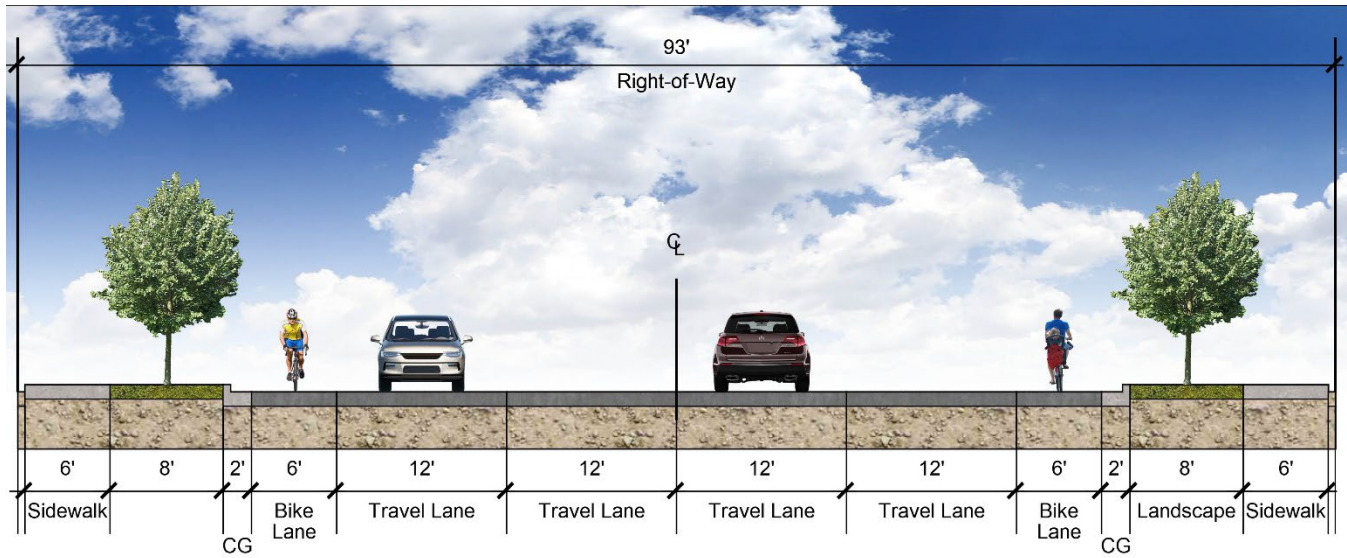
In accordance with RMC 18.09.204(c)(4), as amended, the above general standards and setbacks do not apply to single family attached/condominiums, whether of a residential or commercial nature. Further, this shall apply to any subdivision related to nonresidential uses.

a) Site Design and Street Standards

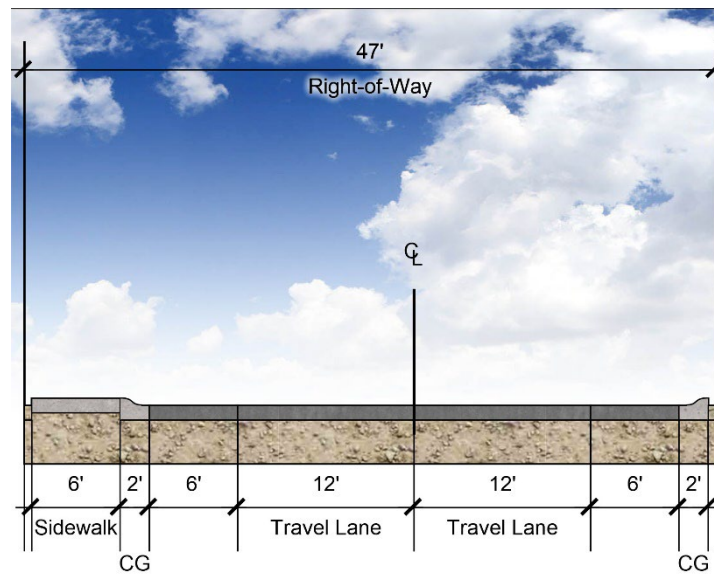
In addition to the standards identified above, the following additional Reno Municipal Code references are hereby modified by this SPD:

- RMC 18.04.1003(a)(5) “Sidewalks” Sidewalks shall be provided in accordance with the following street section standards. Minor modifications to the street sections are permitted with final design, subject to approval by the Administrator.
- Rolled curb shall be allowed on public streets, with the approval of a Design Exception by the City Engineer.
- Streets and alleys shall conform to the following street sections. Minor modifications may be approved by the Administrator. The following street sections are provided for graphical purposes. Final dimensions

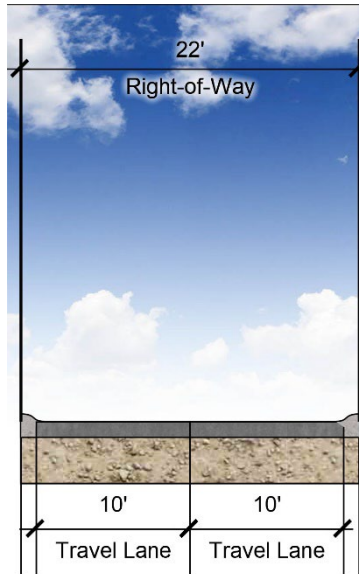
and lane configurations may vary depending on site conditions and requirements recommended by the traffic engineer.



Typical Collector (dimensions and configuration may vary)



Typical Local Street



Typical Alley

- RMC 18.04.1003(a)(8) “Street Frontage Requirements” shall not apply. No minimum percentage of building street frontage shall be required.
- RMC 18.04.1003(c)(7) “Shading of Parks and Residences” shall not apply to any park or residential related uses that are included as part of this SPD.
- 18.04.1006 “Supplemental Standards for Large Retail Establishments” shall not apply to the S3 SPD, with the exception of the following standards that shall remain:
 - RMC 18.04.1006(f)(1)(b)(1) “Minimum Wall Articulation” shall apply to buildings that meet the “Applicability” established in RMC 18.04.1006(b)
 - RMC 18.04.1006(f)(3) “Roof Form and Articulation” shall apply to buildings that meet the “Applicability” established in RMC 18.04.1006(b)
 - RMC 18.04.106(f)(4)(d) “Visual Prominence (Customer Entrances)” shall apply to buildings that meet the “Applicability” established in RMC 18.04.1006(b)
 - RMC 18.04.106(f)(4)(e) “Transparency and Light (Customer Entrances)” shall apply to buildings that meet the “Applicability” established in RMC 18.04.1006(b)
 - RMC 18.04.106(f)(4)(f) “Weather Protection (Customer Entrances)” shall apply to buildings that meet the “Applicability” established in RMC 18.04.1006(b)
 - RMC 18.04.106(f)(5) “Building Materials and Colors” shall apply to buildings that meet the “Applicability” established in RMC 18.04.1006(b)

b) Landscaping

General site landscaping shall comply with Mixed-Use Suburban standards. Graded slope areas identified as Open Space on the SPD Land Use Plan, with slopes of 3:1 or less shall be stabilized with a revegetation seed mix, as well as trees planted at a rate of one tree per 4,000 sq. ft. of slope area, which may be clustered to mimic more natural vegetation, subject to approval of the Administrator.

Residential developments shall include private parks and/or recreational amenities (herein after, “private amenities”). The south development pad shall include a minimum of ½-acre of private amenities cumulatively. The North development pad shall include a minimum of ¼-acre of private amenities cumulatively, if residential development is proposed.

The City of Reno Master Plan (ReImagine Reno) states that a developer should meet the park service level of two acres of parks and seven acres of open space per 1,000 residents for infill development. A minimum of four acres of public parks shall be designated and dedicated to the City of Reno for a public park use, with the final location and design to be approved by the Administrator prior to issuance of a vertical building permit on the Southern Pad.

Loading Areas: Loading areas adjacent to open space shall provide a minimum 10-foot landscaped buffer consisting of one tree per 50 linear feet and six shrubs per required tree. Trees shall be grouped to offer the greatest screening potential.

c) Signage

On-premises signage for the project shall follow requirements set forth in RMC Chapter 18.05: Signs, as amended, utilizing the MS zoning district standards, except for the modifications below.

Signage Modifications:

- Letter height for wall signs shall not exceed 6-feet.
- Illumination of any signage facing residential uses shall be restricted to the hours of 7:00 a.m. to 7:00 p.m.
- ~~Two (2) on-premise freestanding freeway signs are permitted on the northern boundary of the North Pad, adjacent to Interstate 80. Said freestanding signs shall not exceed 40 feet in height, measured from a reference datum of the nearest travel lane grade of Interstate 80, located perpendicular to the proposed sign. The individual sign area of each freeway pylon sign shall not exceed 400 s.f.~~

d) Noise Considerations

Hours of construction, including grading, shall be limited to between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday. There shall be no construction on Sundays. This condition shall not apply to dust control or storm water management operations. A note to this effect shall be placed on the title sheet of all building permit plan sets. A sign with the approved construction hours shall be posted on site for the full duration of construction activity. If the construction hours need to be varied for the pouring of concrete slabs, interior construction hours or other modifications, a plan detailing the construction operations and provisions to minimize impacts on nearby residential areas shall be submitted and approved to the satisfaction of Administrator.