

- 5.3 Staff Report (For Possible Action - Recommendation to City Council):  
Case No. **LDC23-00020 (White Lake Parkway Master Plan and Zoning Map Amendments)** – A request has been made for: 1) a Master Plan amendment from Suburban-Mixed Use (SMU), Single-Family Neighborhood (SF), and Parks, Greenways, and Open Space (PGOS) to Mixed Employment (ME), and; 2) a zoning map amendment from Industrial Commercial (IC), Neighborhood Commercial (NC), Single-Family – Units per Acre (SF-3), and Parks, Greenways, and Open Space (PGOS) to Specific Plan District (SPD). The ±218.69 acre site consists of five parcels, and is located south and west of White Lake Parkway in Cold Springs, east of White Lake and U.S. Highway 395. **[Ward ]**

**PLANNING COMMISSION  
STAFF REPORT**

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**Date:** March 20, 2024

**To:** Reno City Planning Commission

**Subject:** Staff Report (For Possible Action - Recommendation to City Council): Case No. LDC23-00020 (White Lake Parkway Master Plan and Zoning Map Amendments) – A request has been made for: 1) a Master Plan amendment from Suburban-Mixed Use (SMU), Single-Family Neighborhood (SF), and Parks, Greenways, and Open Space (PGOS) to Mixed Employment (ME), and; 2) a zoning map amendment from Industrial Commercial (IC), Neighborhood Commercial (NC), Single-Family – Units per Acre (SF-3), and Parks, Greenways, and Open Space (PGOS) to Specific Plan District (SPD). The ±218.69 acre site consists of five parcels, and is located south and west of White Lake Parkway in Cold Springs, east of White Lake and U.S. Highway 395.

**From:** Grace Mackedon, Senior Management Analyst

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**Ward #:** 4

**Case No.:** LDC23-00020 (White Lake Parkway Master Plan and Zoning Map Amendments)

**Applicant:** Lifestyle Homes TND, LLC

**APN:** 087-010-41, 087-032-05, 087-032-11, 087-382-02, and 087-382-05

**Request:** **1) Master Plan Amendment:** From Suburban Mixed-Use (SMU), Single-Family Neighborhood (SF), and Parks, Greenways, and Open Space (PGOS) to Mixed Employment (ME);  
**2) Zoning Map Amendment:** From Industrial Commercial (IC), Neighborhood Commercial (NC), Single-Family – 3 Units per Acre (SF-3), and Parks, Greenways, and Open Space (PGOS) to Specific Plan District (SPD).

**Location:** See Case Maps (**Exhibit A**)

**Proposed Motion:** Based upon compliance with the applicable findings, I move to adopt the Master Plan amendment by resolution and recommend that City Council approve the Master Plan and zoning map amendments, subject to

**Condition 1** and conformance review by the Regional Planning Commission.

## **Recommended Condition of Approval**

### SPD Amendment

1. Approval of the SPD Handbook is subject to any modifications made by the Planning Commission and City Council at their respective public hearings. All revisions shall be incorporated into the SPD Handbook and submitted in electronic format prior to City Council adoption of the ordinance.

**Summary:** The ±218.69 acre subject site consists of five parcels located on the southwest side of White Lake Parkway east of White Lake Playa. This is a request for 1) a Master Plan amendment from Suburban Mixed-Use (SMU), Single-Family Neighborhood (SF), and Parks, Greenways, and Open Space (PGOS) to Mixed Employment (ME); and 2) a zoning map amendment from Industrial Commercial (IC), Neighborhood Commercial (NC), Single-Family – 3 Units per Acre (SF-3), and Parks, Greenways, and Open Space (PGOS) to Specific Plan District (SPD). The requested amendments are displayed graphically in the provided Master Plan and zoning comparison display maps (**Exhibit A**). The proposed White Lake Parkway SPD would allow for a handful of industrial and commercial uses. Key issues analyzed in this request include: 1) compatibility of the proposed zoning with the surrounding zoning and land uses; 2) available services and infrastructure; and 3) conformance with the Master Plan. The proposed ME Master Plan, SPD zoning, and associated design standards are appropriate and compatible with the surrounding land uses and zoning. Staff recommends approval of this request, subject to the condition listed in the staff report.

**Background:** The subject parcels were annexed in March of 2005 (LDC03-00148). Upon annexation, the Washoe County land use designations converted to the most comparable City of Reno land use and zoning districts. During the annexation, staff contemplated multiple considerations that supported the annexation of this land which included: the site's proximity to a major freeway and property suitable for employment and light industrial uses. Since then, there has been no development on the five parcels included in this application. In 2021 a car wash was reviewed and approved on site 087-032-11, but has not been built, and the entitlement (LDC22-00003) has since expired. The owners chose to be included in the proposed SPD to help facilitate future development.

**Analysis:** The existing Master Plan designations are intended for the following: SMU is intended for low to moderate density development, SF is intended for single-family homes, and PGOS is

intended for parks and open space. Although there is residential across White Lake Parkway, the subject site is not ideal for additional homes due to its proximity to White Lake, and the Freeway.

The proposed ME Master Plan land use designation is intended for light manufacturing, processing, research and development, and offices. This Master Plan allows for a mix of light industrial and commercial uses which is in alignment with the proposed SPD.

***Land Use Compatibility:*** The project site is well suited for an SPD due to its unique location between residential properties and White Lake. The subject parcels are currently undeveloped. Residential properties are located to the north and east of the subject site, White Lake is located to the west and south. The residential properties located to the north and east of the subject site are within unincorporated Washoe County and have a zoning designation of Medium Density Suburban (MDS). The only other existing use on the west side of White Lake Parkway is Reno Truss which is a manufacturer of roof and floor trusses with a component of outdoor storage. This is consistent with the proposed Master Plan and zoning designations for the subject site.

***Overall Development Plan & Development Standards:*** The proposed SPD will establish allowed uses and standards for future development. The applicant is proposing to utilize a mix of ME, NC, and PGOS as base zones for the SPD. The Handbook Land Use Plan requires a minimum of  $\pm 11.45$  acres of NC to be located within the SPD with the specified land uses listed within Table 2 of the handbook (**Exhibit B**). Additional commercial uses may be permitted with the approval of the Administrator based on market demands. Additionally, the Handbook accounts for 25 acres of OS which was previously identified as PGOS in the Reno Master Plan. This OS area may be subject to flooding and contains part of the overall boundary of the White Lake playa. The remaining  $\pm 182.24$  acres of the subject site will be designated ME and dedicated to light industrial uses. A conceptual site plan demonstrating the proposed mix of land uses is provided as **Exhibit C**.

The handbook varies the typical development standards found in Reno Municipal Code (RMC) with further regulations of uses, development standards, landscaping, etc. The varied standards are summarized below:

- Additional screening and landscaping depending on the development and its proximity to residential.
- 24-hour operation mitigation standards which includes distance requirements from residential, additional screening, loading and unloading restrictions, and restrictions on truck circulation and back up alarm/beepers from 10:00 p.m. to 6:00 a.m.
- Loading dock restrictions including a prohibition on facing them towards White Lake Parkway.
- Traffic impact analysis required if trip generation exceeds 100 peak hour trips.
- Developer required to establish trails and open space adjacent to White Lake

With the proposed regulations on uses and development standards, the handbook is consistent and compatible with the surrounding development. Additionally, any change or deviation from the handbook that exceeds 10% shall go back to Planning Commission and City Council for review and approval.

***Conformance with the Master Plan:*** With the approval of the Master Plan Amendment the subject site would have a Master Plan land use designation of Mixed Employment and is within the Outer Neighborhood per the Structure Plan Framework of the Reno Master Plan. The proposed amendments are supportive of the following Master Plan policies.

Policy 1.1B: Community Development

Policy 1.2B: Modern Industrial Hub

N-G.16: Neighborhood Services

N-ON.2: Neighborhood Centers

N-ON.4: Transition to Unincorporated County/Open Space

A Fiscal Impact Analysis (**Exhibit D**) was submitted as part of the Master Plan Amendment request. The analysis contemplated 30,000 square feet of commercial and 1,352,000 square feet of industrial space built over a two-year period. Although the actual square footage for each use is not known yet, this analysis anticipates a revenue surplus for the City in the amount of \$210,000 to the City's general fund and \$1.84 million to the City's street fund over their 20-year analysis period.

***Traffic, Access, and Circulation:*** No specific layouts for access are identified within this handbook. Reno access management standards and the Public Works design standards shall be used at the time of development. Additionally, prior to the issuance of a building permit, a trip generation letter shall be provided for the associated project. Should the cumulative trip generation exceed 100 peak hour trips, a comprehensive traffic impact analysis shall be submitted for review and approval by the City of Reno. Any identified mitigation measures and/or improvements necessary to maintain acceptable levels of service (LOS) on adjoining roadways shall be required to be completed by the developer prior to the issuance of a certificate of occupancy.

The applicant provided a letter from Headway Transportation (**Exhibit E**) that provides traffic data information and existing LOS. The letter concluded that White Lake Parkway currently carries an estimated 7,300 vehicles per day in the highest volume location on the roadway (just north of US 395), and less volume north of Crystal Canyon Boulevard. White Lake Parkway currently operates at a LOS C with substantial remaining availability capacity to remain within the policy LOS D.

**Public Services:** All necessary utilities to serve the development are in close proximity and can be readily extended to serve the subject site. Public sewer will be utilized for the proposed development. The site will sewer to the Cold Springs Water Reclamation Plan which is owned by Washoe County. Prior to development, a sewer will serve letter from Washoe County shall be obtained. This site is within the Great Basin service area for water which means the site will need to provide a water will serve letter from Great Basin at the time of building permit.

Comments from the Reno Fire Department indicated that the two closest fire stations are Reno Fire Department (RFD) station 9 with a 13-minute response time, and RFD station 10 with a 14-minute response time. There is automatic aid for structure fire response in the White Lake area. The nearest response for a medical emergency would come from the Reno Stead Fire Station. Although mutual aid is an option for medical response, the Reno Fire Department indicated that historically this has not been used for this area.

**Hydrology:** The site is located abutting White Lake, and portions of the site are within flood hazard zones. The project will need to meet RMC 18.04.102 specific to flood hazard areas, and the Public Works Design Manual (PWDM), including provisions for post construction storm water quality management. Final hydrology must account for both the peak and volume of storm flows generated by the 100-year storm event, and final design must incorporate measures to ensure that there is no net increase in the regulatory 100-year water surface elevation of White Lake. Code standards require volumetric mitigation at a rate of 1.3 cubic feet of retention for every cubic foot of runoff resulting from the 100-year 10-day storm.

**Public and Stakeholder Engagement:** This project was reviewed by various City divisions and partner agencies and comments were incorporated into the project analysis (**Exhibit F**). A courtesy notice was sent to surrounding property owners upon initial submittal of the request and the applicant held an initial neighborhood meeting. Staff received eleven public comments with eight in support, two in opposition, and one neutral comment (**Exhibit G**). The comments in support of the project noted a need for commercial services in the area. The comments opposed to the project noted concerns regarding traffic, lighting, and other impacts to the surrounding residential. Additionally, the applicant attended the Ward 4 Neighborhood Advisory Board (NAB) in June of 2023 where the discussion focused on residential proximity, utility service, 24-hour operations, traffic impacts, and fire service. Staff received no written comments from the NAB meeting.

## **Findings:**

**General Review Criteria:** The decision-making body shall review all development applications for compliance with the applicable general review criteria stated below.

- 1) Consistency with the Reno Master Plan. The proposed development shall be consistent with the Reno Master Plan. The decision-making authority:
  - a. Shall weigh competing plan goals, policies, and strategies; and

- b. May approve and application that provides a public benefit even if the development is contrary to some of the foals, policies, or strategies in the Reno Master Plan.
- 2) Compliance with Title 18. The proposed development shall comply with all applicable standards in this Title, unless the standard is lawfully modified or varied. Compliance with these standards is applied at the level of detail required for the subject submittal.
- 3) Mitigates Traffic Impacts. The project mitigates traffic impacts based on applicable standards of the City of Reno and the Regional Transportation Commission.
- 4) Provides Safe Environment. The project provides a safe environment for pedestrians and people on bicycles.
- 5) Rational Phasing Plan. If the application involves phases, each phase of the proposed development contains all of the required streets, utilities, landscaping, open space, and other improvements that are required to serve or otherwise accompany the completed phases of the project, and shall not depend on subsequent phases for those improvements.

**Master Plan Amendment:** To adopt an amendment to the Master Plan Land Use Map, the City Council shall find that:

- a. The amendment is in substantial conformance with Master Plan priorities and policies;
- b. Activities and development allowed by the proposed land use will be reasonably compatible with nearby land uses; and
- c. Plans are in place to provide public services and facilities in accordance with the Master Plan Concurrency Management System.

**Rezoning (Zoning Map Amendment):** All applications for zoning map amendments shall meet the approval criteria in Section 18.08.304(e), *Approved Criteria Applicable to all Applications*, and the following findings:

- (1) The amendment, together with changed components of the Title, promotes, or does not conflict with, the provisions of NRS Section 278.250(2); and
- (2) The amendment is in substantial conformance the Master Plan.

**Rezoning to Specific Plan District (SPD):** All applications for zoning map amendments to SPD shall meet the approval criteria in Section 18.08.304(e), *Approval Criteria Applicable to all Applications*, and the following findings:

- (1) The amendment, together with changed components of the Title, promotes, or does not conflict with, the provisions of NRS Section 278.250(2);
- (2) The amendment is in substantial conformance with the Master Plan;
- (3) The SPD Handbook is consistent with the purpose of the SPD District (Section 18.02.506); and

- (4) The SPD Handbook addresses a unique situation, provides substantial benefit to the City, or incorporates innovative design, layout, or configuration resulting in quality over what could have been accomplished through strict application of a base zoning district.

**Attachments:**

**Exhibit A. - Case Maps**

**Exhibit B. – SPD Handbook**

**Exhibit C. – Site Plan**

**Exhibit D. – Fiscal Impact Analysis**

**Exhibit E – Existing LOS Letter**

**Exhibit F – Agency Comments**

**Exhibit G – Public Comment**

**Resolution No. 01-24**

**RESOLUTION ADOPTING AN AMENDMENT TO THE MASTER PLAN, PLANNING CASE NO. LDC23-00020 (WHITE LAKE PARKWAY MASTER PLAN AND ZONING MAP AMENDMENTS), FROM ±155.03 ACRES OF SINGLE FAMILY (SF); ±38.67 ACRES OF SUBURBAN MIXED USE (SMU); ±24.99 ACRES OF PARKS GREENWAYS AND OPEN SPACE TO ±218.69 ACRES OF MIXED EMPLOYMENT (ME) LOCATED SOUTH AND WEST OF WHITE LAKE PARKWAY IN COLD SPRINGS, EAST OF WHITE LAKE AND U.S. HIGHWAY 395, AND FURTHER DESCRIBED IN PLANNING CASE NO. LDC23-00020 (WHITE LAKE PARKWAY MASTER PLAN AND ZONING MAP AMENDMENTS), AS A PART OF THE LAND USE PLAN, AND RECOMMENDING THE SAME TO THE RENO CITY COUNCIL.**

WHEREAS,

- A. In accordance with NRS 278.150, the City of Reno Master Plan was adopted by the Reno City Planning Commission and the Reno City Council as a long-term general plan for the physical development of the City;
- B. In accordance with NRS 278.210 through 278.320 amendments to that plan are to be adopted by the Planning Commission who also makes certain recommendations to the City Council, and based on the recommendations of the Planning Commission, the City Council makes certain determinations (set out in NRS 278.320) and adopts such parts of the Master Plan as may practicably be applied to the development of the city for a reasonable period of time next ensuing (NRS 278.220);
- C. In the above referenced Planning Case, the Planning Commission has been asked to consider a change to the Land Use Plan of the City Master Plan as described above;
- D. Following a public hearing on March 20, 2024, in compliance with NRS 278.210 through 278.230, the Planning Commission has considered all evidence before it, including documents and testimony;

NOW, THEREFORE, BE IT RESOLVED BY THE RENO CITY PLANNING COMMISSION:

1. That the maps, documents and descriptive material in Planning Case No. LDC23-00020 (White Lake Parkway Master Plan and Zoning Map Amendments) (hereafter referred to as “the Amendments”) are related to the planning and physical development of the City and are hereby **ADOPTED** as Amendments to the City of Reno Master Plan; and
2. That the Planning Commission recommends that the City Council make the determination that with the Amendments, the City of Reno Master Plan will continue to serve as:
  - (a) A pattern and guide for that kind of orderly physical growth and development of the city which will cause the least amount of natural resource impairment and will conform to the adopted population plan, where required, and ensure an adequate supply of housing, including affordable housing; and
  - (b) A basis for the efficient expenditure of funds thereof relating to the subjects in the master plan.
3. That the Planning Commission recommends that the City Council adopt such parts of the Amendments as may practicably be applied to the development of the city for a reasonable period of time next ensuing, subject to conformance review of the Regional Planning Commission.

Upon motion of Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, the foregoing Resolution was passed and adopted this 20th day of March, 2024, by the following vote of the Commission:

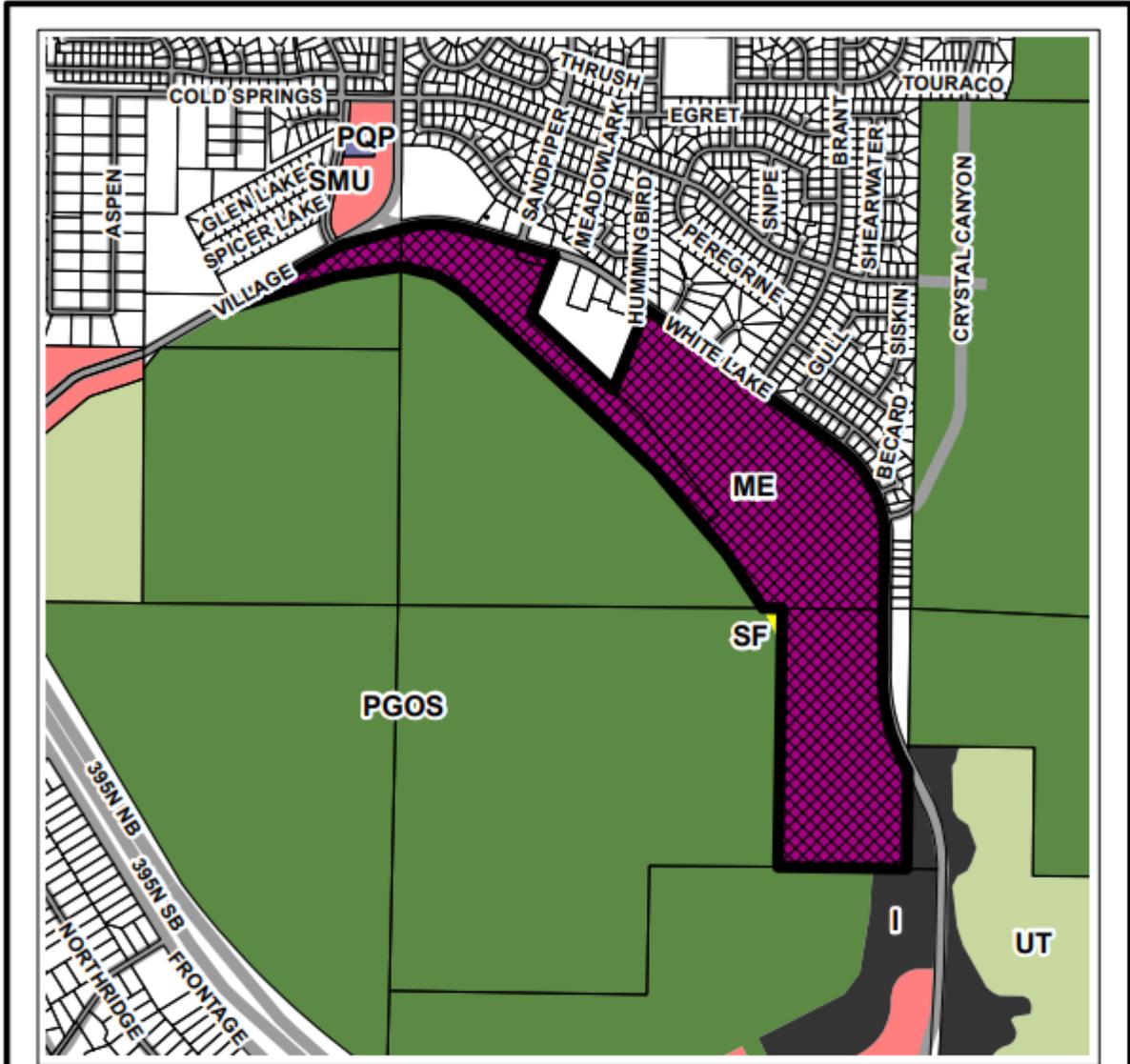
AYES: \_\_\_\_\_  
 NAYS: \_\_\_\_\_  
 ABSTAIN: \_\_\_\_\_ ABSENT: \_\_\_\_\_

APPROVED this 20th day of March, 2024.

\_\_\_\_\_  
CHAIRPERSON

ATTEST:

\_\_\_\_\_  
DEVELOPMENT SERVICES DIRECTOR  
RECORDING SECRETARY



**LDC23-00020**  
**(White Lake Parkway Master Plan**  
**and Zoning Map Amendments)**

 **MASTER PLAN AMENDMENT**  
**FROM | ±155.03 acres of SF;**  
**±38.67 Acres of SMU;**  
**±24.99 Acres of PGOS**  
**TO | ±218.69 Acres of ME**



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 Miles

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**Development Services Department**

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Map Produced: March 2024

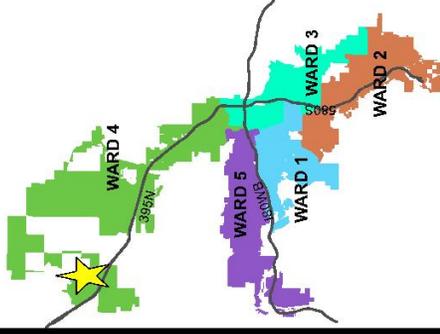
# Exhibit A - Case Maps

## AREA MAP

LDC23-00020

(White Lake Parkway  
Master Plan and  
Zoning Map Amendments)

Subject Site 



WARD 3

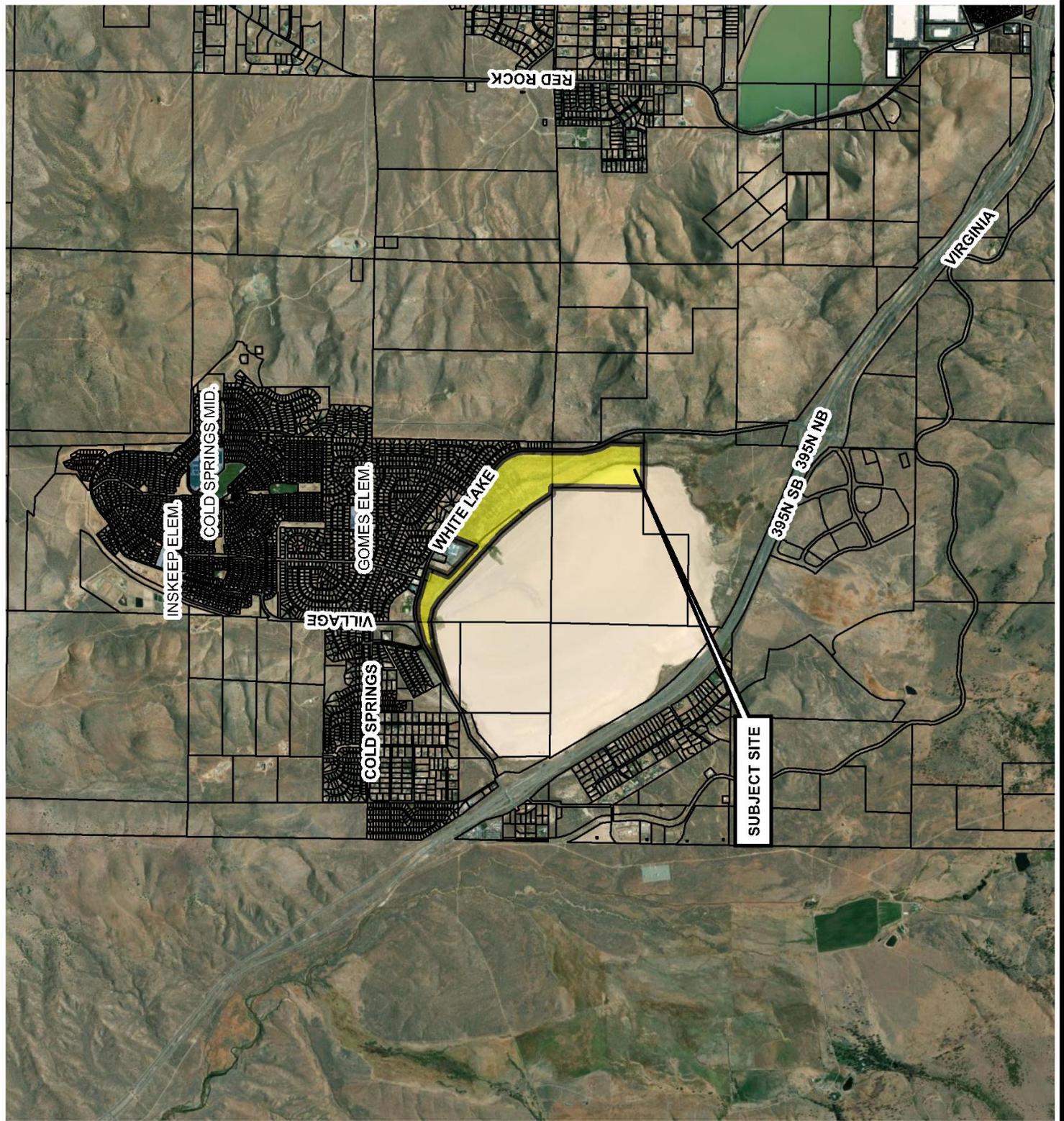


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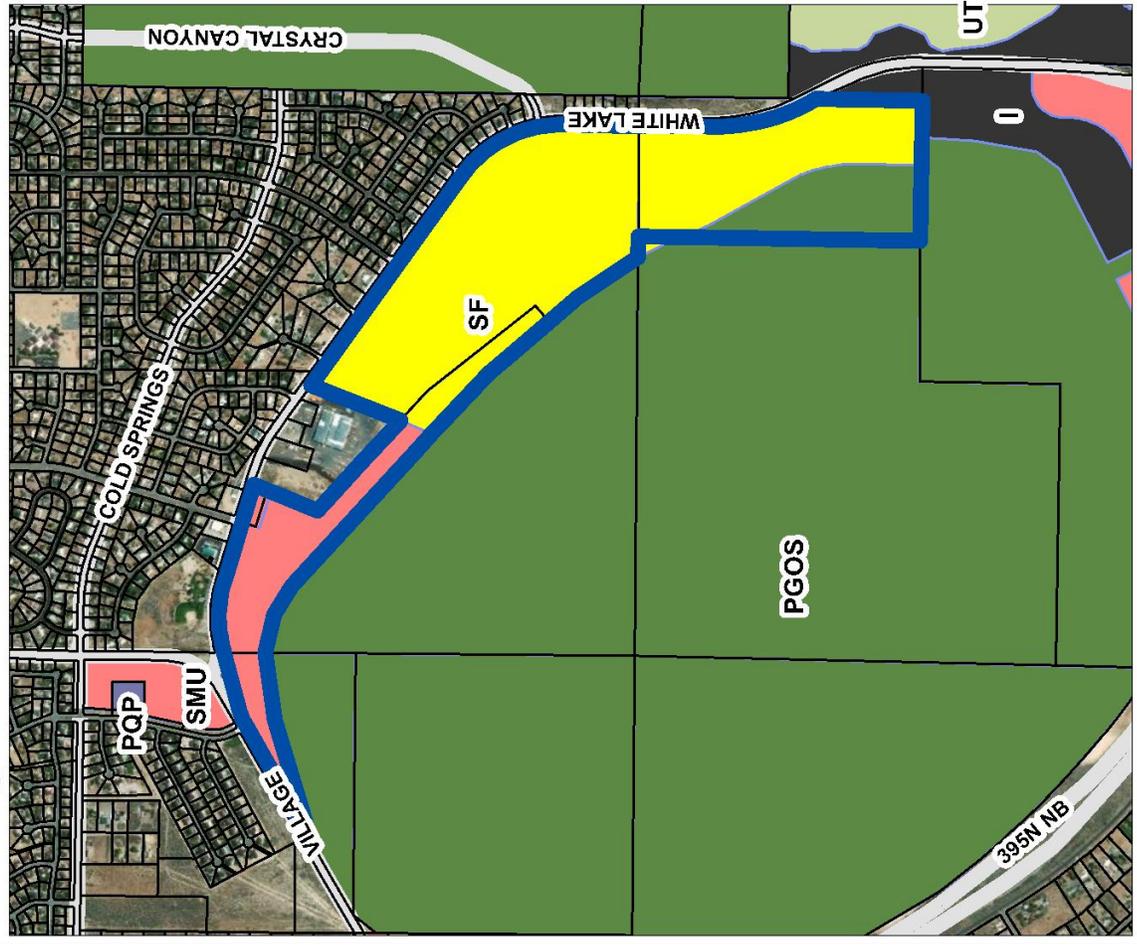


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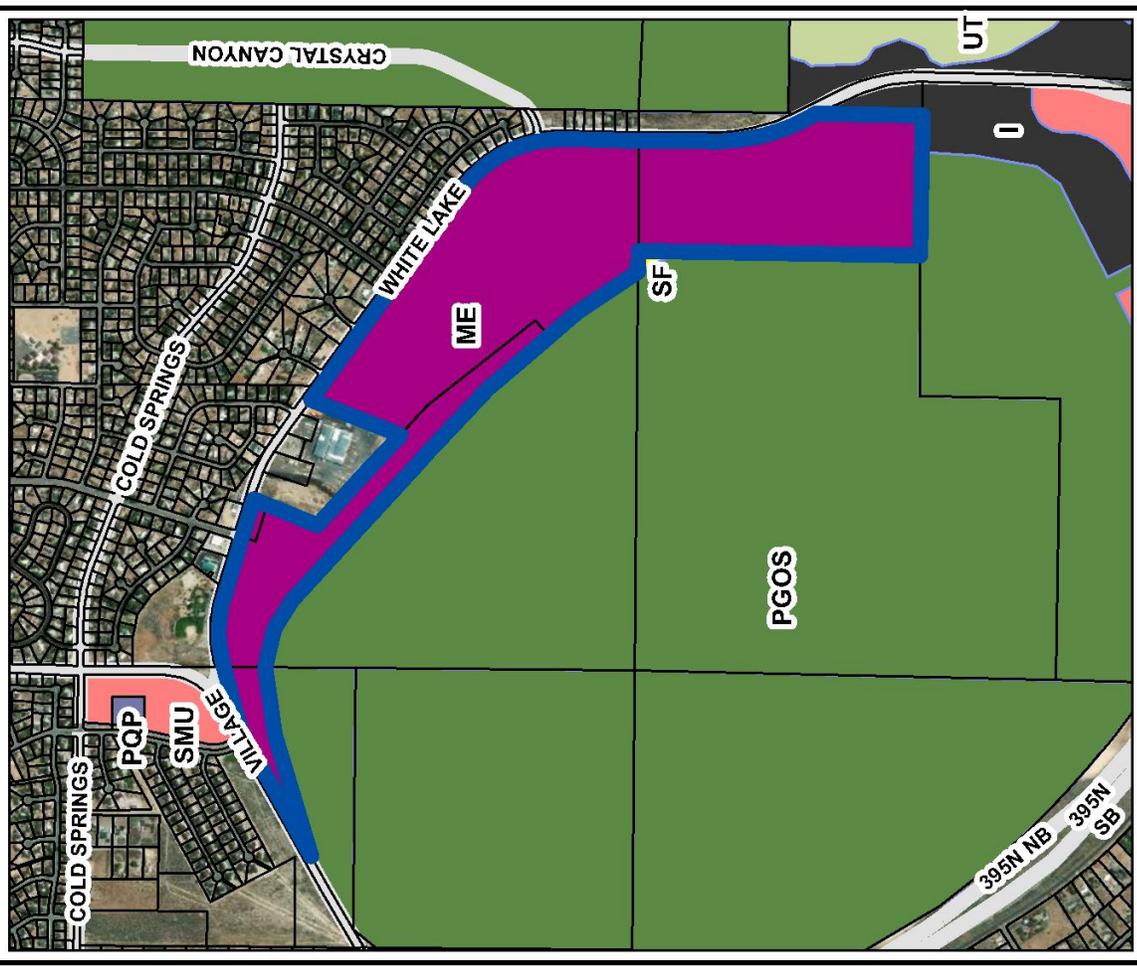
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Scale: 1 inch = 4,000



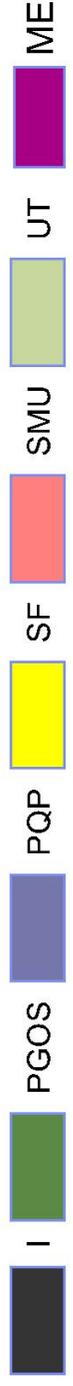
Existing MPLU: SMU, SF, PGOS Subject Area



Proposed MPLU: ME Subject Area



### Master Plan Land Use

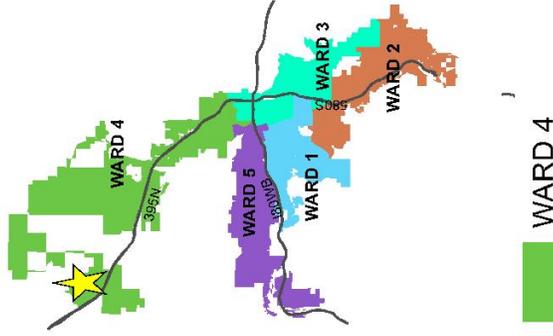


# VICINITY MAP

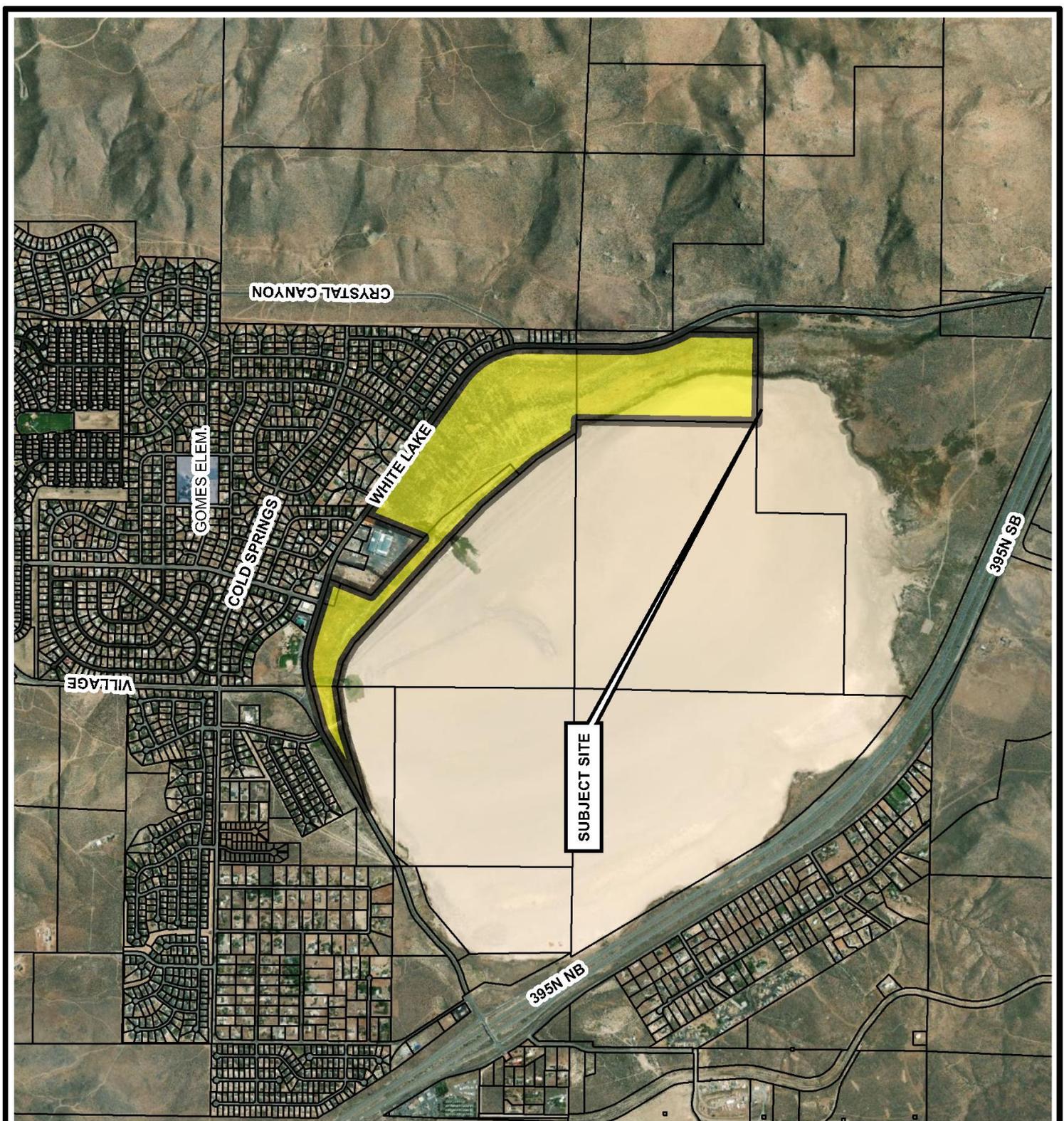
LDC23-00020

(White Lake Parkway  
Master Plan and  
Zoning Map Amendments)

Subject Site 



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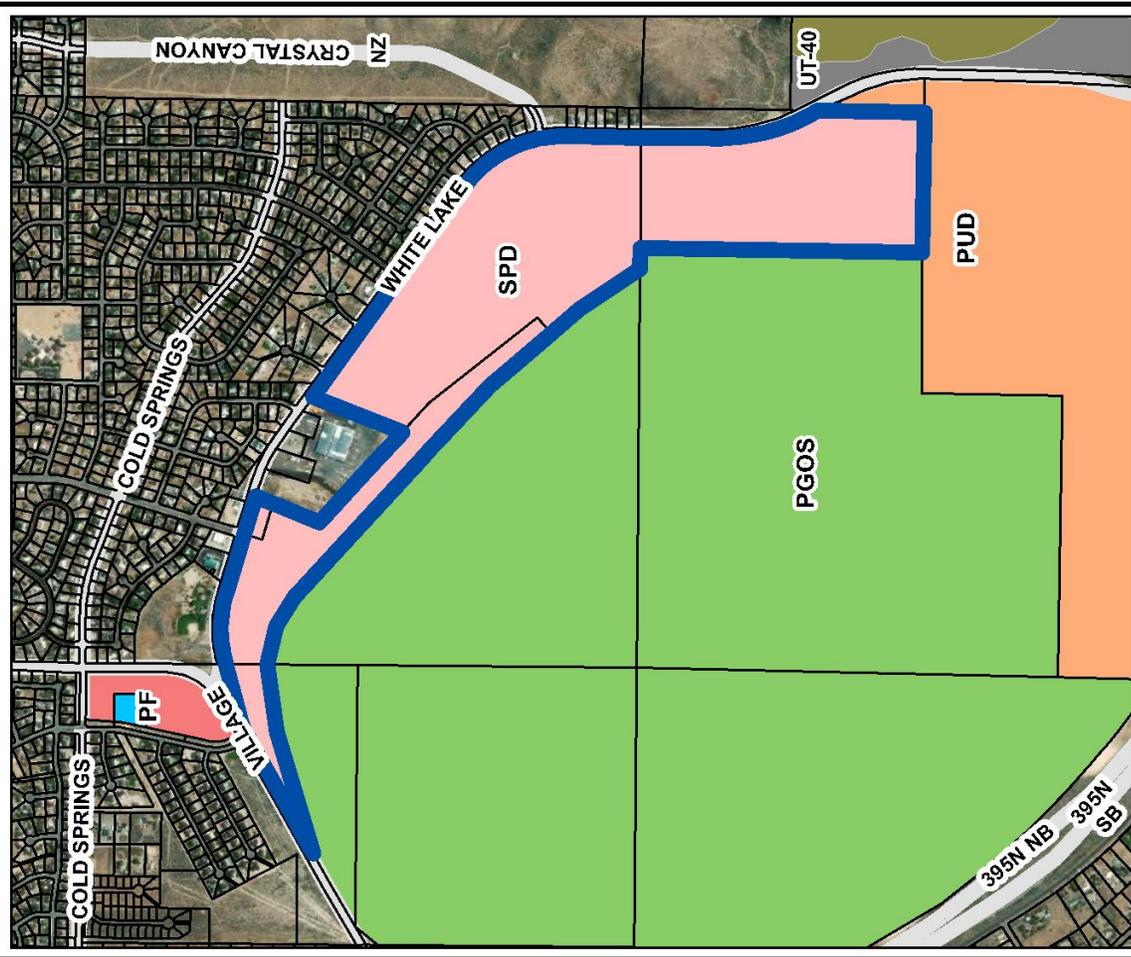
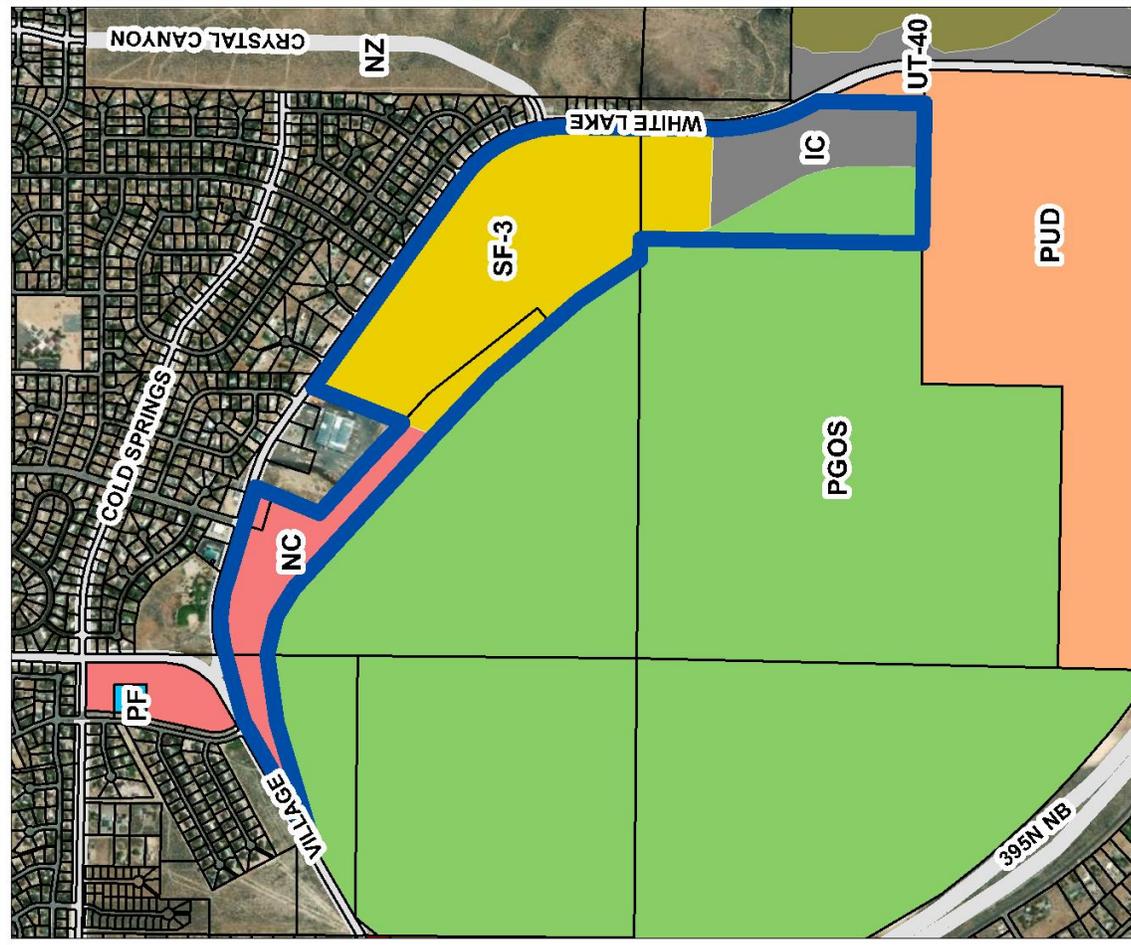


# ZONING MAP

LDC23-00020 (White Lake Parkway Master Plan and Zoning Map Amendments)

Existing Zoning: NC, SF-3, IC, PGOS

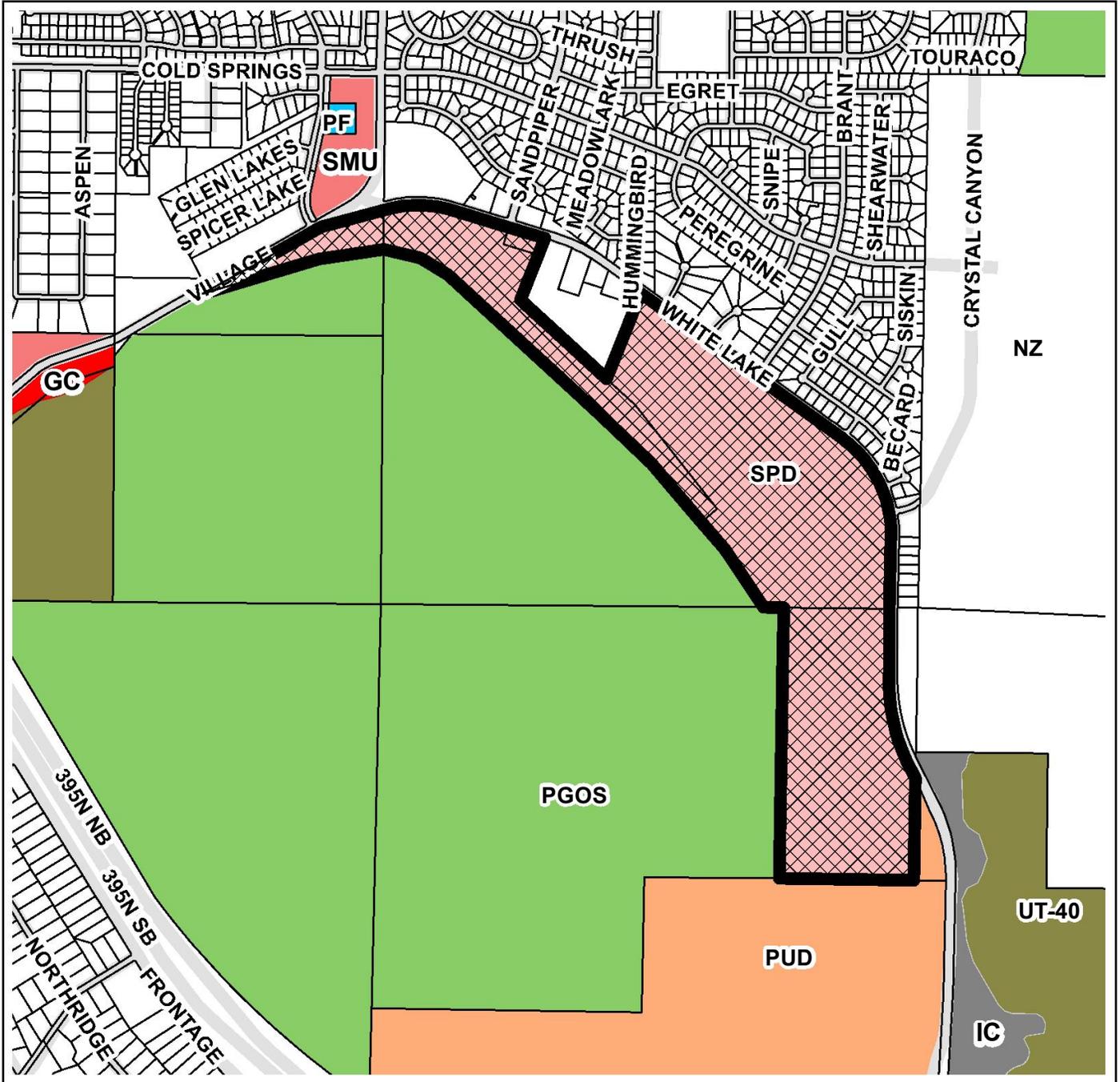
Proposed Zoning: SPD



## Zoning Designations

	PUD		NC		IC		SPD
	SF-3		GC		PGOS		PF
					UT-40		



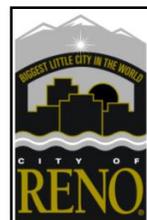


# LDC23-00020 (White Lake Parkway Master Plan and Zoning Map Amendments)

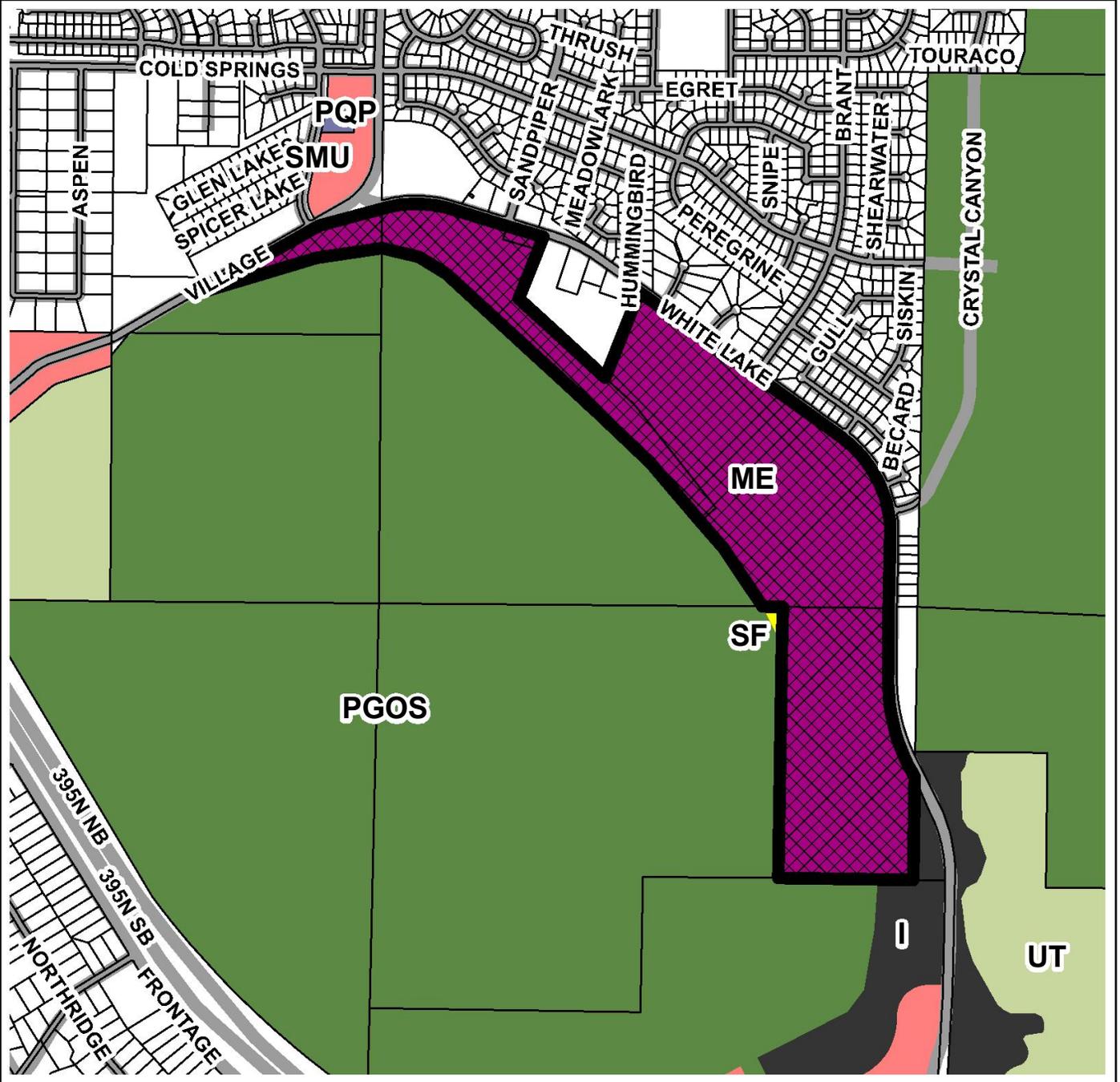
 ZONING MAP AMENDMENT  
 FROM | ±124.32 Acres of SF-3;  
 ±38.67 Acres of NC;  
 ±24.99 Acres of PGOS; and  
 ±30.71 Acres of IC  
 TO | ±218.69 Acres of SPD



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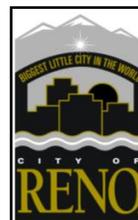


**LDC23-00020**  
**(White Lake Parkway Master Plan and Zoning Map Amendments)**

 **MASTER PLAN AMENDMENT**  
 FROM | ±155.03 acres of SF;  
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 TO | ±218.69 Acres of ME



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 Map Produced: March 2024

# **WHITE LAKE COMMERCE CENTER**

## **SPECIFIC PLAN DISTRICT HANDBOOK**

March 6, 2024

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WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

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White Lake Commerce Center  
Development Standards Handbook

Notice is given that the Development Standards Handbook for the White Lake Commerce Center 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 \_\_\_\_\_, 2024.

\_\_\_\_\_

State of Nevada }

County of Washoe }

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

(Seal, if any)

\_\_\_\_\_  
(Signature of notarial officer)

\_\_\_\_\_  
(Title and rank (optional))

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White Lake Commerce Center SPD

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# WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

## 1 Introduction

The White Lake Commerce Center Specific Plan District (SPD) is envisioned to include a mix of commercial and industrial land uses that will support the residential land base in Cold Springs by providing community services and employment opportunities for area residents. In turn, this will help in achieving a balanced community in terms of land use, reducing commute times, providing services in proximity to residential areas, and creating a higher quality of life for those residing in Cold Springs.

This Development Standards Handbook (Handbook) is adopted with the SPD and will guide future development within the project boundaries. The Handbook establishes relevant standards for new development within the SPD while ensuring that sensitive areas are protected, and proper land use relationships are maintained between the SPD area and existing development.

### 1.1 SPD Area

White Lake Commerce Center consists of 218.69± acres located on the south and west side of White Lake Parkway in Cold Springs. Specifically, the site is located east of US 395 and White Lake, as depicted in Figure 1 (below).



Figure 1 – Vicinity Map

## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

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### 1.2 Site Conditions

The SPD area generally includes flat terrain sloping from the northeast to southwest. A portion of the White Lake playa is located within the SPD boundary at the southwest corner of the site. Surrounding uses include heavy industrial (Reno Truss) at the central portion of the site with a mix of commercial, public facility, and single family uses to the north (within unincorporated Washoe County). White Lake is located immediately west and southwest of the property.

Figure 2 (below) and 3 (following page) depict the existing onsite conditions.



**Figure 2 – Existing Conditions**

## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

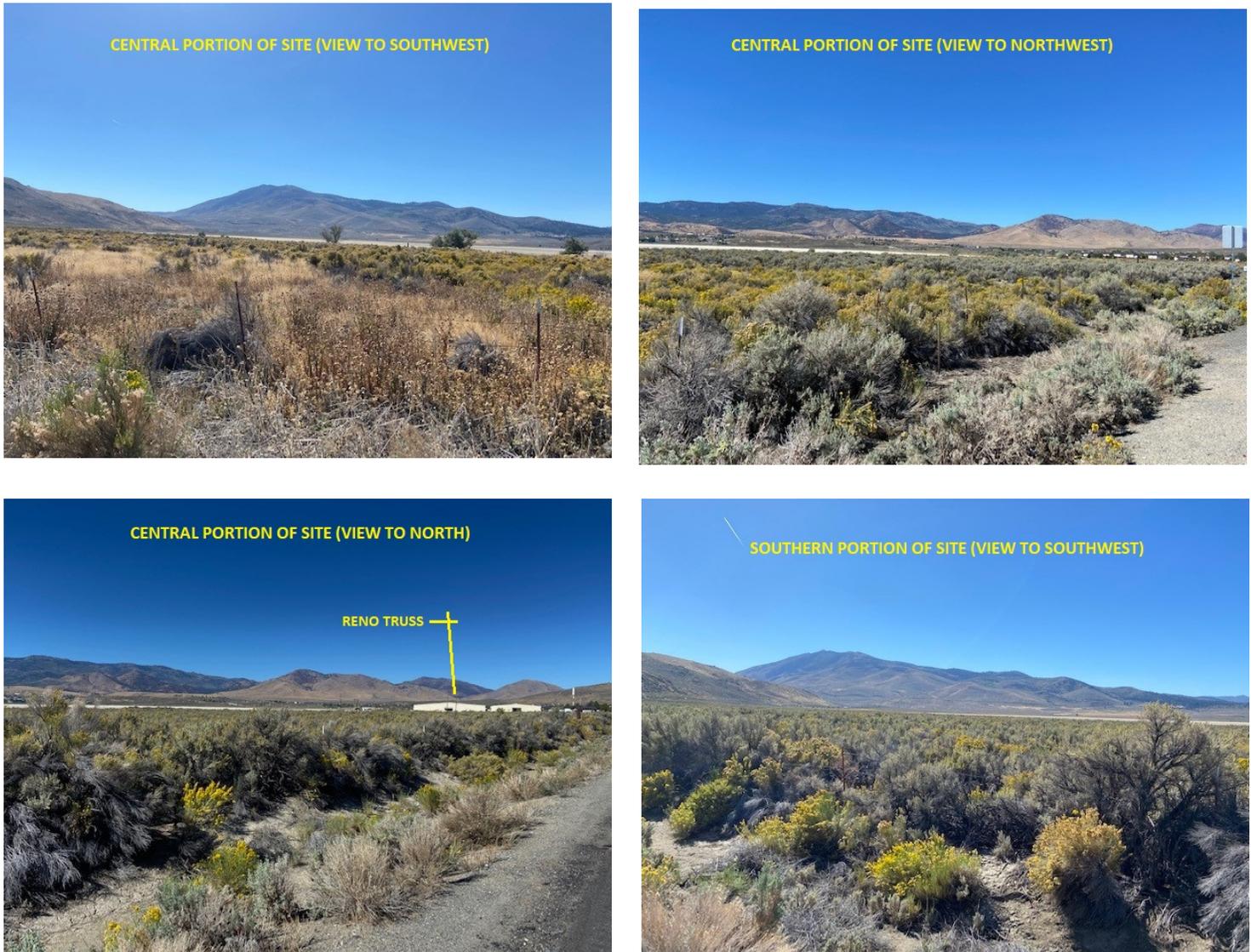


Figure 3 – Existing Conditions

### 1.3 Statement of Purpose and Plan

The purpose of the SPD is to establish allowed uses and development standards within the plan area and to ensure that all onsite operations are compatible with adjoining properties. The standards and provisions contained herein will ensure the orderly development of the SPD area and provide for appropriate land use, mitigation of potential impacts, protection of environmentally sensitive areas, and compliance with Reno Municipal Code standards.

## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

Since implementation of public and private improvements will occur in phases, the standards and guidelines contained herein establish a common framework to guide future improvement plans. Development of White Lake Commerce Center is ultimately controlled and restricted by these development standards as well as the applicable provisions of the Reno Municipal Code.

### 1.4 Relationship to Existing Plans

The SPD area is designated as Mixed Employment (ME) in the Reimagine Reno Master Plan. As defined in the Master Plan, primary uses within ME include “*light manufacturing, processing, wholesaling, flex space, research and development, and offices.*” In some locations, may also include high quality, large employment facilities.” Additionally, secondary “*support services such as small-scale retail, restaurants, indoor, and other commercial uses*” are supported. Figure 4 (following page) depicts the Master Plan land use for the White Lake Commerce Center.

SPD zoning is a conforming zoning district to the ME Master Plan designation. The land use plan and standards contained within this Handbook establish allowed uses and development standards that will be implemented within the SPD area. Refer to Figure 5 for a visual depiction of zoning patterns within the vicinity of the SPD boundaries.

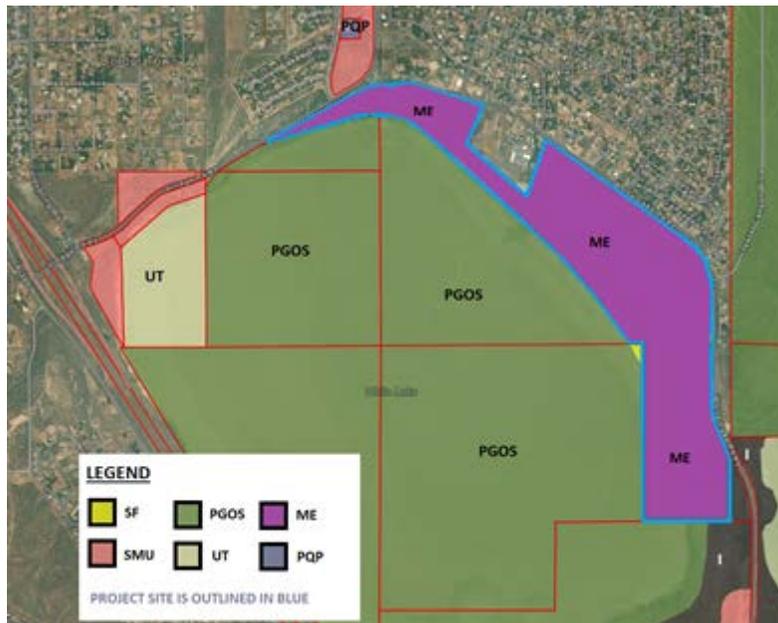


Figure 4 – Master Plan Land Use

## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

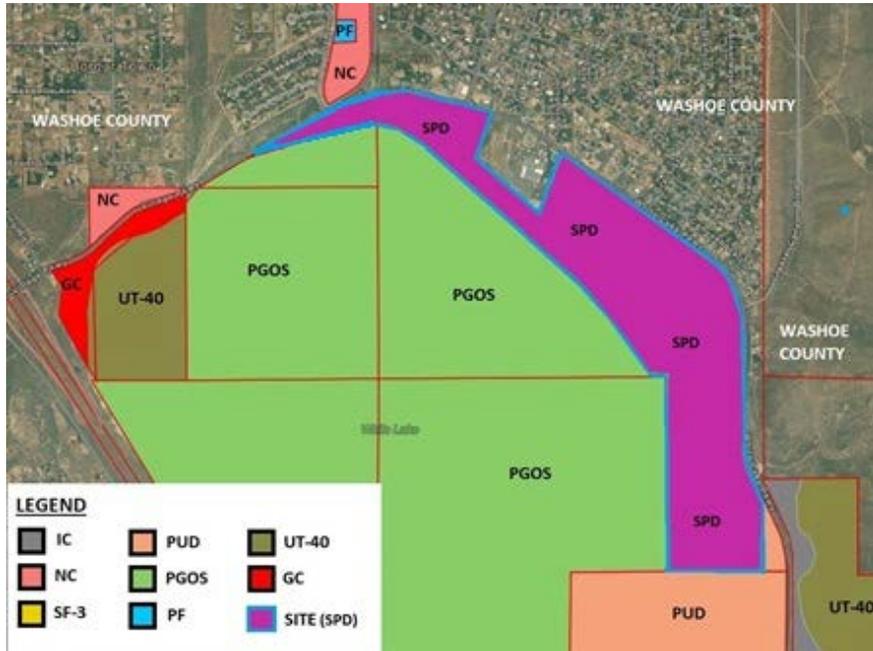


Figure 5 – Zoning

### 1.5 Development Schedule

This SPD shall be valid and enforceable for 15 years. The 15-year timeframe shall commence upon final approval of this SPD (as evidenced by the initial recording date of the certified handbook). If the project is not completed at the end of the 15 years, then 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.

### 1.6 Land Use Plan

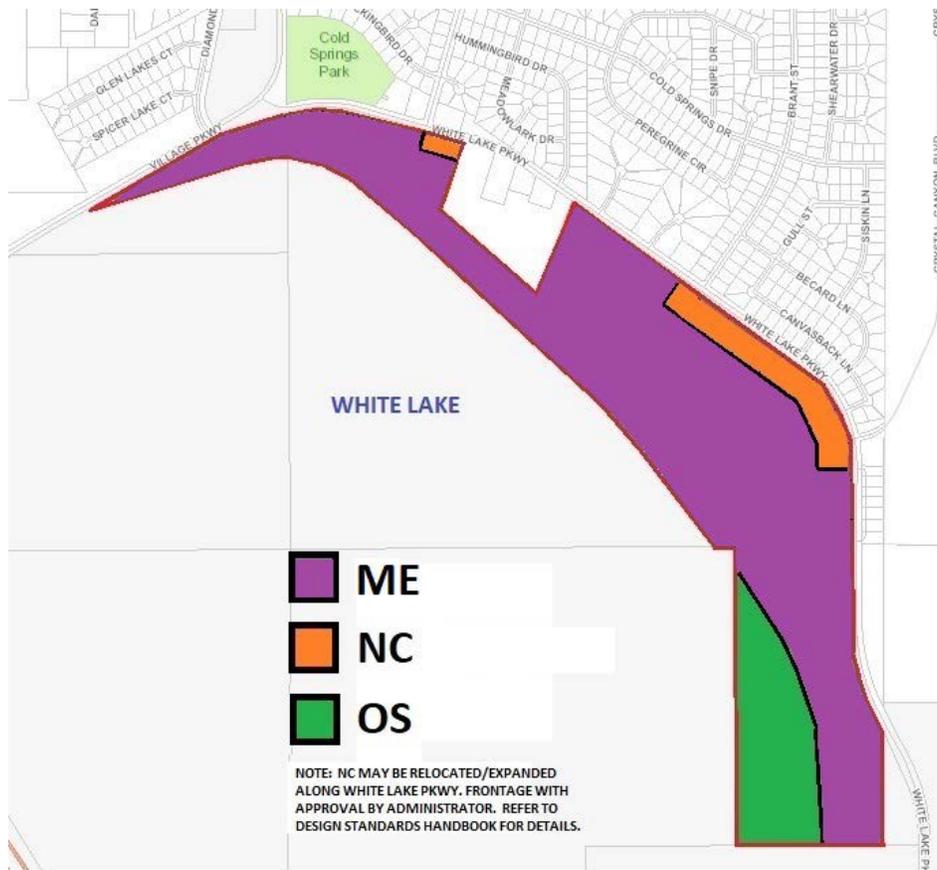
The White Lake Commerce Center Land Use Plan adopts a mix of Mixed Employment (ME), Neighborhood Commercial (NC), and Open Space (OS) use types. While the underlying zoning of the site is SPD, the land use categories adopted with this handbook generally mimic the provisions of the ME, NC, and PGOS zoning adopted in the Reno Municipal Code (RMC). As detailed in the Development Standards section of this Handbook, the SPD includes specific standards that supplement RMC standards to ensure that site-specific conditions are fully addressed, including potential project impacts.

The Land Use Plan requires a minimum of 11.45± acres of Neighborhood Commercial to be located within

## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

the SPD with the specific land uses listed in Table 2. This commercial area can address the current and anticipated commercial needs of Cold Springs residents. However, as the valley continues to grow, it is recognized that demand for additional commercial use may increase. Therefore, this Handbook allows for commercial use to be expanded and/or relocated, with approval by the Administrator, based on market demands.

Figure 6 (below) depicts the White Lake Commerce Center Land Use Plan.



**Figure 6 – Land Use Plan**

The Land Use Plan identifies 25 acres as OS. This reflects a portion of the site previously identified in the Reno Master Plan as Parks, Greenways, and Open Space (PGOS). The SPD does not propose to alter the boundary of the PGOS land use and designates this area as OS on the Land Use Plan.

**Table 1 – Land Use Summary**

Master Plan Designation	Area
Mixed Employment (ME)	182.24± acres

## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

<b>Neighborhood Commercial Overlay (NC)</b>	11.45± acres <sup>1</sup>
<b>Open Space</b>	25± acres
<b>TOTAL</b>	<b>218.69± acres</b>

2 – A minimum of 11.45 acres shall be developed as NC and may be expanded along the White Lake Parkway frontage with approval by the Administrator.

### 1.7 Binding Effect of Handbook

The standards set forth in this Handbook shall supersede any zoning statutes that may otherwise apply. In case of a conflict, this Handbook shall control. When not addressed by this Handbook, the provisions of the Reno Municipal Code as amended shall control.

### 1.8 Deviations from Handbook Standards

All projects within White Lake Commerce Center shall comply with the standards and requirements of this Handbook. However, it is recognized that unusual or unique circumstances may arise from time to time. Therefore, deviations from standards contained herein, not to exceed 10%, may be granted on a case by case basis with the approval of the Administrator. Additionally, any deviation from the standards of this handbook must also be approved by the Master Developer (Lifestyle Homes TND, LLC). The approval rights of the Master Developer may be assigned to any future buyer. Changes in excess of 10% shall require an amendment to this handbook, including review by the Reno Planning Commission and City Council.

## 2. Development Standards

The purpose of this section is to establish regulatory requirements for the various land use designations identified in the White Lake Commerce Center Land Use Plan. This includes/standards for land use, density/intensity, landscape buffers, trails, etc. All development shall comply with the text, policies, standards, and associated tables and exhibits of this Handbook. Where a conflict exists between these development standards and the City of Reno Municipal Code (RMC) the standards contained herein shall apply. Where this Handbook remains silent, the provisions and definitions within RMC, as amended, shall apply.

### 2.1 Permitted and Conditional Uses

Permitted uses, uses requiring a Conditional Use Permit, and prohibited uses within the SPD, are provided in the following Land Use Matrix (Table 2). This matrix organizes potential uses within the land use categories presented with the White Lake Commerce Center Land Use Plan. The following symbols are used in the matrix to indicate whether a proposed use is permitted, not permitted, or requires a Conditional Use Permit:

- A Accessory Use – Permitted as an accessory use if the use meets the standards contained herein.
- P Permitted by Right – Permitted if the use meets the standards established herein.
- C Conditional Use – Requires approval of a Conditional Use Permit. This may include additional

## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

conditions to mitigate specific impacts, operations, etc.

- M Minor Conditional Use - Requires approval of a Minor Conditional Use Permit. This may include additional conditions to mitigate specific impacts, operations, etc.
- Not Permitted within the Development Plan (empty cell)

When required, subsequent reviews/entitlements (i.e. minor CUP, CUP, etc.) shall follow the review procedures/requirements included in RMC as amended.

Uses not specifically listed in Table 2 are subject to review based on the consistency with the purpose and intent of the land use designation and the standards contained within this SPD, as determined by the Administrator. Land uses listed in Table 2 shall be defined as included in RMC and subject to associated use specific standards. Uses not listed in Table 2 that are specifically included in Table 3-1 (Table of Allowed Uses) in the Reno Municipal Code shall be prohibited.

**Table 2 – Land Use Matrix**

	Mixed Employment	Neighborhood Commercial	Open Space
	ME	NC	OS
<b>PUBLIC, INSTITUTIONAL, AND CIVIC USES</b>			
<b>Community and Cultural Facilities</b>			
Library, Art Gallery, or Museum		P	
Minor Government Facility	P	P	
Private Club, Lodge, or Fraternal Organization		P	
Public Park or Recreation Area			P
Religious Assembly	C	P	
<b>Educational Facilities</b>			
Adult Education	P	P	
Childcare Center	P	P	
School, Primary	P	P	
School, Secondary	P	P	
School, Vocational or Trade	P		
<b>Healthcare Facilities</b>			
Medical Facility, Day Use		P	

WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

	Mixed Employment	Neighborhood Commercial	Open Space
	ME	NC	OS
<b>COMMERCIAL USES</b>			
<b>Agriculture, Animals, and Farming</b>			
Animal Clinic, Shelter, Hospital, Boarding Kennel or Training Facility	P	P	
<b>Food and Beverage</b>			
Bakery, Retail	P	P	
Bar, Lounge, Tavern	M	M	
Commercial Kitchen	P	P	
Microbrewery, Distillery, or Winery	P	P	
Restaurant	P	P	
Restaurant with Alcohol Service	P	P	
<b>Office and Professional Uses</b>			
Call Center	P		
Financial Institution	P	P	
Laboratory	P		
Office, General	P	P	
<b>Personal Services</b>			
Cleaners, Commercial	P	P	
Personal Service, General	P	P	
<b>Recreation and Entertainment</b>			
Amusement or Recreation, Inside	P	P	
Amusement or Recreation, Outside	C		
Daytime Entertainment Venue	P	M	
Gun Range, Indoor	C		
Live Entertainment	C	C	
<b>Retail</b>			
Building, Lumber, and Landscape Materials Sales	P		
Convenience Store		C	
General Retail, less than 10,000 sq.ft.	P	P	
General Retail, 10,000 sq.ft. or greater	P	P	
General Retail, Package Alcohol Sales	C		
Plant Nursery or Garden Supply	P	P	
<b>Transportation, Vehicles, and Equipment</b>			
Auto Service and Repair	P	M	
Automobile, Truck, Mobile Home, RV Boat, and Trailer Sales or Rental	P		

**WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT**

	Mixed Employment	Neighborhood Commercial	Open Space
	ME	NC	OS
Car Wash	P	P	
Gas Station	P	M	
Parking Lot, Open	P	P	
Public Transit or School Bus Shelter	P	P	P
<b>PUBLIC AND QUASI-PUBLIC UTILITIES AND SERVICES USES</b>			
<b>Communications and Broadcasting</b>			
Communication Facility, Equipment Only	P	P	
<b>Utilities</b>			
Utilities, Major	C	C	C
Utilities, Minor	P	P	P
<b>INDUSTRIAL USES</b>			
<b>Manufacturing and Processing</b>			
Collection Station	C		
Food Processing or Wholesale Bakery	P		
Indoor Manufacturing, Processing, Assembly, or Fabrication	P		
Outdoor Manufacturing, Processing, Assembly, or Fabrication	P		
Printing and Publishing	P		
<b>Storage, Distribution, and Warehousing</b>			
Data Center	P		
Heavy Machinery and Equipment Rental, Sales, and Service	P		
Mini-Warehouse	P		
Outdoor Storage	P		
Salvage or Reclamation of Products, Indoors	P		
Tow Yard	C		
Warehouse and Distribution Center	P		
Wholesale	P		
<b>ACCESSORY USES</b>			
Caretakers Quarters	A		
Drive-Thru Facility (Food Service)	A		
Drive-Thru Facility (Non-Food Service)	A		
Gaming Operation, Restricted	A	P	
Outdoor Storage	A	A	

WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

	Mixed Employment	Neighborhood Commercial	Open Space
	ME	NC	OS
Package Alcohol Sales Accessory to a Primary Use	A	P	
Retail Sales Associated with a Primary Use	A	P	
Satellite Dish	A	A	
Utilities, Alternative Systems	A	C	
<b>TEMPORARY USES</b>			
Satellite Dish	C	A	
Sidewalk Café	P	A	
Utilities, Alternative Systems	P	P	
Real Estate Sales or Leasing Office	P	A	A
Asphalt or Concrete Batch Plant	P		
Christmas Tree Sales Lot and Similar Uses	P		
Parking Lot, Open	P	P	P
Real Estate Sales or Leasing Office	P	P	P
Stockpiling	P	P	
Urban Farm		P	P
Vegetation Management		P	P
Construction Field Office	P	P	

## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

### 2.2 Supplemental Use Standards

The following supplemental use standards shall apply within the White Lake Commerce Center SPD:

- **Commercial Use**

The SPD requires a minimum of 11.45± acres of NC land use within the plan area. This “minimum” area shall be dedicated to neighborhood commercial uses such as retail, restaurants, general personal service, childcare facilities, and community serving office uses (i.e. medical offices). Permitted commercial uses such as retail, general office, etc. are permitted with the expansion of NC (as permitted by these standards) or within the ME zone, subject to Table 2. Refer to typical examples below.



## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

- **Outdoor Manufacturing, Processing, and Storage**

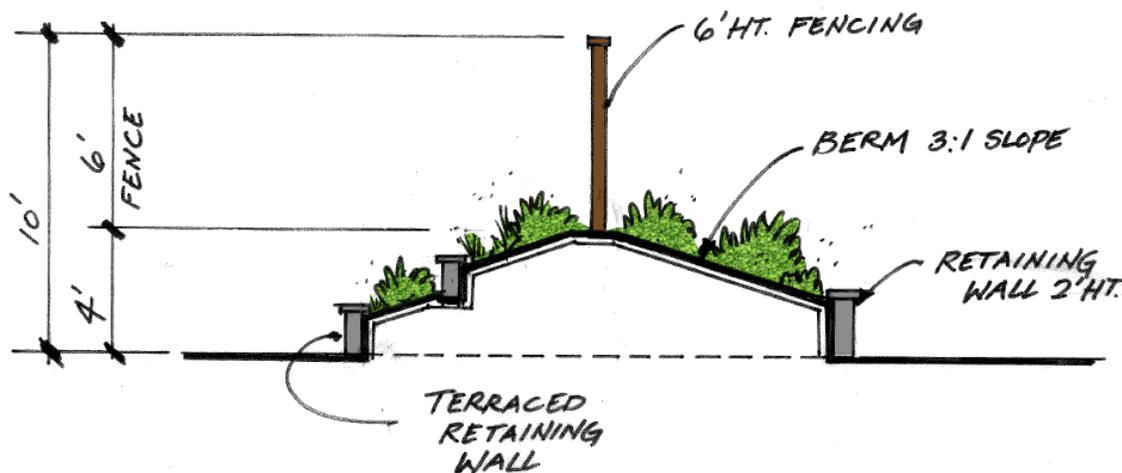
As permitted within Table 2, any outdoor manufacturing, processing, or storage visible from properties outside of the SPD boundaries shall be screened with a minimum 6-foot solid fence. Any outdoor manufacturing use shall not operate between the hours of 11:00 p.m. and 7:00 a.m.

- **24-Hour Operation (NC zoned area as referenced above)**

1. A minor conditional use permit is required for businesses operated between 11:00 p.m. to 7:00 a.m.

- **24-Hour Operation (Mixed-Employment area as referenced above)**

1. In order to avoid conflict with nearby residents between the hours of 11:00 p.m. to 7:00 a.m., additional use restrictions are intended to assure compliance with existing regulations in RMC as amended. All distances referenced below shall be measured from the property line of the residential use to the nearest point of the building that is proposed. Within 200 feet of any residential use, employee parking shall be behind a 10 foot combination berm (no less than four feet) and rock/decorative concrete wall (no more than six feet). A conceptual illustration is shown below:



## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

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2. Loading docks shall be positioned and operated to eliminate violations of RMC as amended, including no docks shall be constructed within 300 feet of any residential use. No docks shall be constructed along the north or north-eastern facade of any building facing White Lake Parkway within 500 feet of any residential use unless screened by an intervening industrial building of 24 feet in height or greater. The distance shall be measured from the property line of the residential use to the proposed dock door.
3. All loading and unloading of trucks between 10:00 p.m. and 7:00 a.m. shall occur between an enclosed container/trailer and a sealed dock door. Signs stating this prohibition shall be posted at dock door locations.
4. Vehicles/equipment that are equipped with back-up alarms/beepers shall not operate on site between the hours of 10:00 p.m. and 7:00 a.m. Signs stating these prohibitions shall be posted at dock door locations. Any vehicle equipped with refrigeration equipment shall not operate between the hours of 10:00 p.m. and 7:00 a.m. within 300 feet of any residential property line.
5. An illustration of a conceptual site plan is depicted below:

## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT



- **Building Square Footage**

Single tenant buildings shall be limited to no more than 500,000 square feet in size. Multi-tenant buildings in excess of 500,000 square feet may be allowed with the approval of a conditional use permit.

- **Hours of Construction**

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.

WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

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**2.3 General Development Standards**

The purpose of this section is to establish general development standards for each of the land use categories identified in the White Lake Commerce Center Land Use Plan.

- **ME**

ME LOT AND BUILDING STANDARDS		
<b>General Standards</b>		
Lot size, minimum	0.5 acre	
Lot width, minimum	50 ft	
Building area, maximum	500,000 sf [1]	
<b>Setbacks, minimum</b>		<b>Principal Buildings</b>
Front	10 ft/ 30ft[2]	
Side	0 ft / 10 ft	
Rear	0 ft / 10 ft	
<b>Height, maximum</b>		
Height	45 ft	
Stories	3	
<b>Other</b>		
Accessory uses/structures: Refer to RMC Chapter 18.03 Article 4		
Site and building standards for projects within 150-feet of residential zoning: Refer to RMC Chapter 18.04, Article 11		

**Notes:**

[1] Multi-tenant buildings may exceed the 500,000 sf maximum building area with approval of a Conditional Use Permit.

[2] Front setback shall be 30 ft when abutting White Lake Parkway

## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

- NC

NC LOT AND BUILDING STANDARDS	
<b>General Standards</b>	
Lot Width, minimum	50 ft
FAR, minimum	--
FAR, maximum	1.5
Density, minimum	--
Density, maximum	30 du/acre
<b>Setbacks, minimum</b>	
Front	10 ft/ 30 ft [1]
Side	0 ft / 10 ft
Rear	0 ft / 10 ft
Street-Facing Garage	20 ft measured from sidewalk or planned sidewalk to face of garage
Building Separation	10 ft between principal buildings
<b>Height, maximum</b>	
Height	35 ft
Stories	3
<b>Other</b>	
Accessory uses/structures: Refer to RMC Chapter 18.03 Article 4	

[1] Front setback shall be 30 ft when abutting White Lake Parkway

- OS

OS BUILDING STANDARDS	
<b>Setbacks, minimum</b>	
Front	10 ft
Side	5 ft
Rear	10 ft
<b>Height, maximum</b>	
Height	35 ft [1]
Stories	2.5 [1]
<b>Other</b>	
Accessory uses/structures: Refer to RMC Chapter 18.03 Article 4	

### 2.4 Roadway and Access Standards

- Access Standards
  - No final specific layouts or users are identified with this Handbook. City of Reno access management standards and the City of Reno Public Works design standards shall be used to direct

## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

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the design of access and layouts for owners or users at their time of development. Accesses and layouts will be reviewed and approved by the Master Developer and for conformance with RMC standards by the City of Reno at time of applicable permit(s).

- b) Alleys may be used internal to the SPD area. An alley is defined as a private way providing a secondary means of access to an abutting property and not intended for general traffic circulation. Alleys shall have a minimum width of 20 feet.

- **Roadway Improvements/Traffic Analysis**

- a) Prior to the issuance of a building permit the Master Developer or their designated assignee shall be required to provide a trip generation letter to the City of Reno for the associated project that includes all other uses developed within the SPD boundary. Should cumulative trip generation exceed 100 peak hour trips, a comprehensive traffic impact analysis shall be submitted for review and approval by the City of Reno.

Traffic impact analysis reports shall be prepared by a Nevada licensed traffic engineer. The scope of the analysis shall be coordinated with City of Reno Engineering and Public Works staff. Any identified mitigation measures and/or improvements necessary to maintain acceptable levels of service (LOS) on adjoining roadways shall be required to be completed by the developer prior to the issuance of a certificate of occupancy for the associated project. White Lake Parkway currently functions at LOS C on a daily basis, which is in conformance with the regional level of service policy.

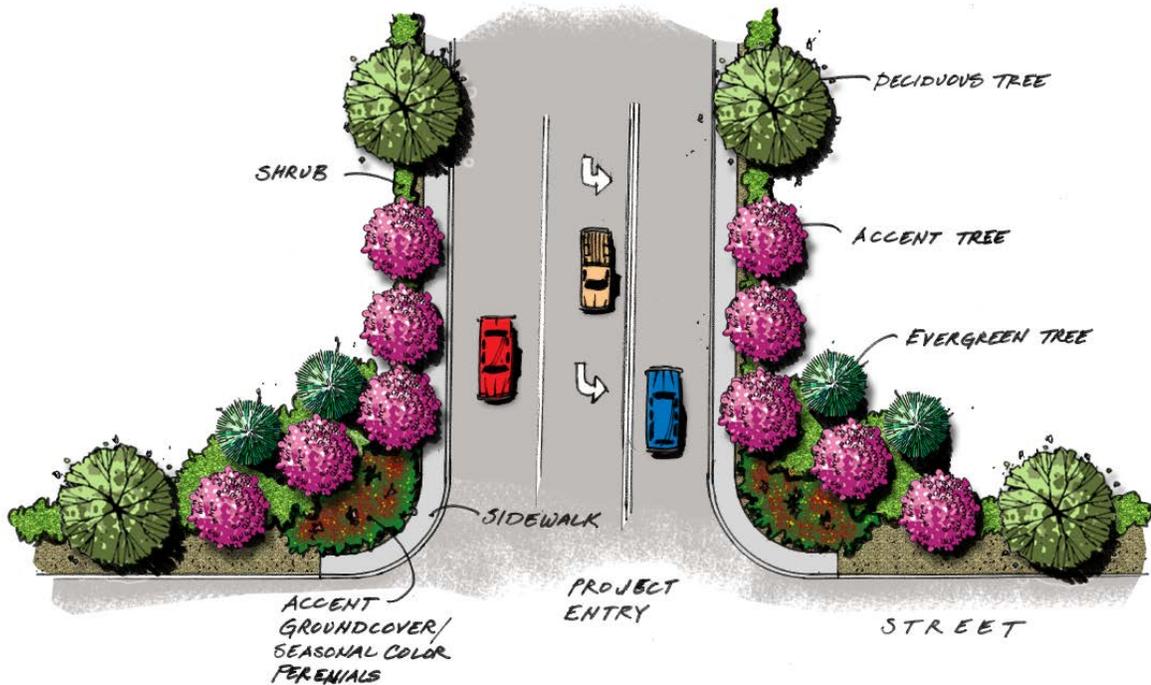
- **Project Entries/Access Points**

Entries to individual projects within the SPD shall incorporate common landscape theme. The following standards shall apply:

- a) A minimum 10-foot landscape area shall be preserved at either side of the entry drive.
- b) A minimum of two (2) deciduous, two (2) evergreen, and five (5) accent trees shall be planted at each side of project entries.
- c) Deciduous and accent trees shall trees shall be a minimum 24-inch box size at time of planting.
- d) Evergreen trees shall be a minimum of 6-feet in height at the time of planting.
- e) Six shrubs shall be planted for each tree. The shrubs shall be a minimum 50% five-gallon or larger and 50% one gallon or larger with a minimum of 50% of all required shrubs evergreen.

## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

f) An illustration of a conceptual project entry is depicted below:



- **Sidewalks**

- a) Sidewalks and landscaping are to be installed concurrently with adjacent new construction. This applies to landscaping within the White Lake Parkway/Village Parkway streetscape.
- b) A minimum 6-foot sidewalk shall be installed along White Lake Parkway and Village Parkway. The sidewalk may be located at the outside edge of the right-of-way
- c) Behind the sidewalk a 20 foot landscape buffer is required. This landscape area shall at a minimum include ten-foot high minimum columnar evergreen trees planted a maximum of 15 feet apart. This landscape strip may also include a berm and fencing per section 2.2 of this handbook (24 hour use). Additionally, this landscape strip shall also include a minimum of six shrubs per tree.
  - a. This landscape strip does not count towards the minimum  $\pm 11.45$  acres of commercial land required in this SPD.

- **Maintenance**

- a) Landscape buffers or easements adjacent to White Lake Parkway and Village Parkway shall be maintained by an owner’s association or landscape maintenance association (LMA) established by the Master Developer. This entity shall be responsible for the ongoing maintenance of these areas.

## **2.5 Landscaping**

- a) Outside of the streetscape standards identified within Section 2.5, all site landscaping shall conform to RMC standards.
- b) Landscape standards applicable to the NC and ME zoning districts, as defined in RMC, shall be applied to new uses within White Lake Commerce Center. Landscaping shall utilize drought tolerant plant material and automatic irrigation systems. The use of turf is highly discouraged and may only be used as a landscape accent.

## **3 Site Planning Standards**

Site planning standards and guidelines will shape the development of the various land use areas by providing specific design criteria for building orientation, lighting, signs, walls and fences, and other design elements integral to creating development projects that fit into the project vision.

Architectural standards and guidelines are also provided to ensure buildings within White Lake Commerce Center are attractive and properly relate to each other and the surrounding environment. The pictures contained in this Chapter are provided to convey the general design intent of the standards and guidelines and are not intended to require the specific design style depicted.

During the development review process the Master Developer and the City of Reno will review all development projects and ensure that they meet the intent of these design standards and guidelines.

### **3.1 Residential Adjacency**

- a) RMC 18.04 Article 14 Residential Adjacency standards as amended shall be met by all proposed development.
- b) This project shall be exempt from a site plan review for residential adjacency.

**3.1 Building Orientation**

- a) Drive-through businesses shall be visually screened and shall be subject to stacking and screening requirements in RMC as amended.
- b) Subject to Section 2.2, all proposed buildings with dock doors shall orient the dock doors away from White Lake Parkway.

**3.2 Parking**

- a) Parking requirements shall be in compliance with RMC Article 7 – Off-Street Parking and Loading, as included in Section 18.04.701 through 18.04.709 of the RMC.
- b) Parking areas may not be used for storage or display of materials/merchandise.
- c) Parking lot landscaping, including interior planters, shall be provided per RMC requirements. However, landscape islands shall not be required within truck bay areas, or lots dedicated to parking of trucks/trailers.

**3.3 Lighting**

- a) Lighting fixtures shall utilize cut-off and/or shielded fixtures to ensure that spill over or glare do not occur past the project boundaries. A photometric analysis demonstrating compliance with this standard shall be required at the time of building permit.
- b) Attached and freestanding light fixtures, including parking lot lighting, shall not exceed 15 feet in height.
- c) All site lighting shall implement dark skies standards which shall limit lighting to 0.5 foot-candles at any property line.

**3.4 Signs**

- a) All signage, except where further restricted by these standards, shall conform to RMC standards. Allowable signage area shall be determined utilizing the ME and NC zoning districts (as included in RMC), respectively.

## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

- b) Flashing, animated, reader-board, and free-standing pole signs shall be prohibited.
- c) Signage facing residentially zoned property shall not include direct or indirect illumination between the hours of 11:00 pm and 6:00 am unless approved by a Minor Conditional Use Permit
- d) There shall only be two project identification signs for the overall SPD (gateway signage) may be located at primary entries along White Lake Parkway. These signs shall be limited to 15 feet in height with 150 square feet of copy area. Illumination of these signs is prohibited unless approved by a Minor Conditional Use Permit Signs shall include an architecturally designed base that complements architecture included within the SPD area. Refer to examples below:



- e) Any additional freestanding signage, as permitted by RMC, shall be limited to no more than 10 feet in height.

Signage for dock doors and public safety shall be excluded from allowed sign area and permitted, subject to review by the Master Developer and Administrator.

### 3.5 Walls and Fences

- a) In between commercial and industrial land uses, the following shall be installed: a six-foot tall solid masonry, metal, composite, or wood fence with five-feet of landscaping adjacent to it with a minimum of one evergreen tree planted every 30 linear feet and a minimum three shrubs planted per tree. If the land uses abut in the front yard of either use, the wall may be reduced to four-feet in height with a 15 foot wide landscape area.

### 3.6 Truck Maneuvering

- a) Semi-truck maneuvering into and out of loading docks shall be accommodated on the development site and not allowed to occur on adjacent public or private streets providing access to other development sites. Truck maneuvering/circulation areas shall be designated to prohibit trucks from parking and idling in these locations, except in approved loading spaces, docks, or designated lots.

## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

### 3.7 Trails and Open Space

- a) A minimum 10-foot wide greenbelt shall be preserved from the historic high-water line of White Lake (5,083 elevation contour) along the eastern and northeastern project boundary, adjacent to the White Lake playa.
- b) An all-weather surface (i.e. decomposed granite, road base, etc.) pedestrian path shall be located within the greenbelt and included for the entire White Lake playa frontage. The path shall be a minimum of 6 feet in width and include a public access easement.
- c) A minimum of two interpretive signs discussing the history of the area, facts about White Lake and the Cold Springs Valley, or similar shall be located within the greenbelt. See examples below:



- d) A minimum of three benches facing westerly shall be located along the length of the greenbelt trail.
- e) Formal landscaping shall not be required within the greenbelt but may be included at the discretion

## WHITE LAKE COMMERCE CENTER – SPECIFIC PLAN DISTRICT

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of the Master Developer in order to create shade at key locations such as adjacent to benches, interpretive signs, etc.

- f) Access to the trail shall be provided from a minimum of two locations within the SPD boundary. Additionally, the trails shall connect to sidewalks along White Lake Parkway and Village Parkway at the northern and southern SPD boundaries.
- g) The proposed trail shall be installed prior to the approval of a building permit for vertical construction. An implementation phasing plan shall be provided with the first building permit, subject to approval by the Administrator. Additionally, trail features shall be owned and maintained by the Master Developer. Maintenance and ownership may be transferred to future owners and developers.

**4 Architecture**

- a) RMC section 18.04.1103(c) as amended shall apply whether or not the building is located within 300 feet of a major arterial.

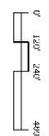
# Exhibit C - Conceptual Site Plan



VICINITY MAP

### SITE SUMMARY

ADDRESS:	161-380-201 108-01-13-01
DESCRIPTION:	CITY OF NADCO
CURRENT ZONING:	3531 SINGLE FAMILY RESIDENTIAL
APPLICABLE COM. CODE:	WHITE JMC COMMERCIAL CENTER SPO (NE NADCO ENVIRONMENT
ADJACENT ZONING:	J710, R100, R705, MC, 1, M05, CC
GROSS PAVEMENT SHOWN (+/-):	7,140,898 SF
GIA: PROPOSED KID-DING DATA:	1,301,500 SF
PAVING CONTRACT (EXCLUDES COMMERCIAL PARKING LOTS):	47,762.7%



# Exhibit D - Fiscal Impact Analysis

## **LAKESHORE PROPERTIES** **CITY OF RENO** **Fiscal Impact Analysis**

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OCTOBER 2022

Prepared by:



**EKAY Economic Consultants, Inc.**

*Economics for the changing world*

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## Executive Summary

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### Lakeshore Properties-Fiscal Impact Analysis

#### **EXECUTIVE SUMMARY**

Ekay Economic Consultants, Inc. (EEC) of Reno, Nevada was retained to conduct a fiscal impact analysis of the proposed Lakeshore Properties development on the City of Reno. The analysis is based on information provided by property developers, market data, and the City of Reno Fiscal Impact Analysis Guidelines adopted by the City in 2019. Project buildout information and fiscal impact findings for the City are summarized below:

- The project is located along White Lake Parkway in the City of Reno.
- The project is expected to be constructed over a two-year period.
- The project is planned to include 30,000 square feet of commercial and 1,352,000 square feet of industrial space.

#### ***General Fund Impacts***

Over the 20-year analysis period, the project is estimated to generate a revenue surplus for the City of Reno's General Fund in the amount of \$210,000. This includes:

- Estimated revenue for the City of Reno General Fund of \$7.60 million.
- Expenditures for the General Fund estimated at \$7.39 million.

#### ***Street Fund Impacts***

Over the 20-year analysis period, the project is estimated to generate a revenue surplus for the City of Reno's Street Fund in the amount of \$1.84 million. This includes:

- Estimated revenue for the City of Reno Street Fund of \$1.84 million.
- No public streets are expected to be added for this project and no additional costs are estimated.

The analysis finds the proposed development will have a **positive** fiscal impact on the City of Reno over the twenty year analysis period.

### **METHODOLOGY**

The fiscal impact analysis is based on the City of Reno Fiscal Impact Analysis Guidelines adopted by the City of Reno in 2019, along with project-related information provided by project developers and existing market data.

Appendix 1 of the report provides a summary of the project's buildout, including commercial and industrial building square footage, estimated taxable value of project's land and improvements, and estimated project employees. The remainder of the analysis is based on this information.

Taxable land and building values for nearby commercial and industrial land uses are used to estimate taxable property values for the project, as shown in Appendix 1. Property tax revenue is estimated in Appendix 2. Project employees, also shown in Appendix 1, are used to estimate remaining General and Street Fund revenues (excluding property tax revenue) and all General Fund costs based on revenue and cost factors provided in the City's Fiscal Impact Analysis Guidelines document. These are shown in Appendices 3-5.

Revenues and costs included in this fiscal impact analysis are estimated for a 10- and 20-year analysis period as recommended in the Fiscal Impact Analysis Guidelines ("Guidelines") for the City of Reno.

### **FINDINGS**

Findings of the fiscal impact analysis for the project are presented below. Table 1 summarizes the impact of the project on the City of Reno's General Fund over 10- and 20-year analysis periods. Detailed information for City of Reno revenues and costs by line item, by year, as well as methodology for estimating these costs and revenues, is shown in Appendices 2-5. Table 2 shows the same impact information, by year.

## Findings

### Lakeshore Properties-Fiscal Impact Analysis

**Table 1. Estimated City of Reno General Fund Impacts, 10- and 20-Year Total**

	10-Year Total	20-Year Total
<b>Estimated Revenue</b>		
Property Tax	\$ 2,281,792	\$ 4,709,179
Consolidated Tax	225,003	451,058
Business/Liquor Licenses	650,603	1,372,485
Fees, Permits, Charges	505,992	1,070,598
<b>TOTAL</b>	<b>\$ 3,663,390</b>	<b>\$ 7,603,319</b>
<b>Estimated Costs</b>		
General Government	\$ 364,628	\$ 769,205
Police	1,816,381	4,796,859
Fire	668,376	1,614,941
Parks	100,460	211,926
<b>TOTAL</b>	<b>\$ 2,949,845</b>	<b>\$ 7,392,931</b>
<b>Revenue Surplus/(Deficit)</b>		
<b>Estimated Surplus/(Deficit)</b>	<b>\$ 713,545</b>	<b>\$ 210,388</b>

**Table 2. Estimated City of Reno General Fund Impacts, by Year**

Year	Estimated Project Revenue	Estimated Project Costs	Annual Rev. Surplus/(Deficit)	Cumulative Surplus/(Deficit)
Year 1	\$ 323,110	\$ 229,213	\$ 93,897	\$ 93,897
Year 2	361,947	257,049	104,898	198,795
Year 3	364,206	267,210	96,996	295,791
Year 4	366,482	277,829	88,653	384,444
Year 5	368,774	288,929	79,846	464,290
Year 6	371,084	300,532	70,552	534,842
Year 7	373,412	312,662	60,749	595,591
Year 8	375,757	325,345	50,412	646,003
Year 9	378,119	338,605	39,514	685,517
Year 10	380,499	352,472	28,028	713,545
<b>10-Year Total</b>	<b>\$ 3,663,390</b>	<b>\$ 2,949,845</b>	<b>\$ 713,545</b>	
Year 11	\$ 382,898	\$ 366,973	\$ 15,925	729,470
Year 12	385,314	382,138	3,176	732,646
Year 13	387,748	397,999	(10,251)	722,395
Year 14	390,201	414,590	(24,389)	698,006
Year 15	392,673	431,945	(39,272)	658,733
Year 16	395,163	450,101	(54,938)	603,796
Year 17	397,672	469,094	(71,423)	532,373
Year 18	400,200	488,967	(88,767)	443,606
Year 19	402,747	509,760	(107,013)	336,593
Year 20	405,313	531,518	(126,205)	210,388
<b>20-Year Total</b>	<b>\$ 7,603,319</b>	<b>\$ 7,392,931</b>	<b>\$ 210,388</b>	

## Findings

### Lakeshore Properties-Fiscal Impact Analysis

The tables show the project is estimated to result in a revenue surplus for the City of Reno's General Fund in the amount of \$210,000 over the 20-year analysis period.

It should be noted that Table 2 shows a negative annual fiscal impact of the project on the General Fund starting in Year 13. This is due to a significant imbalance in the growth rates assumed in the Fiscal Impact Guidelines for revenues and expenditures. Property tax revenues, which make up the majority of the project's total revenues, are assumed to increase by 0.5% per year, sales tax (CTax) revenues are assumed to not increase at all, and all other revenue sources, by 1.0% per year. On the other hand, expenditures are expected to increase by 1.0% per year for General Government, 5.0% per year for Police, 3.5% per year for Fire, and 1.0% per year for Parks. As a result, any project within the City of Reno will eventually result in a negative fiscal impact using these Guidelines.

Table 3 shows the estimated impact of the project on the Street Fund over the 10- and 20-year analysis periods. Table 4 shows the same information, by year of analysis. Detailed information for these cost and revenue calculations can also be found in Appendices 2-5.

**Table 3. Estimated City of Reno Street Fund Impacts, 10- and 20-Year Total**

	10-Year Total	20-Year Total
<b>Estimated Revenue</b>		
Property Tax	\$ 718,296	\$ 1,482,424
Other Sources	170,001	358,627
<b>Total Revenue</b>	<b>\$ 888,297</b>	<b>\$ 1,841,050</b>
<b>Estimated Costs</b>		
Major Maintenance	\$ -	\$ -
Regular Maintenance	-	-
<b>Total Costs</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Revenue Surplus/(Deficit)</b>		
<b>Estimated Surplus/(Deficit)</b>	<b>\$ 888,297</b>	<b>\$ 1,841,050</b>

The tables show the project is estimated to result in a revenue surplus for the City of Reno's Street Fund in the amount of \$1.84 million over the 20-year analysis period. The project is not expected to add any public streets to the City of Reno's inventory. As a result, no costs for the Street Fund are estimated.

## Findings

### Lakeshore Properties-Fiscal Impact Analysis

**Table 4. Estimated City of Reno Street Fund Impacts, by Year**

Year	Estimated Project Revenue	Estimated Project Costs	Annual Rev. Surplus/ (Deficit)	Cumulative Surplus/ (Deficit)
Year 1	\$ 77,981	\$ -	\$ 77,981	\$ 77,981
Year 2	87,915	-	87,915	165,895
Year 3	88,437	-	88,437	254,332
Year 4	88,962	-	88,962	343,294
Year 5	89,491	-	89,491	432,785
Year 6	90,023	-	90,023	522,809
Year 7	90,559	-	90,559	613,368
Year 8	91,099	-	91,099	704,467
Year 9	91,642	-	91,642	796,108
Year 10	92,188	-	92,188	888,297
<b>10-Year Total</b>	<b>\$ 888,297</b>	<b>\$ -</b>	<b>\$ 888,297</b>	
Year 11	\$ 92,738	\$ -	\$ 92,738	981,035
Year 12	93,292	-	93,292	1,074,327
Year 13	93,850	-	93,850	1,168,177
Year 14	94,411	-	94,411	1,262,588
Year 15	94,976	-	94,976	1,357,564
Year 16	95,545	-	95,545	1,453,109
Year 17	96,117	-	96,117	1,549,226
Year 18	96,693	-	96,693	1,645,919
Year 19	97,274	-	97,274	1,743,193
Year 20	97,857	-	97,857	1,841,050
<b>20-Year Total</b>	<b>\$ 1,841,050</b>	<b>\$ -</b>	<b>\$ 1,841,050</b>	

The analysis finds the proposed Lakeshore Properties development will have a **positive** fiscal impact on the City of Reno.

## LEVEL OF SERVICE TARGETS

The City of Reno Fiscal Impact Analysis Guidelines document also outlines a number of questions to be considered within the fiscal impact analysis report. These questions are discussed below.

## Findings

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### Lakeshore Properties-Fiscal Impact Analysis

#### **Police Protection**

##### *1. Estimated Annual Number of Officers*

The project is expected to add 1,031 employees. Using the methodology recommended within the Guidelines of 1.5 officers per 1,000 residents (employees are treated as residents for the purpose of this analysis), 1.55 police officers will be required each year to provide services to the project at full buildout.

##### *2. Cost Mitigation Measures*

The project is located within the City of Reno and near existing City of Reno developments and services. As a result, no significant additional staffing or capital costs associated with the project are expected for the Police department and no mitigation measures are considered in the analysis. Costs of providing services to the project by the Police Department are estimated in the fiscal impact analysis.

##### *3. Police Facilities*

Due to the project's location within the existing service area, no additional police facilities are expected to be required.

#### **Fire Protection**

##### *1. Annual Estimated Population Density*

Given the project's population of 1,031 employees and approximately 125.35 developed acres, the project's density is estimated at 8.2 persons per acre.

##### *2. Proximity to Existing Fire Station*

The project is located in the designated City of Reno North Fire Station Subarea, served by the existing Station 9 located at 14005 Mt Vida St, Reno, NV 89506. Additionally, the Guidelines document shows a new fire station planned for the StoneGate development, south of the project, will provide services to the project within a six-minute response time, once completed.

## Findings

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### Lakeshore Properties-Fiscal Impact Analysis

#### *3. Existing Station Capacity*

According to the 2021 Reno Fire Department Annual Report, Station 9 had 2,268 calls for service in 2020. According to information provided by City of Reno Fire Department for past fiscal impact studies, a typical single-engine fire station can handle approximately 3,000 calls per year. This indicates the fire station is currently not at full capacity and will be able to handle additional calls for service generated by the project.

### **Parks and Recreation**

#### *1. Park Requirements*

The project is expected to add 1,031 employees to the City of Reno upon development. As no residents are expected to be added by the project, no park requirements are discussed.

#### *2. Park Proximity*

The project is not expected to add any residents.

### **Public Works**

The project is not expected to add any public streets to the City of Reno inventory.

## Limiting Conditions & Disclosures

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Lakeshore Properties-Fiscal Impact Analysis

### **LIMITING CONDITIONS & DISCLOSURES**

In the preparation of this report, EEC asserts:

- The report is to be used in its entirety, and no part is to be used without the whole.
- In preparing this report, EEC relied on information provided by other individuals or found in previously existing records and/or documents. This information is assumed to be reliable. However, no warranty, either expressed or implied, is given by EEC for the accuracy of such information and EEC assumes no responsibility for information relied upon later found to have been inaccurate.
- EEC may amend this report in the event additional documents and/or other material discovered subsequent to the submission of this report and pertinent to the report and/or the conclusions contained herein are made available.
- EEC assumes no responsibility for economic, physical, or demographic factors, which may affect or alter the opinions of this report if said economic, physical or demographic factors were not present or known as of the date of this report.
- Possession of this report, or a copy of this report, does not carry with it the right of publication. Without the consent of EEC, this report may not be used for any purpose by any person other than the party for whom this report was prepared.

## **APPENDICES**

**APPENDIX 1  
CITY OF RENO  
BUILDOUT AND EMPLOYEE ASSUMPTIONS**

<u>YEAR</u>	<u>SQ.FT. CONSTRUCTED</u>	<u>USE TYPE</u>	<u>TAXABLE LAND VALUE</u>	<u>TAXABLE IMPROV. VALUE</u>	<u>ESTIMATED # OF EMPLOYEES</u>
Year 1	-	Commercial	\$ -	\$ -	-
	<u>1,352,000</u>	Industrial	<u>12,938,463</u>	<u>64,667,630</u>	<u>983</u>
<b>Total</b>	<b>1,352,000</b>		<b>12,938,463</b>	<b>64,667,630</b>	<b>983</b>
Year 2	30,000	Commercial	4,241,618	6,574,210	48
	<u>-</u>	Industrial	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total</b>	<b>30,000</b>		<b>4,241,618</b>	<b>6,574,210</b>	<b>48</b>
<b>TOTAL</b>	<b>1,382,000</b>		<b>\$ 17,180,081</b>	<b>\$ 71,241,840</b>	<b>1,031</b>

**APPENDIX 1, ASSUMPTIONS:**

1. The fiscal impact analysis is based on the following buildout information:

<u>Land Use</u>	<u>Building Square</u>		<u># of Acres</u>	<u>Improvements Value/ Sq.Ft.</u>	
	<u>Feet</u>			<u>Land Value/Acre</u>	
Commercial	30,000		10.00	\$ 399,813	\$ 206.56
Industrial	<u>1,352,000</u>		<u>115.35</u>	\$ 108,900	\$ 46.44
<b>Total</b>	<b>1,382,000</b>		<b>125.35</b>		

Source: Buildout information from developer, taxable land and improvement value from Washoe County Assessor's data for the same nearby land uses. All data is provided in FY 2023 dollars, inflated 3% per year.

2. Project-related employees are estimated at **500-750** square feet per employee for commercial and **750-2,000** for industrial uses. Source: City of Reno Fiscal Impact Analysis Guidelines, April 2019.

**APPENDIX 2  
CITY OF RENO  
ESTIMATED REAL PROPERTY TAX REVENUE**

YEAR	USE TYPE	TAXABLE LAND VALUE	TAXABLE IMPROVE. VALUE	CUMULATIVE ASSESSED		CITY OF RENO REVENUE	
				LAND VALUE	IMPROVE. VALUE	GENERAL FUND	STREET FUND
Year 1	Commercial	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Industrial	12,938,463	64,667,630	4,528,462	22,633,670	198,284	62,419
<b>Total</b>		<b>12,938,463</b>	<b>64,667,630</b>	<b>4,528,462</b>	<b>22,633,670</b>	<b>198,284</b>	<b>62,419</b>
Year 2	Commercial	4,241,618	6,574,210	1,484,566	2,300,974	27,634	8,699
	Industrial	-	-	4,551,105	22,746,839	199,275	62,731
<b>Total</b>		<b>4,241,618</b>	<b>6,574,210</b>	<b>6,035,671</b>	<b>25,047,812</b>	<b>226,909</b>	<b>71,430</b>
Year 3	Commercial	-	-	1,491,989	2,312,479	27,773	8,743
	Industrial	-	-	4,573,860	22,860,573	200,271	63,044
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,065,849</b>	<b>25,173,051</b>	<b>228,044</b>	<b>71,787</b>
Year 4	Commercial	-	-	1,499,449	2,324,041	27,911	8,786
	Industrial	-	-	4,596,729	22,974,876	201,273	63,360
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,096,178</b>	<b>25,298,917</b>	<b>229,184</b>	<b>72,146</b>
Year 5	Commercial	-	-	1,506,946	2,335,661	28,051	8,830
	Industrial	-	-	4,619,713	23,089,750	202,279	63,676
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,126,659</b>	<b>25,425,411</b>	<b>230,330</b>	<b>72,507</b>
Year 6	Commercial	-	-	1,514,481	2,347,339	28,191	8,874
	Industrial	-	-	4,642,812	23,205,199	203,290	63,995
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,157,293</b>	<b>25,552,538</b>	<b>231,482</b>	<b>72,869</b>
Year 7	Commercial	-	-	1,522,053	2,359,076	28,332	8,919
	Industrial	-	-	4,666,026	23,321,225	204,307	64,315
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,188,079</b>	<b>25,680,301</b>	<b>232,639</b>	<b>73,234</b>
Year 8	Commercial	-	-	1,529,664	2,370,872	28,474	8,963
	Industrial	-	-	4,689,356	23,437,831	205,328	64,636
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,219,019</b>	<b>25,808,703</b>	<b>233,802</b>	<b>73,600</b>
Year 9	Commercial	-	-	1,537,312	2,382,726	28,616	9,008
	Industrial	-	-	4,712,803	23,555,020	206,355	64,959
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,250,114</b>	<b>25,937,746</b>	<b>234,971</b>	<b>73,968</b>
Year 10	Commercial	-	-	1,544,999	2,394,640	28,759	9,053
	Industrial	-	-	4,736,367	23,672,795	207,387	65,284
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,281,365</b>	<b>26,067,435</b>	<b>236,146</b>	<b>74,338</b>
<b>10-Year Subtotal</b>		<b>\$ 17,180,081</b>	<b>\$ 71,241,840</b>			<b>\$ 2,281,792</b>	<b>\$ 718,296</b>
Year 11	Commercial	\$ -	\$ -	\$ 1,552,724	\$ 2,406,613	\$ 28,903	\$ 9,099
	Industrial	-	-	4,760,048	23,791,159	208,424	65,611
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,312,772</b>	<b>26,197,772</b>	<b>237,327</b>	<b>74,709</b>
Year 12	Commercial	-	-	1,560,487	2,418,646	29,048	9,144
	Industrial	-	-	4,783,849	23,910,115	209,466	65,939
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,344,336</b>	<b>26,328,761</b>	<b>238,514</b>	<b>75,083</b>

**APPENDIX 2  
CITY OF RENO  
ESTIMATED REAL PROPERTY TAX REVENUE**

YEAR	USE TYPE	TAXABLE LAND VALUE	TAXABLE IMPROVE. VALUE	CUMULATIVE ASSESSED		CITY OF RENO REVENUE	
				LAND VALUE	IMPROVE. VALUE	GENERAL FUND	STREET FUND
Year 13	Commercial	-	-	1,568,290	2,430,739	29,193	9,190
	Industrial	-	-	4,807,768	24,029,666	210,513	66,268
<b>Total</b>		-	-	<b>6,376,057</b>	<b>26,460,405</b>	<b>239,706</b>	<b>75,458</b>
Year 14	Commercial	-	-	1,576,131	2,442,893	29,339	9,236
	Industrial	-	-	4,831,807	24,149,814	211,566	66,600
<b>Total</b>		-	-	<b>6,407,938</b>	<b>26,592,707</b>	<b>240,905</b>	<b>75,835</b>
Year 15	Commercial	-	-	1,584,012	2,455,107	29,486	9,282
	Industrial	-	-	4,855,966	24,270,563	212,624	66,933
<b>Total</b>		-	-	<b>6,439,977</b>	<b>26,725,670</b>	<b>242,109</b>	<b>76,215</b>
Year 16	Commercial	-	-	1,591,932	2,467,383	29,633	9,328
	Industrial	-	-	4,880,246	24,391,916	213,687	67,267
<b>Total</b>		-	-	<b>6,472,177</b>	<b>26,859,299</b>	<b>243,320</b>	<b>76,596</b>
Year 17	Commercial	-	-	1,599,891	2,479,720	29,781	9,375
	Industrial	-	-	4,904,647	24,513,875	214,755	67,604
<b>Total</b>		-	-	<b>6,504,538</b>	<b>26,993,595</b>	<b>244,536</b>	<b>76,979</b>
Year 18	Commercial	-	-	1,607,891	2,492,118	29,930	9,422
	Industrial	-	-	4,929,170	24,636,445	215,829	67,942
<b>Total</b>		-	-	<b>6,537,061</b>	<b>27,128,563</b>	<b>245,759</b>	<b>77,364</b>
Year 19	Commercial	-	-	1,615,930	2,504,579	30,080	9,469
	Industrial	-	-	4,953,816	24,759,627	216,908	68,281
<b>Total</b>		-	-	<b>6,569,746</b>	<b>27,264,206</b>	<b>246,988</b>	<b>77,750</b>
Year 20	Commercial	-	-	1,624,010	2,517,102	30,230	9,516
	Industrial	-	-	4,978,585	24,883,425	217,993	68,623
<b>Total</b>		-	-	<b>6,602,595</b>	<b>27,400,527</b>	<b>248,223</b>	<b>78,139</b>
<b>20-YEAR TOTAL</b>		<b>\$ 17,180,081</b>	<b>\$ 71,241,840</b>			<b>\$ 4,709,179</b>	<b>\$ 1,482,424</b>

**APPENDIX 2, ASSUMPTIONS:**

1. Project taxable land and improvement values are estimated in Appendix 1.
2. Assessed land and improvement values are estimating by adjusting taxable values to 35%.
3. Cumulative assessed value is increased by **0.5%** per year. Source: City of Reno Fiscal Impact Analysis Guidelines, April 2019.
4. Operating tax rate is assumed to remain constant at FY 2019-20 amount per City of Reno Fiscal Impact Analysis Guidelines, April 2019.

	General Fund	Street Fund	Total Rate
City of Reno	\$ 0.7300	\$ 0.2298	\$ 0.9598

**APPENDIX 3  
CITY OF RENO  
ESTIMATED GENERAL AND STREET FUND REVENUES**

YEAR	USE TYPE	GENERAL FUND					STREET FUND		
		PROPERTY TAX	CTAX	LICENSES	FEES & PERMITS	TOTAL	PROPERTY TAX	FEES & PERMITS	TOTAL
Year 1	Commercial	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Industrial	198,284	21,553	59,557	43,717	323,110	62,419	15,562	77,981
<b>Total</b>		<b>198,284</b>	<b>21,553</b>	<b>59,557</b>	<b>43,717</b>	<b>323,110</b>	<b>62,419</b>	<b>15,562</b>	<b>77,981</b>
Year 2	Commercial	27,634	1,052	2,936	5,190	36,813	8,699	767	9,466
	Industrial	199,275	21,553	60,152	44,154	325,134	62,731	15,718	78,448
<b>Total</b>		<b>226,909</b>	<b>22,605</b>	<b>63,089</b>	<b>49,343</b>	<b>361,947</b>	<b>71,430</b>	<b>16,485</b>	<b>87,915</b>
Year 3	Commercial	27,773	1,052	2,966	5,242	37,032	8,743	775	9,518
	Industrial	200,271	21,553	60,754	44,595	327,174	63,044	15,875	78,919
<b>Total</b>		<b>228,044</b>	<b>22,605</b>	<b>63,719</b>	<b>49,837</b>	<b>364,206</b>	<b>71,787</b>	<b>16,650</b>	<b>88,437</b>
Year 4	Commercial	27,911	1,052	2,995	5,294	37,253	8,786	783	9,569
	Industrial	201,273	21,553	61,361	45,041	329,228	63,360	16,034	79,393
<b>Total</b>		<b>229,184</b>	<b>22,605</b>	<b>64,357</b>	<b>50,335</b>	<b>366,482</b>	<b>72,146</b>	<b>16,816</b>	<b>88,962</b>
Year 5	Commercial	28,051	1,052	3,025	5,347	37,476	8,830	791	9,621
	Industrial	202,279	21,553	61,975	45,492	331,299	63,676	16,194	79,870
<b>Total</b>		<b>230,330</b>	<b>22,605</b>	<b>65,000</b>	<b>50,839</b>	<b>368,774</b>	<b>72,507</b>	<b>16,984</b>	<b>89,491</b>
Year 6	Commercial	28,191	1,052	3,056	5,401	37,700	8,874	798	9,673
	Industrial	203,290	21,553	62,595	45,946	333,385	63,995	16,356	80,351
<b>Total</b>		<b>231,482</b>	<b>22,605</b>	<b>65,650</b>	<b>51,347</b>	<b>371,084</b>	<b>72,869</b>	<b>17,154</b>	<b>90,023</b>
Year 7	Commercial	28,332	1,052	3,086	5,455	37,925	8,919	806	9,725
	Industrial	204,307	21,553	63,220	46,406	335,487	64,315	16,519	80,834
<b>Total</b>		<b>232,639</b>	<b>22,605</b>	<b>66,307</b>	<b>51,860</b>	<b>373,412</b>	<b>73,234</b>	<b>17,326</b>	<b>90,559</b>
Year 8	Commercial	28,474	1,052	3,117	5,509	38,152	8,963	814	9,778
	Industrial	205,328	21,553	63,853	46,870	337,604	64,636	16,685	81,321
<b>Total</b>		<b>233,802</b>	<b>22,605</b>	<b>66,970</b>	<b>52,379</b>	<b>375,757</b>	<b>73,600</b>	<b>17,499</b>	<b>91,099</b>
Year 9	Commercial	28,616	1,052	3,148	5,564	38,381	9,008	823	9,831
	Industrial	206,355	21,553	64,491	47,339	339,738	64,959	16,851	81,811
<b>Total</b>		<b>234,971</b>	<b>22,605</b>	<b>67,639</b>	<b>52,903</b>	<b>378,119</b>	<b>73,968</b>	<b>17,674</b>	<b>91,642</b>
Year 10	Commercial	28,759	1,052	3,180	5,620	38,611	9,053	831	9,884
	Industrial	207,387	21,553	65,136	47,812	341,888	65,284	17,020	82,304
<b>Total</b>		<b>236,146</b>	<b>22,605</b>	<b>68,316</b>	<b>53,432</b>	<b>380,499</b>	<b>74,338</b>	<b>17,851</b>	<b>92,188</b>
<b>10-Year Subtotal</b>		<b>\$ 2,281,792</b>	<b>\$ 225,003</b>	<b>\$ 650,603</b>	<b>\$ 505,992</b>	<b>\$ 3,663,390</b>	<b>\$ 718,296</b>	<b>\$ 170,001</b>	<b>\$ 888,297</b>
Year 11	Commercial	\$ 28,903	\$ 1,052	\$ 3,212	\$ 5,676	\$ 38,843	\$ 9,099	\$ 839	\$ 9,938
	Industrial	208,424	21,553	65,787	48,290	344,055	65,611	17,190	82,801
<b>Total</b>		<b>237,327</b>	<b>22,605</b>	<b>68,999</b>	<b>53,966</b>	<b>382,898</b>	<b>74,709</b>	<b>18,029</b>	<b>92,738</b>
Year 12	Commercial	29,048	1,052	3,244	5,733	39,076	9,144	848	9,992
	Industrial	209,466	21,553	66,445	48,773	346,238	65,939	17,362	83,301
<b>Total</b>		<b>238,514</b>	<b>22,605</b>	<b>69,689</b>	<b>54,506</b>	<b>385,314</b>	<b>75,083</b>	<b>18,210</b>	<b>93,292</b>

**APPENDIX 3  
CITY OF RENO  
ESTIMATED GENERAL AND STREET FUND REVENUES**

YEAR	USE TYPE	GENERAL FUND					STREET FUND		
		PROPERTY TAX	CTAX	LICENSES	FEES & PERMITS	TOTAL	PROPERTY TAX	FEES & PERMITS	TOTAL
Year 13	Commercial	29,193	1,052	3,276	5,790	39,311	9,190	856	10,046
	Industrial	210,513	21,553	67,110	49,261	348,437	66,268	17,536	83,804
<b>Total</b>		<b>239,706</b>	<b>22,605</b>	<b>70,386</b>	<b>55,051</b>	<b>387,748</b>	<b>75,458</b>	<b>18,392</b>	<b>93,850</b>
Year 14	Commercial	29,339	1,052	3,309	5,848	39,548	9,236	865	10,100
	Industrial	211,566	21,553	67,781	49,753	350,654	66,600	17,711	84,311
<b>Total</b>		<b>240,905</b>	<b>22,605</b>	<b>71,090</b>	<b>55,601</b>	<b>390,201</b>	<b>75,835</b>	<b>18,576</b>	<b>94,411</b>
Year 15	Commercial	29,486	1,052	3,342	5,906	39,786	9,282	873	10,155
	Industrial	212,624	21,553	68,459	50,251	352,887	66,933	17,888	84,821
<b>Total</b>		<b>242,109</b>	<b>22,605</b>	<b>71,801</b>	<b>56,157</b>	<b>392,673</b>	<b>76,215</b>	<b>18,761</b>	<b>94,976</b>
Year 16	Commercial	29,633	1,052	3,375	5,966	40,026	9,328	882	10,210
	Industrial	213,687	21,553	69,143	50,754	355,137	67,267	18,067	85,334
<b>Total</b>		<b>243,320</b>	<b>22,605</b>	<b>72,519</b>	<b>56,719</b>	<b>395,163</b>	<b>76,596</b>	<b>18,949</b>	<b>95,545</b>
Year 17	Commercial	29,781	1,052	3,409	6,025	40,268	9,375	891	10,266
	Industrial	214,755	21,553	69,835	51,261	357,404	67,604	18,248	85,851
<b>Total</b>		<b>244,536</b>	<b>22,605</b>	<b>73,244</b>	<b>57,286</b>	<b>397,672</b>	<b>76,979</b>	<b>19,138</b>	<b>96,117</b>
Year 18	Commercial	29,930	1,052	3,443	6,085	40,511	9,422	900	10,322
	Industrial	215,829	21,553	70,533	51,774	359,689	67,942	18,430	86,372
<b>Total</b>		<b>245,759</b>	<b>22,605</b>	<b>73,976</b>	<b>57,859</b>	<b>400,200</b>	<b>77,364</b>	<b>19,330</b>	<b>96,693</b>
Year 19	Commercial	30,080	1,052	3,478	6,146	40,756	9,469	909	10,378
	Industrial	216,908	21,553	71,238	52,291	361,991	68,281	18,614	86,896
<b>Total</b>		<b>246,988</b>	<b>22,605</b>	<b>74,716</b>	<b>58,438</b>	<b>402,747</b>	<b>77,750</b>	<b>19,523</b>	<b>97,274</b>
Year 20	Commercial	30,230	1,052	3,512	6,208	41,002	9,516	918	10,434
	Industrial	217,993	21,553	71,951	52,814	364,311	68,623	18,801	87,423
<b>Total</b>		<b>248,223</b>	<b>22,605</b>	<b>75,463</b>	<b>59,022</b>	<b>405,313</b>	<b>78,139</b>	<b>19,718</b>	<b>97,857</b>
<b>20-YEAR TOTAL</b>		<b>\$ 4,709,179</b>	<b>\$ 451,058</b>	<b>\$ 1,372,485</b>	<b>\$ 1,070,598</b>	<b>\$ 7,603,319</b>	<b>\$ 1,482,424</b>	<b>\$ 358,627</b>	<b>\$ 1,841,050</b>

**APPENDIX 3, ASSUMPTIONS:**

- See Appendix 2 for property tax revenue.
- Other General and Streets Fund revenues are estimated using the following factors applied to project buildout measurements shown in Appendix 1.

	General Fund	Commercial	Industrial	
Consolidated (CTax)	\$ 21.92	\$ 21.92		per employee
Business/Liquor License	\$ 59.97	\$ 59.97		per employee
Fees, Permits, Charges	\$ 105.99	\$ 44.02		per employee
<b>Street Fund</b>				
Fees, Licenses, Permits	\$ 15.67	\$ 15.67		per employee

Source: City of Reno Fiscal Impact Analysis Guidelines, April 2019.

Business/liquor license, fees, permits, charges for services, and miscellaneous revenues are inflated by **1%** per year.

**APPENDIX 4  
CITY OF RENO  
ESTIMATED GENERAL AND STREET FUND EXPENDITURES**

YEAR	USE TYPE	GENERAL FUND					STREET FUND		
		GENERAL GOVERN.	POLICE	FIRE	PARKS	TOTAL	MAJOR MAINT.	REGULAR MAINT.	TOTAL
Year 1	Commercial	\$ -	\$ -	\$ -	\$ -	\$ -			
	Industrial	33,378	132,100	54,538	9,196	229,213			
<b>Total</b>		<b>33,378</b>	<b>132,100</b>	<b>54,538</b>	<b>9,196</b>	<b>229,213</b>	\$ -	\$ -	\$ -
Year 2	Commercial	1,646	14,042	2,756	453	18,897			
	Industrial	33,712	138,705	56,447	9,288	238,152			
<b>Total</b>		<b>35,358</b>	<b>152,748</b>	<b>59,202</b>	<b>9,742</b>	<b>257,049</b>	\$ -	\$ -	\$ -
Year 3	Commercial	1,662	14,744	2,852	458	19,717			
	Industrial	34,049	145,641	58,422	9,381	247,493			
<b>Total</b>		<b>35,711</b>	<b>160,385</b>	<b>61,274</b>	<b>9,839</b>	<b>267,210</b>	\$ -	\$ -	\$ -
Year 4	Commercial	1,679	15,482	2,952	463	20,575			
	Industrial	34,390	152,923	60,467	9,475	257,254			
<b>Total</b>		<b>36,068</b>	<b>168,404</b>	<b>63,419</b>	<b>9,937</b>	<b>277,829</b>	\$ -	\$ -	\$ -
Year 5	Commercial	1,696	16,256	3,055	467	21,474			
	Industrial	34,734	160,569	62,583	9,570	267,455			
<b>Total</b>		<b>36,429</b>	<b>176,824</b>	<b>65,639</b>	<b>10,037</b>	<b>288,929</b>	\$ -	\$ -	\$ -
Year 6	Commercial	1,713	17,069	3,162	472	22,415			
	Industrial	35,081	168,597	64,774	9,665	278,117			
<b>Total</b>		<b>36,793</b>	<b>185,666</b>	<b>67,936</b>	<b>10,137</b>	<b>300,532</b>	\$ -	\$ -	\$ -
Year 7	Commercial	1,730	17,922	3,273	477	23,401			
	Industrial	35,432	177,027	67,041	9,762	289,262			
<b>Total</b>		<b>37,161</b>	<b>194,949</b>	<b>70,314</b>	<b>10,238</b>	<b>312,662</b>	\$ -	\$ -	\$ -
Year 8	Commercial	1,747	18,818	3,387	481	24,434			
	Industrial	35,786	185,878	69,387	9,860	300,911			
<b>Total</b>		<b>37,533</b>	<b>204,696</b>	<b>72,775</b>	<b>10,341</b>	<b>325,345</b>	\$ -	\$ -	\$ -
Year 9	Commercial	1,764	19,759	3,506	486	25,515			
	Industrial	36,144	195,172	71,816	9,958	313,090			
<b>Total</b>		<b>37,908</b>	<b>214,931</b>	<b>75,322</b>	<b>10,444</b>	<b>338,605</b>	\$ -	\$ -	\$ -
Year 10	Commercial	1,782	20,747	3,629	491	26,648			
	Industrial	36,505	204,931	74,330	10,058	325,823			
<b>Total</b>		<b>38,287</b>	<b>225,678</b>	<b>77,958</b>	<b>10,549</b>	<b>352,472</b>	\$ -	\$ -	\$ -
<b>10-Year Subtotal</b>		<b>\$ 364,628</b>	<b>\$ 1,816,381</b>	<b>\$ 668,376</b>	<b>\$ 100,460</b>	<b>\$ 2,949,845</b>	\$ -	\$ -	\$ -
Year 11	Commercial	\$ 1,800	\$ 21,784	\$ 3,756	\$ 496	\$ 27,836			
	Industrial	36,870	215,177	76,931	10,158	339,137			
<b>Total</b>		<b>38,670</b>	<b>236,962</b>	<b>80,687</b>	<b>10,654</b>	<b>366,973</b>	\$ -	\$ -	\$ -
Year 12	Commercial	1,818	22,873	3,887	501	29,079			
	Industrial	37,239	225,936	79,624	10,260	353,059			
<b>Total</b>		<b>39,057</b>	<b>248,810</b>	<b>83,511</b>	<b>10,761</b>	<b>382,138</b>	\$ -	\$ -	\$ -

**APPENDIX 4  
CITY OF RENO  
ESTIMATED GENERAL AND STREET FUND EXPENDITURES**

YEAR	USE TYPE	GENERAL FUND					STREET FUND		
		GENERAL GOVERN.	POLICE	FIRE	PARKS	TOTAL	MAJOR MAINT.	REGULAR MAINT.	TOTAL
Year 13	Commercial	1,836	24,017	4,023	506	30,382			
	Industrial	37,611	237,233	82,410	10,362	367,617			
<b>Total</b>		<b>39,448</b>	<b>261,250</b>	<b>86,433</b>	<b>10,868</b>	<b>397,999</b>	\$ -	\$ -	\$ -
Year 14	Commercial	1,854	25,218	4,164	511	31,747			
	Industrial	37,988	249,095	85,295	10,466	382,843			
<b>Total</b>		<b>39,842</b>	<b>274,313</b>	<b>89,459</b>	<b>10,977</b>	<b>414,590</b>	\$ -	\$ -	\$ -
Year 15	Commercial	1,873	26,479	4,310	516	33,177			
	Industrial	38,367	261,549	88,280	10,571	398,768			
<b>Total</b>		<b>40,240</b>	<b>288,028</b>	<b>92,590</b>	<b>11,087</b>	<b>431,945</b>	\$ -	\$ -	\$ -
Year 16	Commercial	1,892	27,803	4,460	521	34,676			
	Industrial	38,751	274,627	91,370	10,676	415,424			
<b>Total</b>		<b>40,643</b>	<b>302,430</b>	<b>95,830</b>	<b>11,198</b>	<b>450,101</b>	\$ -	\$ -	\$ -
Year 17	Commercial	1,911	29,193	4,616	526	36,246			
	Industrial	39,139	288,358	94,568	10,783	432,848			
<b>Total</b>		<b>41,049</b>	<b>317,551</b>	<b>99,184</b>	<b>11,310</b>	<b>469,094</b>	\$ -	\$ -	\$ -
Year 18	Commercial	1,930	30,653	4,778	532	37,892			
	Industrial	39,530	302,776	97,878	10,891	451,075			
<b>Total</b>		<b>41,460</b>	<b>333,429</b>	<b>102,656</b>	<b>11,423</b>	<b>488,967</b>	\$ -	\$ -	\$ -
Year 19	Commercial	1,949	32,185	4,945	537	39,617			
	Industrial	39,925	317,915	101,303	11,000	470,144			
<b>Total</b>		<b>41,874</b>	<b>350,100</b>	<b>106,249</b>	<b>11,537</b>	<b>509,760</b>	\$ -	\$ -	\$ -
Year 20	Commercial	1,969	33,795	5,118	542	41,424			
	Industrial	40,325	333,811	104,849	11,110	490,094			
<b>Total</b>		<b>42,293</b>	<b>367,605</b>	<b>109,967</b>	<b>11,652</b>	<b>531,518</b>	\$ -	\$ -	\$ -
<b>20-YEAR TOTAL</b>		<b>\$ 769,205</b>	<b>\$ 4,796,859</b>	<b>\$ 1,614,941</b>	<b>\$ 211,926</b>	<b>\$ 7,392,931</b>	\$ -	\$ -	\$ -

**APPENDIX 4, ASSUMPTIONS:**

1. General & Streets Fund expenditures are estimated using the following factors applied to the project buildout measurements shown in Appendix 1.

	General Fund	Commercial	Industrial		Inflation Factor
General Government	\$	33.61	\$	33.61	per employee 1.0%
Police	\$	265.35	\$	127.95	per employee 5.0%
Fire (North)	\$	53.59	\$	53.59	per employee 3.5%
Parks (City)	\$	9.26	\$	9.26	per employee 1.0%

Source: City of Reno Fiscal Impact Analysis Guidelines, April 2019.

The project is estimated to add no public streets to the City for maintenance.

<b>APPENDIX 5</b>							
<b>CITY OF RENO</b>							
<b>COMPARISON OF ESTIMATED GENERAL AND STREET FUND REVENUES AND EXPENDITURES</b>							

YEAR	USE TYPE	GENERAL FUND			STREET FUND		
		EST. REVENUE	EST. COSTS	SURPLUS/ (DEFICIT)	EST. REVENUE	EST. COSTS	SURPLUS/ (DEFICIT)
Year 1	Commercial	\$ -	\$ -	\$ -	\$ -		
	Industrial	323,110	229,213	93,897	77,981		
<b>Total</b>		<b>323,110</b>	<b>229,213</b>	<b>93,897</b>	<b>77,981</b>	\$ -	\$ 77,981
Year 2	Commercial	36,813	18,897	17,916	9,466		
	Industrial	325,134	238,152	86,982	78,448		
<b>Total</b>		<b>361,947</b>	<b>257,049</b>	<b>104,898</b>	<b>87,915</b>	\$ -	\$ 87,915
Year 3	Commercial	37,032	19,717	17,316	9,518		
	Industrial	327,174	247,493	79,681	78,919		
<b>Total</b>		<b>364,206</b>	<b>267,210</b>	<b>96,996</b>	<b>88,437</b>	\$ -	\$ 88,437
Year 4	Commercial	37,253	20,575	16,678	9,569		
	Industrial	329,228	257,254	71,974	79,393		
<b>Total</b>		<b>366,482</b>	<b>277,829</b>	<b>88,653</b>	<b>88,962</b>	\$ -	\$ 88,962
Year 5	Commercial	37,476	21,474	16,002	9,621		
	Industrial	331,299	267,455	63,844	79,870		
<b>Total</b>		<b>368,774</b>	<b>288,929</b>	<b>79,846</b>	<b>89,491</b>	\$ -	\$ 89,491
Year 6	Commercial	37,700	22,415	15,285	9,673		
	Industrial	333,385	278,117	55,268	80,351		
<b>Total</b>		<b>371,084</b>	<b>300,532</b>	<b>70,552</b>	<b>90,023</b>	\$ -	\$ 90,023
Year 7	Commercial	37,925	23,401	14,524	9,725		
	Industrial	335,487	289,262	46,225	80,834		
<b>Total</b>		<b>373,412</b>	<b>312,662</b>	<b>60,749</b>	<b>90,559</b>	\$ -	\$ 90,559
Year 8	Commercial	38,152	24,434	13,719	9,778		
	Industrial	337,604	300,911	36,693	81,321		
<b>Total</b>		<b>375,757</b>	<b>325,345</b>	<b>50,412</b>	<b>91,099</b>	\$ -	\$ 91,099
Year 9	Commercial	38,381	25,515	12,866	9,831		
	Industrial	339,738	313,090	26,648	81,811		
<b>Total</b>		<b>378,119</b>	<b>338,605</b>	<b>39,514</b>	<b>91,642</b>	\$ -	\$ 91,642
Year 10	Commercial	38,611	26,648	11,963	9,884		
	Industrial	341,888	325,823	16,065	82,304		
<b>Total</b>		<b>380,499</b>	<b>352,472</b>	<b>28,028</b>	<b>92,188</b>	\$ -	\$ 92,188
<b>10-Year Subtotal</b>		<b>\$ 3,663,390</b>	<b>\$ 2,949,845</b>	<b>\$ 713,545</b>	<b>\$ 888,297</b>	\$ -	<b>\$ 888,297</b>
Year 11	Commercial	\$ 38,843	\$ 27,836	\$ 11,007	\$ 9,938		
	Industrial	344,055	339,137	4,918	82,801		
<b>Total</b>		<b>382,898</b>	<b>366,973</b>	<b>15,925</b>	<b>92,738</b>	\$ -	\$ 92,738
Year 12	Commercial	39,076	29,079	9,997	9,992		
	Industrial	346,238	353,059	(6,821)	83,301		
<b>Total</b>		<b>385,314</b>	<b>382,138</b>	<b>3,176</b>	<b>93,292</b>	\$ -	\$ 93,292

APPENDIX 5 CITY OF RENO COMPARISON OF ESTIMATED GENERAL AND STREET FUND REVENUES AND EXPENDITURES							
YEAR	USE TYPE	GENERAL FUND			STREET FUND		
		EST. REVENUE	EST. COSTS	SURPLUS/ (DEFICIT)	EST. REVENUE	EST. COSTS	SURPLUS/ (DEFICIT)
Year 13	Commercial	39,311	30,382	8,929	10,046		
	Industrial	348,437	367,617	(19,180)	83,804		
<b>Total</b>		<b>387,748</b>	<b>397,999</b>	<b>(10,251)</b>	<b>93,850</b>	\$ -	\$ 93,850
Year 14	Commercial	39,548	31,747	7,801	10,100		
	Industrial	350,654	382,843	(32,190)	84,311		
<b>Total</b>		<b>390,201</b>	<b>414,590</b>	<b>(24,389)</b>	<b>94,411</b>	\$ -	\$ 94,411
Year 15	Commercial	39,786	33,177	6,609	10,155		
	Industrial	352,887	398,768	(45,881)	84,821		
<b>Total</b>		<b>392,673</b>	<b>431,945</b>	<b>(39,272)</b>	<b>94,976</b>	\$ -	\$ 94,976
Year 16	Commercial	40,026	34,676	5,350	10,210		
	Industrial	355,137	415,424	(60,288)	85,334		
<b>Total</b>		<b>395,163</b>	<b>450,101</b>	<b>(54,938)</b>	<b>95,545</b>	\$ -	\$ 95,545
Year 17	Commercial	40,268	36,246	4,021	10,266		
	Industrial	357,404	432,848	(75,444)	85,851		
<b>Total</b>		<b>397,672</b>	<b>469,094</b>	<b>(71,423)</b>	<b>96,117</b>	\$ -	\$ 96,117
Year 18	Commercial	40,511	37,892	2,619	10,322		
	Industrial	359,689	451,075	(91,386)	86,372		
<b>Total</b>		<b>400,200</b>	<b>488,967</b>	<b>(88,767)</b>	<b>96,693</b>	\$ -	\$ 96,693
Year 19	Commercial	40,756	39,617	1,139	10,378		
	Industrial	361,991	470,144	(108,152)	86,896		
<b>Total</b>		<b>402,747</b>	<b>509,760</b>	<b>(107,013)</b>	<b>97,274</b>	\$ -	\$ 97,274
Year 20	Commercial	41,002	41,424	(421)	10,434		
	Industrial	364,311	490,094	(125,783)	87,423		
<b>Total</b>		<b>405,313</b>	<b>531,518</b>	<b>(126,205)</b>	<b>97,857</b>	\$ -	\$ 97,857
<b>20-YEAR TOTAL</b>		<b>\$ 7,603,319</b>	<b>\$ 7,392,931</b>	<b>\$ 210,388</b>	<b>\$ 1,841,050</b>	\$ -	\$ 1,841,050

## APPENDIX 5, ASSUMPTIONS:

1. See Appendices 2 and 3 for estimated revenues and Appendix 4 for estimated costs.

# **LAKESHORE PROPERTIES**

## **CITY OF RENO**

### **Fiscal Impact Analysis**

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**OCTOBER 2022**

**Prepared by:**



**EKAY Economic Consultants, Inc.**  
*Economics for the changing world*

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Lakeshore Properties-Fiscal Impact Analysis

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## EXECUTIVE SUMMARY

Ekay Economic Consultants, Inc. (EEC) of Reno, Nevada was retained to conduct a fiscal impact analysis of the proposed Lakeshore Properties development on the City of Reno. The analysis is based on information provided by property developers, market data, and the City of Reno Fiscal Impact Analysis Guidelines adopted by the City in 2019. Project buildout information and fiscal impact findings for the City are summarized below:

- The project is located along White Lake Parkway in the City of Reno.
- The project is expected to be constructed over a two-year period.
- The project is planned to include 30,000 square feet of commercial and 1,352,000 square feet of industrial space.

### *General Fund Impacts*

Over the 20-year analysis period, the project is estimated to generate a revenue surplus for the City of Reno's General Fund in the amount of \$210,000. This includes:

- Estimated revenue for the City of Reno General Fund of \$7.60 million.
- Expenditures for the General Fund estimated at \$7.39 million.

### *Street Fund Impacts*

Over the 20-year analysis period, the project is estimated to generate a revenue surplus for the City of Reno's Street Fund in the amount of \$1.84 million. This includes:

- Estimated revenue for the City of Reno Street Fund of \$1.84 million.
- No public streets are expected to be added for this project and no additional costs are estimated.

The analysis finds the proposed development will have a **positive** fiscal impact on the City of Reno over the twenty year analysis period.

## **METHODOLOGY**

The fiscal impact analysis is based on the City of Reno Fiscal Impact Analysis Guidelines adopted by the City of Reno in 2019, along with project-related information provided by project developers and existing market data.

Appendix 1 of the report provides a summary of the project's buildout, including commercial and industrial building square footage, estimated taxable value of project's land and improvements, and estimated project employees. The remainder of the analysis is based on this information.

Taxable land and building values for nearby commercial and industrial land uses are used to estimate taxable property values for the project, as shown in Appendix 1. Property tax revenue is estimated in Appendix 2. Project employees, also shown in Appendix 1, are used to estimate remaining General and Street Fund revenues (excluding property tax revenue) and all General Fund costs based on revenue and cost factors provided in the City's Fiscal Impact Analysis Guidelines document. These are shown in Appendices 3-5.

Revenues and costs included in this fiscal impact analysis are estimated for a 10- and 20-year analysis period as recommended in the Fiscal Impact Analysis Guidelines ("Guidelines") for the City of Reno.

## **FINDINGS**

Findings of the fiscal impact analysis for the project are presented below. Table 1 summarizes the impact of the project on the City of Reno's General Fund over 10- and 20-year analysis periods. Detailed information for City of Reno revenues and costs by line item, by year, as well as methodology for estimating these costs and revenues, is shown in Appendices 2-5. Table 2 shows the same impact information, by year.

## Findings

### Lakeshore Properties-Fiscal Impact Analysis

**Table 1. Estimated City of Reno General Fund Impacts, 10- and 20-Year Total**

	10-Year Total	20-Year Total
<b>Estimated Revenue</b>		
Property Tax	\$ 2,281,792	\$ 4,709,179
Consolidated Tax	225,003	451,058
Business/Liquor Licenses	650,603	1,372,485
Fees, Permits, Charges	505,992	1,070,598
<b>TOTAL</b>	<b>\$ 3,663,390</b>	<b>\$ 7,603,319</b>
<b>Estimated Costs</b>		
General Government	\$ 364,628	\$ 769,205
Police	1,816,381	4,796,859
Fire	668,376	1,614,941
Parks	100,460	211,926
<b>TOTAL</b>	<b>\$ 2,949,845</b>	<b>\$ 7,392,931</b>
<b>Revenue Surplus/(Deficit)</b>		
<b>Estimated Surplus/(Deficit)</b>	<b>\$ 713,545</b>	<b>\$ 210,388</b>

**Table 2. Estimated City of Reno General Fund Impacts, by Year**

Year	Estimated Project Revenue	Estimated Project Costs	Annual Rev. Surplus/(Deficit)	Cumulative Surplus/(Deficit)
Year 1	\$ 323,110	\$ 229,213	\$ 93,897	\$ 93,897
Year 2	361,947	257,049	104,898	198,795
Year 3	364,206	267,210	96,996	295,791
Year 4	366,482	277,829	88,653	384,444
Year 5	368,774	288,929	79,846	464,290
Year 6	371,084	300,532	70,552	534,842
Year 7	373,412	312,662	60,749	595,591
Year 8	375,757	325,345	50,412	646,003
Year 9	378,119	338,605	39,514	685,517
Year 10	380,499	352,472	28,028	713,545
<b>10-Year Total</b>	<b>\$ 3,663,390</b>	<b>\$ 2,949,845</b>	<b>\$ 713,545</b>	
Year 11	\$ 382,898	\$ 366,973	\$ 15,925	729,470
Year 12	385,314	382,138	3,176	732,646
Year 13	387,748	397,999	(10,251)	722,395
Year 14	390,201	414,590	(24,389)	698,006
Year 15	392,673	431,945	(39,272)	658,733
Year 16	395,163	450,101	(54,938)	603,796
Year 17	397,672	469,094	(71,423)	532,373
Year 18	400,200	488,967	(88,767)	443,606
Year 19	402,747	509,760	(107,013)	336,593
Year 20	405,313	531,518	(126,205)	210,388
<b>20-Year Total</b>	<b>\$ 7,603,319</b>	<b>\$ 7,392,931</b>	<b>\$ 210,388</b>	

## Findings

### Lakeshore Properties-Fiscal Impact Analysis

The tables show the project is estimated to result in a revenue surplus for the City of Reno’s General Fund in the amount of \$210,000 over the 20-year analysis period.

It should be noted that Table 2 shows a negative annual fiscal impact of the project on the General Fund starting in Year 13. This is due to a significant imbalance in the growth rates assumed in the Fiscal Impact Guidelines for revenues and expenditures. Property tax revenues, which make up the majority of the project’s total revenues, are assumed to increase by 0.5% per year, sales tax (CTax) revenues are assumed to not increase at all, and all other revenue sources, by 1.0% per year. On the other hand, expenditures are expected to increase by 1.0% per year for General Government, 5.0% per year for Police, 3.5% per year for Fire, and 1.0% per year for Parks. As a result, any project within the City of Reno will eventually result in a negative fiscal impact using these Guidelines.

Table 3 shows the estimated impact of the project on the Street Fund over the 10- and 20-year analysis periods. Table 4 shows the same information, by year of analysis. Detailed information for these cost and revenue calculations can also be found in Appendices 2-5.

**Table 3. Estimated City of Reno Street Fund Impacts, 10- and 20-Year Total**

	10-Year Total	20-Year Total
<b>Estimated Revenue</b>		
Property Tax	\$ 718,296	\$ 1,482,424
Other Sources	170,001	358,627
<b>Total Revenue</b>	<b>\$ 888,297</b>	<b>\$ 1,841,050</b>
<b>Estimated Costs</b>		
Major Maintenance	\$ -	\$ -
Regular Maintenance	-	-
<b>Total Costs</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Revenue Surplus/(Deficit)</b>		
<b>Estimated Surplus/(Deficit)</b>	<b>\$ 888,297</b>	<b>\$ 1,841,050</b>

The tables show the project is estimated to result in a revenue surplus for the City of Reno’s Street Fund in the amount of \$1.84 million over the 20-year analysis period. The project is not expected to add any public streets to the City of Reno’s inventory. As a result, no costs for the Street Fund are estimated.

## Findings

### Lakeshore Properties-Fiscal Impact Analysis

**Table 4. Estimated City of Reno Street Fund Impacts, by Year**

Year	Estimated Project Revenue	Estimated Project Costs	Annual Rev. Surplus/ (Deficit)	Cumulative Surplus/ (Deficit)
Year 1	\$ 77,981	\$ -	\$ 77,981	\$ 77,981
Year 2	87,915	-	87,915	165,895
Year 3	88,437	-	88,437	254,332
Year 4	88,962	-	88,962	343,294
Year 5	89,491	-	89,491	432,785
Year 6	90,023	-	90,023	522,809
Year 7	90,559	-	90,559	613,368
Year 8	91,099	-	91,099	704,467
Year 9	91,642	-	91,642	796,108
Year 10	92,188	-	92,188	888,297
<b>10-Year Total</b>	<b>\$ 888,297</b>	<b>\$ -</b>	<b>\$ 888,297</b>	
Year 11	\$ 92,738	\$ -	\$ 92,738	981,035
Year 12	93,292	-	93,292	1,074,327
Year 13	93,850	-	93,850	1,168,177
Year 14	94,411	-	94,411	1,262,588
Year 15	94,976	-	94,976	1,357,564
Year 16	95,545	-	95,545	1,453,109
Year 17	96,117	-	96,117	1,549,226
Year 18	96,693	-	96,693	1,645,919
Year 19	97,274	-	97,274	1,743,193
Year 20	97,857	-	97,857	1,841,050
<b>20-Year Total</b>	<b>\$ 1,841,050</b>	<b>\$ -</b>	<b>\$ 1,841,050</b>	

The analysis finds the proposed Lakeshore Properties development will have a **positive** fiscal impact on the City of Reno.

## LEVEL OF SERVICE TARGETS

The City of Reno Fiscal Impact Analysis Guidelines document also outlines a number of questions to be considered within the fiscal impact analysis report. These questions are discussed below.

## Findings

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### Lakeshore Properties-Fiscal Impact Analysis

#### **Police Protection**

##### *1. Estimated Annual Number of Officers*

The project is expected to add 1,031 employees. Using the methodology recommended within the Guidelines of 1.5 officers per 1,000 residents (employees are treated as residents for the purpose of this analysis), 1.55 police officers will be required each year to provide services to the project at full buildout.

##### *2. Cost Mitigation Measures*

The project is located within the City of Reno and near existing City of Reno developments and services. As a result, no significant additional staffing or capital costs associated with the project are expected for the Police department and no mitigation measures are considered in the analysis. Costs of providing services to the project by the Police Department are estimated in the fiscal impact analysis.

##### *3. Police Facilities*

Due to the project's location within the existing service area, no additional police facilities are expected to be required.

#### **Fire Protection**

##### *1. Annual Estimated Population Density*

Given the project's population of 1,031 employees and approximately 125.35 developed acres, the project's density is estimated at 8.2 persons per acre.

##### *2. Proximity to Existing Fire Station*

The project is located in the designated City of Reno North Fire Station Subarea, served by the existing Station 9 located at 14005 Mt Vida St, Reno, NV 89506. Additionally, the Guidelines document shows a new fire station planned for the StoneGate development, south of the project, will provide services to the project within a six-minute response time, once completed.

## Findings

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### Lakeshore Properties-Fiscal Impact Analysis

#### *3. Existing Station Capacity*

According to the 2021 Reno Fire Department Annual Report, Station 9 had 2,268 calls for service in 2020. According to information provided by City of Reno Fire Department for past fiscal impact studies, a typical single-engine fire station can handle approximately 3,000 calls per year. This indicates the fire station is currently not at full capacity and will be able to handle additional calls for service generated by the project.

### **Parks and Recreation**

#### *1. Park Requirements*

The project is expected to add 1,031 employees to the City of Reno upon development. As no residents are expected to be added by the project, no park requirements are discussed.

#### *2. Park Proximity*

The project is not expected to add any residents.

### **Public Works**

The project is not expected to add any public streets to the City of Reno inventory.

### **LIMITING CONDITIONS & DISCLOSURES**

In the preparation of this report, EEC asserts:

- The report is to be used in its entirety, and no part is to be used without the whole.
- In preparing this report, EEC relied on information provided by other individuals or found in previously existing records and/or documents. This information is assumed to be reliable. However, no warranty, either expressed or implied, is given by EEC for the accuracy of such information and EEC assumes no responsibility for information relied upon later found to have been inaccurate.
- EEC may amend this report in the event additional documents and/or other material discovered subsequent to the submission of this report and pertinent to the report and/or the conclusions contained herein are made available.
- EEC assumes no responsibility for economic, physical, or demographic factors, which may affect or alter the opinions of this report if said economic, physical or demographic factors were not present or known as of the date of this report.
- Possession of this report, or a copy of this report, does not carry with it the right of publication. Without the consent of EEC, this report may not be used for any purpose by any person other than the party for whom this report was prepared.

# APPENDICES

**APPENDIX 1  
CITY OF RENO  
BUILDOUT AND EMPLOYEE ASSUMPTIONS**

<u>YEAR</u>	<u>SQ.FT. CONSTRUCTED</u>	<u>USE TYPE</u>	<u>TAXABLE LAND VALUE</u>	<u>TAXABLE IMPROV. VALUE</u>	<u>ESTIMATED # OF EMPLOYEES</u>
Year 1	-	Commercial	\$ -	\$ -	-
	1,352,000	Industrial	12,938,463	64,667,630	983
<b>Total</b>	<b>1,352,000</b>		<b>12,938,463</b>	<b>64,667,630</b>	<b>983</b>
Year 2	30,000	Commercial	4,241,618	6,574,210	48
	-	Industrial	-	-	-
<b>Total</b>	<b>30,000</b>		<b>4,241,618</b>	<b>6,574,210</b>	<b>48</b>
<b>TOTAL</b>	<b>1,382,000</b>		<b>\$ 17,180,081</b>	<b>\$ 71,241,840</b>	<b>1,031</b>

**APPENDIX 1, ASSUMPTIONS:**

1. The fiscal impact analysis is based on the following buildout information:

<u>Land Use</u>	<u>Building Square Feet</u>	<u># of Acres</u>	<u>Land Value/Acre</u>	<u>Improvements Value/ Sq.Ft.</u>
Commercial	30,000	10.00	\$ 399,813	\$ 206.56
Industrial	1,352,000	115.35	\$ 108,900	\$ 46.44
<b>Total</b>	<b>1,382,000</b>	<b>125.35</b>		

Source: Buildout information from developer, taxable land and improvement value from Washoe County Assessor's data for the same nearby land uses. All data is provided in FY 2023 dollars, inflated 3% per year.

2. Project-related employees are estimated at **500-750** square feet per employee for commercial and **750-2,000** for industrial uses. Source: City of Reno Fiscal Impact Analysis Guidelines, April 2019.

**APPENDIX 2  
CITY OF RENO  
ESTIMATED REAL PROPERTY TAX REVENUE**

YEAR	USE TYPE	TAXABLE LAND VALUE	TAXABLE IMPROVE. VALUE	CUMULATIVE ASSESSED		CITY OF RENO REVENUE	
				LAND VALUE	IMPROVE. VALUE	GENERAL FUND	STREET FUND
Year 1	Commercial	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Industrial	12,938,463	64,667,630	4,528,462	22,633,670	198,284	62,419
<b>Total</b>		<b>12,938,463</b>	<b>64,667,630</b>	<b>4,528,462</b>	<b>22,633,670</b>	<b>198,284</b>	<b>62,419</b>
Year 2	Commercial	4,241,618	6,574,210	1,484,566	2,300,974	27,634	8,699
	Industrial	-	-	4,551,105	22,746,839	199,275	62,731
<b>Total</b>		<b>4,241,618</b>	<b>6,574,210</b>	<b>6,035,671</b>	<b>25,047,812</b>	<b>226,909</b>	<b>71,430</b>
Year 3	Commercial	-	-	1,491,989	2,312,479	27,773	8,743
	Industrial	-	-	4,573,860	22,860,573	200,271	63,044
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,065,849</b>	<b>25,173,051</b>	<b>228,044</b>	<b>71,787</b>
Year 4	Commercial	-	-	1,499,449	2,324,041	27,911	8,786
	Industrial	-	-	4,596,729	22,974,876	201,273	63,360
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,096,178</b>	<b>25,298,917</b>	<b>229,184</b>	<b>72,146</b>
Year 5	Commercial	-	-	1,506,946	2,335,661	28,051	8,830
	Industrial	-	-	4,619,713	23,089,750	202,279	63,676
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,126,659</b>	<b>25,425,411</b>	<b>230,330</b>	<b>72,507</b>
Year 6	Commercial	-	-	1,514,481	2,347,339	28,191	8,874
	Industrial	-	-	4,642,812	23,205,199	203,290	63,995
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,157,293</b>	<b>25,552,538</b>	<b>231,482</b>	<b>72,869</b>
Year 7	Commercial	-	-	1,522,053	2,359,076	28,332	8,919
	Industrial	-	-	4,666,026	23,321,225	204,307	64,315
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,188,079</b>	<b>25,680,301</b>	<b>232,639</b>	<b>73,234</b>
Year 8	Commercial	-	-	1,529,664	2,370,872	28,474	8,963
	Industrial	-	-	4,689,356	23,437,831	205,328	64,636
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,219,019</b>	<b>25,808,703</b>	<b>233,802</b>	<b>73,600</b>
Year 9	Commercial	-	-	1,537,312	2,382,726	28,616	9,008
	Industrial	-	-	4,712,803	23,555,020	206,355	64,959
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,250,114</b>	<b>25,937,746</b>	<b>234,971</b>	<b>73,968</b>
Year 10	Commercial	-	-	1,544,999	2,394,640	28,759	9,053
	Industrial	-	-	4,736,367	23,672,795	207,387	65,284
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,281,365</b>	<b>26,067,435</b>	<b>236,146</b>	<b>74,338</b>
<b>10-Year Subtotal</b>		<b>\$ 17,180,081</b>	<b>\$ 71,241,840</b>			<b>\$ 2,281,792</b>	<b>\$ 718,296</b>
Year 11	Commercial	\$ -	\$ -	\$ 1,552,724	\$ 2,406,613	\$ 28,903	\$ 9,099
	Industrial	-	-	4,760,048	23,791,159	208,424	65,611
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,312,772</b>	<b>26,197,772</b>	<b>237,327</b>	<b>74,709</b>
Year 12	Commercial	-	-	1,560,487	2,418,646	29,048	9,144
	Industrial	-	-	4,783,849	23,910,115	209,466	65,939
<b>Total</b>		<b>-</b>	<b>-</b>	<b>6,344,336</b>	<b>26,328,761</b>	<b>238,514</b>	<b>75,083</b>

**APPENDIX 2  
CITY OF RENO  
ESTIMATED REAL PROPERTY TAX REVENUE**

<u>YEAR</u>	<u>USE TYPE</u>	<u>TAXABLE LAND VALUE</u>	<u>TAXABLE IMPROVE. VALUE</u>	<u>CUMULATIVE ASSESSED</u>		<u>CITY OF RENO REVENUE</u>	
				<u>LAND VALUE</u>	<u>IMPROVE. VALUE</u>	<u>GENERAL FUND</u>	<u>STREET FUND</u>
Year 13	Commercial	-	-	1,568,290	2,430,739	29,193	9,190
	Industrial	-	-	4,807,768	24,029,666	210,513	66,268
<b>Total</b>		-	-	<b>6,376,057</b>	<b>26,460,405</b>	<b>239,706</b>	<b>75,458</b>
Year 14	Commercial	-	-	1,576,131	2,442,893	29,339	9,236
	Industrial	-	-	4,831,807	24,149,814	211,566	66,600
<b>Total</b>		-	-	<b>6,407,938</b>	<b>26,592,707</b>	<b>240,905</b>	<b>75,835</b>
Year 15	Commercial	-	-	1,584,012	2,455,107	29,486	9,282
	Industrial	-	-	4,855,966	24,270,563	212,624	66,933
<b>Total</b>		-	-	<b>6,439,977</b>	<b>26,725,670</b>	<b>242,109</b>	<b>76,215</b>
Year 16	Commercial	-	-	1,591,932	2,467,383	29,633	9,328
	Industrial	-	-	4,880,246	24,391,916	213,687	67,267
<b>Total</b>		-	-	<b>6,472,177</b>	<b>26,859,299</b>	<b>243,320</b>	<b>76,596</b>
Year 17	Commercial	-	-	1,599,891	2,479,720	29,781	9,375
	Industrial	-	-	4,904,647	24,513,875	214,755	67,604
<b>Total</b>		-	-	<b>6,504,538</b>	<b>26,993,595</b>	<b>244,536</b>	<b>76,979</b>
Year 18	Commercial	-	-	1,607,891	2,492,118	29,930	9,422
	Industrial	-	-	4,929,170	24,636,445	215,829	67,942
<b>Total</b>		-	-	<b>6,537,061</b>	<b>27,128,563</b>	<b>245,759</b>	<b>77,364</b>
Year 19	Commercial	-	-	1,615,930	2,504,579	30,080	9,469
	Industrial	-	-	4,953,816	24,759,627	216,908	68,281
<b>Total</b>		-	-	<b>6,569,746</b>	<b>27,264,206</b>	<b>246,988</b>	<b>77,750</b>
Year 20	Commercial	-	-	1,624,010	2,517,102	30,230	9,516
	Industrial	-	-	4,978,585	24,883,425	217,993	68,623
<b>Total</b>		-	-	<b>6,602,595</b>	<b>27,400,527</b>	<b>248,223</b>	<b>78,139</b>
<b>20-YEAR TOTAL</b>		<b>\$ 17,180,081</b>	<b>\$ 71,241,840</b>			<b>\$ 4,709,179</b>	<b>\$ 1,482,424</b>

**APPENDIX 2, ASSUMPTIONS:**

1. Project taxable land and improvement values are estimated in Appendix 1.
2. Assessed land and improvement values are estimating by adjusting taxable values to 35%.
3. Cumulative assessed value is increased by **0.5%** per year. Source: City of Reno Fiscal Impact Analysis Guidelines, April 2019.
4. Operating tax rate is assumed to remain constant at FY 2019-20 amount per City of Reno Fiscal Impact Analysis Guidelines, April 2019.

	<b>General Fund</b>	<b>Street Fund</b>	<b>Total Rate</b>
City of Reno	\$ 0.7300	\$ 0.2298	\$ <b>0.9598</b>

**APPENDIX 3  
CITY OF RENO  
ESTIMATED GENERAL AND STREET FUND REVENUES**

YEAR	USE TYPE	GENERAL FUND					STREET FUND		
		PROPERTY TAX	CTAX	LICENSES	FEES & PERMITS	TOTAL	PROPERTY TAX	FEES & PERMITS	TOTAL
Year 1	Commercial	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Industrial	198,284	21,553	59,557	43,717	323,110	62,419	15,562	77,981
<b>Total</b>		<b>198,284</b>	<b>21,553</b>	<b>59,557</b>	<b>43,717</b>	<b>323,110</b>	<b>62,419</b>	<b>15,562</b>	<b>77,981</b>
Year 2	Commercial	27,634	1,052	2,936	5,190	36,813	8,699	767	9,466
	Industrial	199,275	21,553	60,152	44,154	325,134	62,731	15,718	78,448
<b>Total</b>		<b>226,909</b>	<b>22,605</b>	<b>63,089</b>	<b>49,343</b>	<b>361,947</b>	<b>71,430</b>	<b>16,485</b>	<b>87,915</b>
Year 3	Commercial	27,773	1,052	2,966	5,242	37,032	8,743	775	9,518
	Industrial	200,271	21,553	60,754	44,595	327,174	63,044	15,875	78,919
<b>Total</b>		<b>228,044</b>	<b>22,605</b>	<b>63,719</b>	<b>49,837</b>	<b>364,206</b>	<b>71,787</b>	<b>16,650</b>	<b>88,437</b>
Year 4	Commercial	27,911	1,052	2,995	5,294	37,253	8,786	783	9,569
	Industrial	201,273	21,553	61,361	45,041	329,228	63,360	16,034	79,393
<b>Total</b>		<b>229,184</b>	<b>22,605</b>	<b>64,357</b>	<b>50,335</b>	<b>366,482</b>	<b>72,146</b>	<b>16,816</b>	<b>88,962</b>
Year 5	Commercial	28,051	1,052	3,025	5,347	37,476	8,830	791	9,621
	Industrial	202,279	21,553	61,975	45,492	331,299	63,676	16,194	79,870
<b>Total</b>		<b>230,330</b>	<b>22,605</b>	<b>65,000</b>	<b>50,839</b>	<b>368,774</b>	<b>72,507</b>	<b>16,984</b>	<b>89,491</b>
Year 6	Commercial	28,191	1,052	3,056	5,401	37,700	8,874	798	9,673
	Industrial	203,290	21,553	62,595	45,946	333,385	63,995	16,356	80,351
<b>Total</b>		<b>231,482</b>	<b>22,605</b>	<b>65,650</b>	<b>51,347</b>	<b>371,084</b>	<b>72,869</b>	<b>17,154</b>	<b>90,023</b>
Year 7	Commercial	28,332	1,052	3,086	5,455	37,925	8,919	806	9,725
	Industrial	204,307	21,553	63,220	46,406	335,487	64,315	16,519	80,834
<b>Total</b>		<b>232,639</b>	<b>22,605</b>	<b>66,307</b>	<b>51,860</b>	<b>373,412</b>	<b>73,234</b>	<b>17,326</b>	<b>90,559</b>
Year 8	Commercial	28,474	1,052	3,117	5,509	38,152	8,963	814	9,778
	Industrial	205,328	21,553	63,853	46,870	337,604	64,636	16,685	81,321
<b>Total</b>		<b>233,802</b>	<b>22,605</b>	<b>66,970</b>	<b>52,379</b>	<b>375,757</b>	<b>73,600</b>	<b>17,499</b>	<b>91,099</b>
Year 9	Commercial	28,616	1,052	3,148	5,564	38,381	9,008	823	9,831
	Industrial	206,355	21,553	64,491	47,339	339,738	64,959	16,851	81,811
<b>Total</b>		<b>234,971</b>	<b>22,605</b>	<b>67,639</b>	<b>52,903</b>	<b>378,119</b>	<b>73,968</b>	<b>17,674</b>	<b>91,642</b>
Year 10	Commercial	28,759	1,052	3,180	5,620	38,611	9,053	831	9,884
	Industrial	207,387	21,553	65,136	47,812	341,888	65,284	17,020	82,304
<b>Total</b>		<b>236,146</b>	<b>22,605</b>	<b>68,316</b>	<b>53,432</b>	<b>380,499</b>	<b>74,338</b>	<b>17,851</b>	<b>92,188</b>
<b>10-Year Subtotal</b>		<b>\$ 2,281,792</b>	<b>\$ 225,003</b>	<b>\$ 650,603</b>	<b>\$ 505,992</b>	<b>\$ 3,663,390</b>	<b>\$ 718,296</b>	<b>\$ 170,001</b>	<b>\$ 888,297</b>
Year 11	Commercial	\$ 28,903	\$ 1,052	\$ 3,212	\$ 5,676	\$ 38,843	\$ 9,099	\$ 839	\$ 9,938
	Industrial	208,424	21,553	65,787	48,290	344,055	65,611	17,190	82,801
<b>Total</b>		<b>237,327</b>	<b>22,605</b>	<b>68,999</b>	<b>53,966</b>	<b>382,898</b>	<b>74,709</b>	<b>18,029</b>	<b>92,738</b>
Year 12	Commercial	29,048	1,052	3,244	5,733	39,076	9,144	848	9,992
	Industrial	209,466	21,553	66,445	48,773	346,238	65,939	17,362	83,301
<b>Total</b>		<b>238,514</b>	<b>22,605</b>	<b>69,689</b>	<b>54,506</b>	<b>385,314</b>	<b>75,083</b>	<b>18,210</b>	<b>93,292</b>

**APPENDIX 3  
CITY OF RENO  
ESTIMATED GENERAL AND STREET FUND REVENUES**

YEAR	USE TYPE	GENERAL FUND					STREET FUND		
		PROPERTY TAX	CTAX	LICENSES	FEES & PERMITS	TOTAL	PROPERTY TAX	FEES & PERMITS	TOTAL
Year 13	Commercial	29,193	1,052	3,276	5,790	39,311	9,190	856	10,046
	Industrial	210,513	21,553	67,110	49,261	348,437	66,268	17,536	83,804
<b>Total</b>		<b>239,706</b>	<b>22,605</b>	<b>70,386</b>	<b>55,051</b>	<b>387,748</b>	<b>75,458</b>	<b>18,392</b>	<b>93,850</b>
Year 14	Commercial	29,339	1,052	3,309	5,848	39,548	9,236	865	10,100
	Industrial	211,566	21,553	67,781	49,753	350,654	66,600	17,711	84,311
<b>Total</b>		<b>240,905</b>	<b>22,605</b>	<b>71,090</b>	<b>55,601</b>	<b>390,201</b>	<b>75,835</b>	<b>18,576</b>	<b>94,411</b>
Year 15	Commercial	29,486	1,052	3,342	5,906	39,786	9,282	873	10,155
	Industrial	212,624	21,553	68,459	50,251	352,887	66,933	17,888	84,821
<b>Total</b>		<b>242,109</b>	<b>22,605</b>	<b>71,801</b>	<b>56,157</b>	<b>392,673</b>	<b>76,215</b>	<b>18,761</b>	<b>94,976</b>
Year 16	Commercial	29,633	1,052	3,375	5,966	40,026	9,328	882	10,210
	Industrial	213,687	21,553	69,143	50,754	355,137	67,267	18,067	85,334
<b>Total</b>		<b>243,320</b>	<b>22,605</b>	<b>72,519</b>	<b>56,719</b>	<b>395,163</b>	<b>76,596</b>	<b>18,949</b>	<b>95,545</b>
Year 17	Commercial	29,781	1,052	3,409	6,025	40,268	9,375	891	10,266
	Industrial	214,755	21,553	69,835	51,261	357,404	67,604	18,248	85,851
<b>Total</b>		<b>244,536</b>	<b>22,605</b>	<b>73,244</b>	<b>57,286</b>	<b>397,672</b>	<b>76,979</b>	<b>19,138</b>	<b>96,117</b>
Year 18	Commercial	29,930	1,052	3,443	6,085	40,511	9,422	900	10,322
	Industrial	215,829	21,553	70,533	51,774	359,689	67,942	18,430	86,372
<b>Total</b>		<b>245,759</b>	<b>22,605</b>	<b>73,976</b>	<b>57,859</b>	<b>400,200</b>	<b>77,364</b>	<b>19,330</b>	<b>96,693</b>
Year 19	Commercial	30,080	1,052	3,478	6,146	40,756	9,469	909	10,378
	Industrial	216,908	21,553	71,238	52,291	361,991	68,281	18,614	86,896
<b>Total</b>		<b>246,988</b>	<b>22,605</b>	<b>74,716</b>	<b>58,438</b>	<b>402,747</b>	<b>77,750</b>	<b>19,523</b>	<b>97,274</b>
Year 20	Commercial	30,230	1,052	3,512	6,208	41,002	9,516	918	10,434
	Industrial	217,993	21,553	71,951	52,814	364,311	68,623	18,801	87,423
<b>Total</b>		<b>248,223</b>	<b>22,605</b>	<b>75,463</b>	<b>59,022</b>	<b>405,313</b>	<b>78,139</b>	<b>19,718</b>	<b>97,857</b>
<b>20-YEAR TOTAL</b>		<b>\$ 4,709,179</b>	<b>\$ 451,058</b>	<b>\$ 1,372,485</b>	<b>\$ 1,070,598</b>	<b>\$ 7,603,319</b>	<b>\$ 1,482,424</b>	<b>\$ 358,627</b>	<b>\$ 1,841,050</b>

**APPENDIX 3, ASSUMPTIONS:**

- See Appendix 2 for property tax revenue.
- Other General and Streets Fund revenues are estimated using the following factors applied to project buildout measurements shown in Appendix 1.

	General Fund	Commercial	Industrial	
Consolidated (CTax)	\$ 21.92	\$ 21.92		per employee
Business/Liquor License	\$ 59.97	\$ 59.97		per employee
Fees, Permits, Charges	\$ 105.99	\$ 44.02		per employee
<b>Street Fund</b>				
Fees, Licenses, Permits	\$ 15.67	\$ 15.67		per employee

Source: City of Reno Fiscal Impact Analysis Guidelines, April 2019.

Business/liquor license, fees, permits, charges for services, and miscellaneous revenues are inflated by **1%** per year.

**APPENDIX 4  
CITY OF RENO  
ESTIMATED GENERAL AND STREET FUND EXPENDITURES**

YEAR	USE TYPE	GENERAL FUND					STREET FUND		
		GENERAL GOVERN.	POLICE	FIRE	PARKS	TOTAL	MAJOR MAINT.	REGULAR MAINT.	TOTAL
Year 1	Commercial	\$ -	\$ -	\$ -	\$ -	\$ -			
	Industrial	33,378	132,100	54,538	9,196	229,213			
<b>Total</b>		<b>33,378</b>	<b>132,100</b>	<b>54,538</b>	<b>9,196</b>	<b>229,213</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Year 2	Commercial	1,646	14,042	2,756	453	18,897			
	Industrial	33,712	138,705	56,447	9,288	238,152			
<b>Total</b>		<b>35,358</b>	<b>152,748</b>	<b>59,202</b>	<b>9,742</b>	<b>257,049</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Year 3	Commercial	1,662	14,744	2,852	458	19,717			
	Industrial	34,049	145,641	58,422	9,381	247,493			
<b>Total</b>		<b>35,711</b>	<b>160,385</b>	<b>61,274</b>	<b>9,839</b>	<b>267,210</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Year 4	Commercial	1,679	15,482	2,952	463	20,575			
	Industrial	34,390	152,923	60,467	9,475	257,254			
<b>Total</b>		<b>36,068</b>	<b>168,404</b>	<b>63,419</b>	<b>9,937</b>	<b>277,829</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Year 5	Commercial	1,696	16,256	3,055	467	21,474			
	Industrial	34,734	160,569	62,583	9,570	267,455			
<b>Total</b>		<b>36,429</b>	<b>176,824</b>	<b>65,639</b>	<b>10,037</b>	<b>288,929</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Year 6	Commercial	1,713	17,069	3,162	472	22,415			
	Industrial	35,081	168,597	64,774	9,665	278,117			
<b>Total</b>		<b>36,793</b>	<b>185,666</b>	<b>67,936</b>	<b>10,137</b>	<b>300,532</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Year 7	Commercial	1,730	17,922	3,273	477	23,401			
	Industrial	35,432	177,027	67,041	9,762	289,262			
<b>Total</b>		<b>37,161</b>	<b>194,949</b>	<b>70,314</b>	<b>10,238</b>	<b>312,662</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Year 8	Commercial	1,747	18,818	3,387	481	24,434			
	Industrial	35,786	185,878	69,387	9,860	300,911			
<b>Total</b>		<b>37,533</b>	<b>204,696</b>	<b>72,775</b>	<b>10,341</b>	<b>325,345</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Year 9	Commercial	1,764	19,759	3,506	486	25,515			
	Industrial	36,144	195,172	71,816	9,958	313,090			
<b>Total</b>		<b>37,908</b>	<b>214,931</b>	<b>75,322</b>	<b>10,444</b>	<b>338,605</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Year 10	Commercial	1,782	20,747	3,629	491	26,648			
	Industrial	36,505	204,931	74,330	10,058	325,823			
<b>Total</b>		<b>38,287</b>	<b>225,678</b>	<b>77,958</b>	<b>10,549</b>	<b>352,472</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>10-Year Subtotal</b>		<b>\$ 364,628</b>	<b>\$ 1,816,381</b>	<b>\$ 668,376</b>	<b>\$ 100,460</b>	<b>\$ 2,949,845</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Year 11	Commercial	\$ 1,800	\$ 21,784	\$ 3,756	\$ 496	\$ 27,836			
	Industrial	36,870	215,177	76,931	10,158	339,137			
<b>Total</b>		<b>38,670</b>	<b>236,962</b>	<b>80,687</b>	<b>10,654</b>	<b>366,973</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Year 12	Commercial	1,818	22,873	3,887	501	29,079			
	Industrial	37,239	225,936	79,624	10,260	353,059			
<b>Total</b>		<b>39,057</b>	<b>248,810</b>	<b>83,511</b>	<b>10,761</b>	<b>382,138</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**APPENDIX 4  
CITY OF RENO  
ESTIMATED GENERAL AND STREET FUND EXPENDITURES**

YEAR	USE TYPE	GENERAL FUND					STREET FUND		
		GENERAL GOVERN.	POLICE	FIRE	PARKS	TOTAL	MAJOR MAINT.	REGULAR MAINT.	TOTAL
Year 13	Commercial	1,836	24,017	4,023	506	30,382			
	Industrial	37,611	237,233	82,410	10,362	367,617			
<b>Total</b>		<b>39,448</b>	<b>261,250</b>	<b>86,433</b>	<b>10,868</b>	<b>397,999</b>	\$ -	\$ -	\$ -
Year 14	Commercial	1,854	25,218	4,164	511	31,747			
	Industrial	37,988	249,095	85,295	10,466	382,843			
<b>Total</b>		<b>39,842</b>	<b>274,313</b>	<b>89,459</b>	<b>10,977</b>	<b>414,590</b>	\$ -	\$ -	\$ -
Year 15	Commercial	1,873	26,479	4,310	516	33,177			
	Industrial	38,367	261,549	88,280	10,571	398,768			
<b>Total</b>		<b>40,240</b>	<b>288,028</b>	<b>92,590</b>	<b>11,087</b>	<b>431,945</b>	\$ -	\$ -	\$ -
Year 16	Commercial	1,892	27,803	4,460	521	34,676			
	Industrial	38,751	274,627	91,370	10,676	415,424			
<b>Total</b>		<b>40,643</b>	<b>302,430</b>	<b>95,830</b>	<b>11,198</b>	<b>450,101</b>	\$ -	\$ -	\$ -
Year 17	Commercial	1,911	29,193	4,616	526	36,246			
	Industrial	39,139	288,358	94,568	10,783	432,848			
<b>Total</b>		<b>41,049</b>	<b>317,551</b>	<b>99,184</b>	<b>11,310</b>	<b>469,094</b>	\$ -	\$ -	\$ -
Year 18	Commercial	1,930	30,653	4,778	532	37,892			
	Industrial	39,530	302,776	97,878	10,891	451,075			
<b>Total</b>		<b>41,460</b>	<b>333,429</b>	<b>102,656</b>	<b>11,423</b>	<b>488,967</b>	\$ -	\$ -	\$ -
Year 19	Commercial	1,949	32,185	4,945	537	39,617			
	Industrial	39,925	317,915	101,303	11,000	470,144			
<b>Total</b>		<b>41,874</b>	<b>350,100</b>	<b>106,249</b>	<b>11,537</b>	<b>509,760</b>	\$ -	\$ -	\$ -
Year 20	Commercial	1,969	33,795	5,118	542	41,424			
	Industrial	40,325	333,811	104,849	11,110	490,094			
<b>Total</b>		<b>42,293</b>	<b>367,605</b>	<b>109,967</b>	<b>11,652</b>	<b>531,518</b>	\$ -	\$ -	\$ -
<b>20-YEAR TOTAL</b>		<b>\$ 769,205</b>	<b>\$ 4,796,859</b>	<b>\$ 1,614,941</b>	<b>\$ 211,926</b>	<b>\$ 7,392,931</b>	\$ -	\$ -	\$ -

**APPENDIX 4, ASSUMPTIONS:**

1. General & Streets Fund expenditures are estimated using the following factors applied to the project buildout measurements shown in Appendix 1.

	General Fund	Commercial	Industrial		Inflation Factor
General Government	\$ 33.61	\$ 33.61		per employee	1.0%
Police	\$ 265.35	\$ 127.95		per employee	5.0%
Fire (North)	\$ 53.59	\$ 53.59		per employee	3.5%
Parks (City)	\$ 9.26	\$ 9.26		per employee	1.0%

Source: City of Reno Fiscal Impact Analysis Guidelines, April 2019.

The project is estimated to add no public streets to the City for maintenance.

**APPENDIX 5  
CITY OF RENO  
COMPARISON OF ESTIMATED GENERAL AND STREET FUND REVENUES AND EXPENDITURES**

YEAR	USE TYPE	GENERAL FUND			STREET FUND		
		EST. REVENUE	EST. COSTS	SURPLUS/ (DEFICIT)	EST. REVENUE	EST. COSTS	SURPLUS/ (DEFICIT)
Year 1	Commercial	\$ -	\$ -	\$ -	\$ -		
	Industrial	323,110	229,213	93,897	77,981		
<b>Total</b>		<b>323,110</b>	<b>229,213</b>	<b>93,897</b>	<b>77,981</b>	\$ -	\$ 77,981
Year 2	Commercial	36,813	18,897	17,916	9,466		
	Industrial	325,134	238,152	86,982	78,448		
<b>Total</b>		<b>361,947</b>	<b>257,049</b>	<b>104,898</b>	<b>87,915</b>	\$ -	\$ 87,915
Year 3	Commercial	37,032	19,717	17,316	9,518		
	Industrial	327,174	247,493	79,681	78,919		
<b>Total</b>		<b>364,206</b>	<b>267,210</b>	<b>96,996</b>	<b>88,437</b>	\$ -	\$ 88,437
Year 4	Commercial	37,253	20,575	16,678	9,569		
	Industrial	329,228	257,254	71,974	79,393		
<b>Total</b>		<b>366,482</b>	<b>277,829</b>	<b>88,653</b>	<b>88,962</b>	\$ -	\$ 88,962
Year 5	Commercial	37,476	21,474	16,002	9,621		
	Industrial	331,299	267,455	63,844	79,870		
<b>Total</b>		<b>368,774</b>	<b>288,929</b>	<b>79,846</b>	<b>89,491</b>	\$ -	\$ 89,491
Year 6	Commercial	37,700	22,415	15,285	9,673		
	Industrial	333,385	278,117	55,268	80,351		
<b>Total</b>		<b>371,084</b>	<b>300,532</b>	<b>70,552</b>	<b>90,023</b>	\$ -	\$ 90,023
Year 7	Commercial	37,925	23,401	14,524	9,725		
	Industrial	335,487	289,262	46,225	80,834		
<b>Total</b>		<b>373,412</b>	<b>312,662</b>	<b>60,749</b>	<b>90,559</b>	\$ -	\$ 90,559
Year 8	Commercial	38,152	24,434	13,719	9,778		
	Industrial	337,604	300,911	36,693	81,321		
<b>Total</b>		<b>375,757</b>	<b>325,345</b>	<b>50,412</b>	<b>91,099</b>	\$ -	\$ 91,099
Year 9	Commercial	38,381	25,515	12,866	9,831		
	Industrial	339,738	313,090	26,648	81,811		
<b>Total</b>		<b>378,119</b>	<b>338,605</b>	<b>39,514</b>	<b>91,642</b>	\$ -	\$ 91,642
Year 10	Commercial	38,611	26,648	11,963	9,884		
	Industrial	341,888	325,823	16,065	82,304		
<b>Total</b>		<b>380,499</b>	<b>352,472</b>	<b>28,028</b>	<b>92,188</b>	\$ -	\$ 92,188
<b>10-Year Subtotal</b>		<b>\$ 3,663,390</b>	<b>\$ 2,949,845</b>	<b>\$ 713,545</b>	<b>\$ 888,297</b>	\$ -	\$ 888,297
Year 11	Commercial	\$ 38,843	\$ 27,836	\$ 11,007	\$ 9,938		
	Industrial	344,055	339,137	4,918	82,801		
<b>Total</b>		<b>382,898</b>	<b>366,973</b>	<b>15,925</b>	<b>92,738</b>	\$ -	\$ 92,738
Year 12	Commercial	39,076	29,079	9,997	9,992		
	Industrial	346,238	353,059	(6,821)	83,301		
<b>Total</b>		<b>385,314</b>	<b>382,138</b>	<b>3,176</b>	<b>93,292</b>	\$ -	\$ 93,292

**APPENDIX 5  
CITY OF RENO  
COMPARISON OF ESTIMATED GENERAL AND STREET FUND REVENUES AND EXPENDITURES**

<u>YEAR</u>	<u>USE TYPE</u>	<u>GENERAL FUND</u>			<u>STREET FUND</u>		
		<u>EST. REVENUE</u>	<u>EST. COSTS</u>	<u>SURPLUS/ (DEFICIT)</u>	<u>EST. REVENUE</u>	<u>EST. COSTS</u>	<u>SURPLUS/ (DEFICIT)</u>
Year 13	Commercial	39,311	30,382	8,929	10,046		
	Industrial	348,437	367,617	(19,180)	83,804		
<b>Total</b>		<b>387,748</b>	<b>397,999</b>	<b>(10,251)</b>	<b>93,850</b>	<b>\$ -</b>	<b>\$ 93,850</b>
Year 14	Commercial	39,548	31,747	7,801	10,100		
	Industrial	350,654	382,843	(32,190)	84,311		
<b>Total</b>		<b>390,201</b>	<b>414,590</b>	<b>(24,389)</b>	<b>94,411</b>	<b>\$ -</b>	<b>\$ 94,411</b>
Year 15	Commercial	39,786	33,177	6,609	10,155		
	Industrial	352,887	398,768	(45,881)	84,821		
<b>Total</b>		<b>392,673</b>	<b>431,945</b>	<b>(39,272)</b>	<b>94,976</b>	<b>\$ -</b>	<b>\$ 94,976</b>
Year 16	Commercial	40,026	34,676	5,350	10,210		
	Industrial	355,137	415,424	(60,288)	85,334		
<b>Total</b>		<b>395,163</b>	<b>450,101</b>	<b>(54,938)</b>	<b>95,545</b>	<b>\$ -</b>	<b>\$ 95,545</b>
Year 17	Commercial	40,268	36,246	4,021	10,266		
	Industrial	357,404	432,848	(75,444)	85,851		
<b>Total</b>		<b>397,672</b>	<b>469,094</b>	<b>(71,423)</b>	<b>96,117</b>	<b>\$ -</b>	<b>\$ 96,117</b>
Year 18	Commercial	40,511	37,892	2,619	10,322		
	Industrial	359,689	451,075	(91,386)	86,372		
<b>Total</b>		<b>400,200</b>	<b>488,967</b>	<b>(88,767)</b>	<b>96,693</b>	<b>\$ -</b>	<b>\$ 96,693</b>
Year 19	Commercial	40,756	39,617	1,139	10,378		
	Industrial	361,991	470,144	(108,152)	86,896		
<b>Total</b>		<b>402,747</b>	<b>509,760</b>	<b>(107,013)</b>	<b>97,274</b>	<b>\$ -</b>	<b>\$ 97,274</b>
Year 20	Commercial	41,002	41,424	(421)	10,434		
	Industrial	364,311	490,094	(125,783)	87,423		
<b>Total</b>		<b>405,313</b>	<b>531,518</b>	<b>(126,205)</b>	<b>97,857</b>	<b>\$ -</b>	<b>\$ 97,857</b>
<b>20-YEAR TOTAL</b>		<b>\$ 7,603,319</b>	<b>\$ 7,392,931</b>	<b>\$ 210,388</b>	<b>\$ 1,841,050</b>	<b>\$ -</b>	<b>\$ 1,841,050</b>

**APPENDIX 5, ASSUMPTIONS:**

1. See Appendices 2 and 3 for estimated revenues and Appendix 4 for estimated costs.



December 18, 2023

Robert Lissner  
Lifestyle Homes TND  
4790 Caughlin Parkway PMB 519  
Reno, NV 89519

## **Existing Traffic Volumes & Level of Service – White Lake Parkway**

Dear Mr. Lissner,

This letter provides traffic data information and an estimation of roadway segment level of service on White Lake Parkway in the vicinity of Crystal Canyon Boulevard. This information is provided in support of the proposed industrial and commercial land uses on APN 087-382-02 and APN 087-010-41 located along White Lake Parkway.

### Existing Traffic Volumes on White Lake Parkway

The NDOT TRINA on-line traffic volume information database indicates the most recent traffic count on White Lake Parkway (just north of US 395) identified 7,230 vehicles per day on an annual average daily traffic (AADT) basis. Traffic volumes on White Lake Parkway have been stable over the last four years as shown on **Exhibit 1**. With this data, it is conservatively estimated that the current traffic volumes on White Lake Parkway in the vicinity of Crystal Canyon Boulevard are:

- ▶ South of Crystal Canyon Blvd – 7,300 vehicles per day
- ▶ North of Crystal Canyon Blvd – less than 7,300 vehicles per day

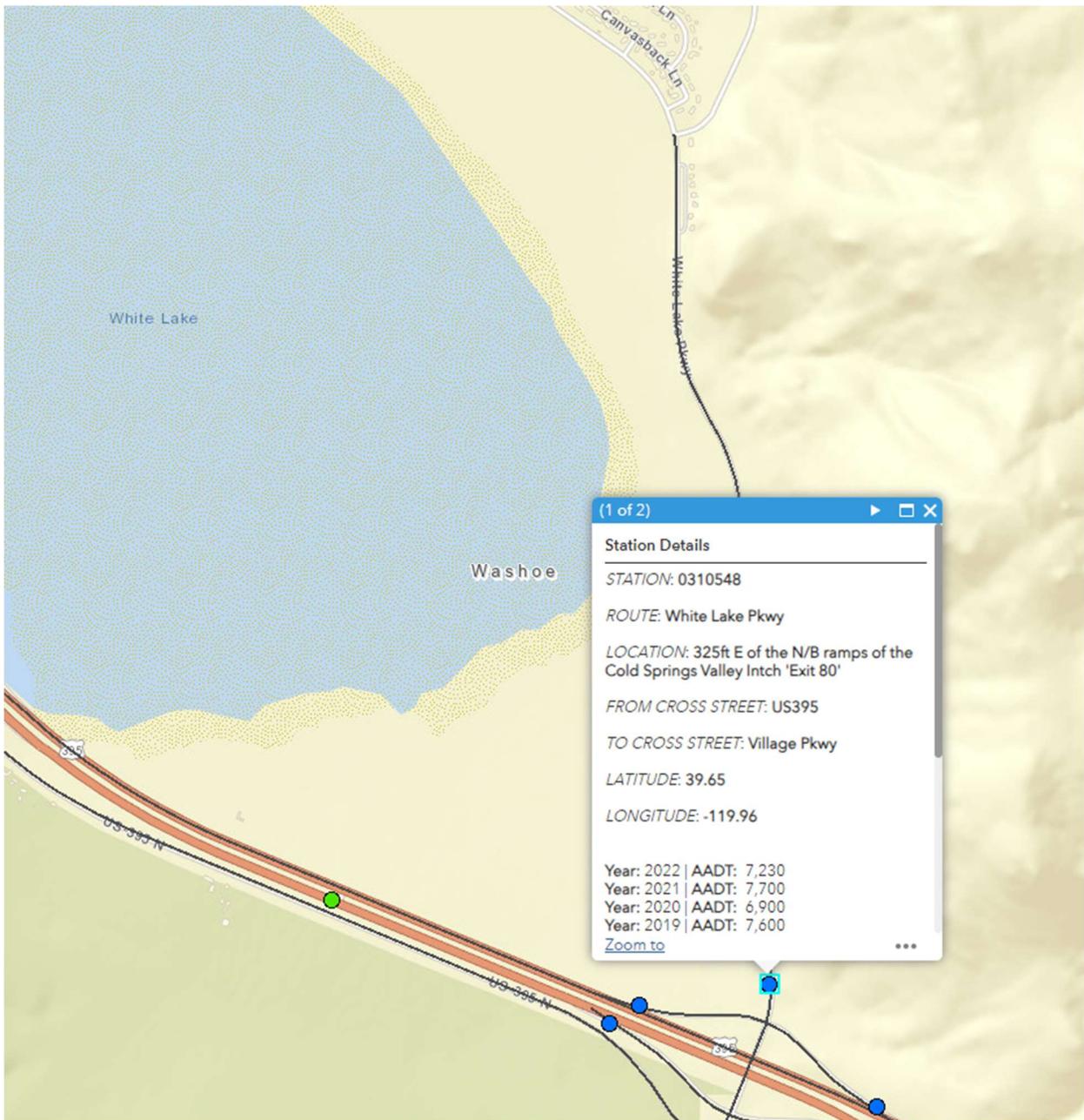


Exhibit 1 – NDOT Traffic Volume Data



Level of Service

Level of service for roadway segments was analyzed using the Generalized Daily Service Volumes for Urban Street Facilities (Exhibit 16-16) of the *Highway Capacity Manual, 7<sup>th</sup> Edition*. Using this methodology, level of service is determined by comparing average daily traffic volumes to the LOS threshold values shown in **Table 1**. The level of service table is based on number of lanes and roadway speed and character.

Note that the values listed under Posted Speed = 45 mi/hr are appropriate for White Lake Parkway since the signal spacing assumptions (1,500 feet) and access spacing assumptions (10 access points per mile) best represent a rural arterial roadway similar in character.

**Table 1. Level of Service Thresholds for Roadway Segments**

Facility Type # of Lanes	Maximum Service Flow Rate (Daily for Given Service Level)				
	LOS A	LOS B	LOS C	LOS D	LOS E
<b>Posted Speed = 45 mi/hr</b>					
2	N/A	N/A	7,700	15,900	18,300
4	N/A	N/A	16,500	33,600	36,800
6	N/A	N/A	25,400	51,700	55,300

General assumptions: K-Factor – 0.9, D-Factor – 0.55, Peak Hour Factor – 0.92, Base Saturation Flow Rate – 1,900 pc/h/ln

With two travel lanes (one each direction) and an estimated existing daily traffic volume of 7,300 vehicles per day (less to the north of Crystal Canyon Boulevard), the White Lake Parkway roadway both north and south of Crystal Canyon Boulevard is estimated to currently operate at LOS C.

Level of Service Policy

The 2050 Regional Transportation Plan (RTP) establishes level of service criteria for regional roadway facilities in the City of Reno, City of Sparks, and Washoe County. The current level of service policy is:

- “All regional roadway facilities projected to carry less than 27,000 ADT at the latest RTP horizon – LOS D or better.”
- “All regional roadway facilities projected to carry 27,000 or more ADT at the latest RTP horizon – LOS E or better.”
- “All intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridors”.

Based on the above policy, exceedance of LOS “D” is the policy operational threshold for the White Lake Parkway.



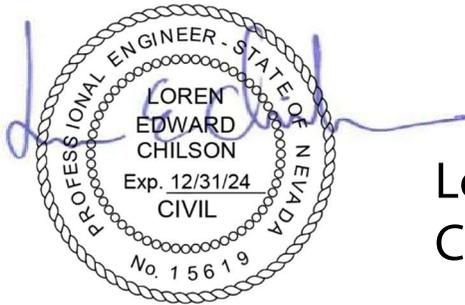
## Conclusions

White Lake Parkway currently carries an estimated 7,300 vehicles per day in the highest volume location on the roadway (just north of US 395), and less volume north of Crystal Canyon Boulevard.

White Lake Parkway functions at LOS C on a daily basis, which is in conformance with the regional level of service policy.

There is substantial remaining available capacity on White Lake Parkway with the roadway having the ability to carry on the order of 15,900 ADT within LOS D.

Sincerely,  
Headway Transportation, LLC



Digitally signed  
by Loren E  
Chilson  
Date:  
2023.12.18  
13:32:51 -08'00'

**Loren E  
Chilson**

Loren E. Chilson, PE  
Principal





## INITIAL REVIEW MEMORANDUM

TO: Grace Whited, City of Reno

FROM: Nate Kusha, TMRPA

DATE: October 27, 2022

SUBJECT: **TMRPA initial review of the City of Reno case LDC23-00020 (White Lake Parkway)**

---

This memorandum provides the Truckee Meadows Regional Planning Agency's (TMRPA) initial review comments regarding the subject case (LDC23-00020), as stated in the 2019 Truckee Meadows Regional Plan (Policy RC 5).

The following constitutes an initial review based on the limited information available at the time of this memorandum. TMRPA recognizes that the proposal may change through the jurisdictional review of the case. Should the case be approved through the City of Reno, the proposal will need to be formally submitted to TMRPA for a review of conformance with the 2019 Truckee Meadows Regional Plan in its entirety.

The request, as described in the materials provided by the City of Reno, is the following:

A request has been made for: 1) a **Master Plan amendment from ±155.03 acres of Single-Family Neighborhood (SF), ±29.55 acres of Suburban Mixed-Use (SMU), and ±24.99 acres of Parks, Greenways, and Open Space (PGOS) to ±24.99 acres of PGOS, and ±184.58 acres of Industrial (I)**, and; 2) a zoning map amendment from ±124.32 acres of Single-Family Residential – 3 units per acre (SF- 3), ±29.55 acres of Neighborhood Commercial (NC), ±24.99 acres of PGOS, and ±30.71 acres of Industrial Commercial (IC) to ±24.99 acres of PGOS, and ±184.58 acres of IC. The ±209.57 acre site consists of three parcels, and is located on the southwest side of White Lake Parkway northeast of White Lake.

[TMRPA notes: **bolded text** identifies the portion of the request that is subject to review under the Regional Plan]

### **Potential conformance issues**

TMRPA has not identified any potential conformance issues at this time.

As part of the City of Reno review process, please address the 2019 Truckee Meadows Regional Plan Policy *PF 1 – List of Facilities and Service Standards*. Documentation of how the denoted public facilities and services (water, wastewater, flood control and stormwater, transportation and school) are provided at

the adequate service standard indicated in Table 3.2 is required for master plan amendments and projects of regional significance.

**Regional Plan policies for consideration in the analysis**

RF 3 – Density Requirements and Nonresidential Standards

RF 11 – Compatibility Factors

PF 1 – List of Facilities and Service Standards

NR 3 – Development Constraints Area

RC 9 – Conformance Review Findings

**Data and information related to Regional Plan implementation**

Regional Land Designation: Tier 2

Development Constraint Areas (DCA): DCA Playa on the southernmost parcel (APN:087-010-41)

**Request for comment from other local government and/or affected entities**

TMRPA staff asks that the Western Regional Water Commission be conferred with regarding the appropriateness/risks of industrial vs. residential type uses near water bodies (i.e. White Lake)

**Other information for review**

None at this time

**TMRPA Staff Notes**

TMRPA supports the creation of more commercial services to support residents of the North Valleys. TMRPA encourages the applicant to consider retention of the existing Neighborhood Commercial (NC) land use designation and only request the Single Family to Industrial change. The reasoning for this is that, while the Industrial land use with underlying Industrial Commercial zoning does allow for commercial development, it also allows for industrial uses while the Neighborhood Commercial ensures commercial development. The retention of the NC land use ensures some amount of commercial development on the subject properties.

Please do not hesitate to contact TMRPA staff at 775-321-8385 if you have any questions or comments on this initial review memorandum. For more information, you can access the [2019 Truckee Meadows Regional Plan](#) and the [Regional Data Viewer](#) at [www.tmrpa.org](http://www.tmrpa.org).

## White Lake Specific Plan

Michael Mischel <MischelM@reno.gov>

Tue 2/20/2024 1:47 PM

To: Grace Mackedon <MackedonG@reno.gov>

Hi Grace

You asked me to take another look at the White Lake Specific Plan the other day. Here are my thoughts:

- The handbook is silent as to drainage or sanitary sewer; therefore, RMC will control.
- Perhaps a dimensioned cross section of White Lake Parkway that includes right of way, landscape areas, public use easements is in order.
- The following are more a question than anything else:
  - Who maintains the trail along the playa?
  - Will there be parking/trailhead for the trail and who will maintain this?

Let me know if we need to discuss. Thanks.



Grace Mackedon <mackedong@reno.gov>

**LDC23-00020**

1 message

**Michael Mischel** <mischelm@reno.gov>  
To: Grace Mackedon <whitedg@reno.gov>

Mon, Nov 21, 2022 at 12:51 PM

Hi Grace

I see the staff report is due on this soon. I don't have any narrative to add other than infrastructure and drainage requirements will be evaluated when a specific development application is submitted. Thanks.

--



**Michael J. Mischel, P.E.**  
Engineering Manager  
Development Services  
775-326-6607 (o) or 775-276-2745 (c)  
[mischelm@reno.gov](mailto:mischelm@reno.gov)  
1 E. First St., Reno, NV 89501

[Reno.Gov](#) | Connect with us:     

# LDC23-00020

Menu Save Calculate Hours Cancel Help

**Task**  
Fire Review  
**Due Date**  
10/27/2022  
**Assigned Date**  
10/13/2022  
**Assigned to Department**  
Fire

**Assigned to**  
John Beck

**Status \***  
Completed

**Action by Department \*** [Current Department](#)

Fire

**Action By \*** [Current User](#)

John Beck

**Status Date \***  
10/14/2022

**Comments** [Standard Comment](#)

Nothing in the International Fire Code as amended and adopted by the City of Reno would preclude this project as presented. All future development shall comply with the requirements as set forth in the edition of the International Fire Code, as amended and adopted by the City of Reno, in force at the time of development. Such compliance shall include, but shall not be limited to, fire department access, fire sprinkler systems, fire alarm systems, emergency responder radio coverage system and fire hydrant placement. During construction, temporary fire apparatus access roads shall be provided. Temporary access roads shall be constructed following all the provisions of permanent fire department access roads, except that the surface is required to be an engineered compacted base material, which may or may not include paving. The road base shall support fire trucks, be resistant to wear from travel and weather, and shall be maintained as a drivable surface. During and throughout the construction process, work on a construction project may be prohibited by the Fire Department for failure to service and maintain fire apparatus access roads.

[check spelling](#)

**Estimated Hours**  
0.0

Task Specific Information

**Phone Number**  
 (Text)

**RE: LDC23-00020 (White Lake Parkway)**

John Beck &lt;BeckJ@reno.gov&gt;

Thu 2/15/2024 2:26 PM

To: Grace Mackedon &lt;MackedonG@reno.gov&gt;

Hi Grace,

Auto aid applies for structure fires only, which means that Truckee Meadows Fire Protection will automatically dispatch into areas where the agreement applies.

Medical calls fall under 'mutual aid,' which means that Reno Fire will always dispatch to the address, regardless of distance from the location, even if Truckee Meadows Fire is much closer. Truckee Meadows would only be called to a medical if Reno Fire specifically called them, and I've been told that we traditionally do not call Truckee Meadows Fire for medical calls, regardless of our response time.

Distance to the general E. White Lake area:

RFD Station 9 (nearest Reno Fire station): 13 minute response

RFD Station 10 (next nearest Reno Fire station): 14 minute response time

\*Please note that ALL single family residences (SFR) must be fire sprinklered, regardless of square footage, based on the response time from nearest Reno fire station exceeding 6 minute response time.

Please let me know if you need anything further and I will do my best.

Respectfully,

John Beck

Captain, Reno Fire Dept.

---

**From:** Grace Mackedon <MackedonG@reno.gov>

**Sent:** Tuesday, February 13, 2024 12:57 PM

**To:** John Beck <BeckJ@reno.gov>

**Subject:** LDC23-00020 (White Lake Parkway)

Hi John,

The above referenced case has been on hold for awhile, but it is finally coming back forward. This project is in Cold Springs next to white lake, and the closest fire station is Truckee Meadows listed as mutual aid. I wanted to get some more information on this and see if the distance from a Reno fire station is a concern, and who would serve this site. Any information you can provide is appreciated!



**WASHOE COUNTY**  
**COMMUNITY SERVICES DEPARTMENT**  
**Planning and Building Division**

1001 EAST 9<sup>TH</sup> STREET  
RENO, NEVADA 89512  
PHONE (775) 328-6100  
FAX (775) 328-6133

November 4, 2022

To: Grace Mackedon, Associate Planner, City of Reno

From: Kelly Mullin, AICP, Planning and Building Division Director *KM*  
[kmullin@washoecounty.gov](mailto:kmullin@washoecounty.gov), 775-328-3619

Subject: LDC23-00020, White Lake Parkway Master Plan and Zoning Map Amendments

Dear Ms. Mackedon,

Washoe County has reviewed the application materials for Case No. LDC23-00020 (White Lake Parkway Master Plan and Zoning Map Amendments) and recommends that buffering and improved compatibility be provided between existing and proposed uses along White Lake Parkway. This could potentially be accomplished with the addition of a 50-foot-wide strip of Parks, Greenways, and Open Space (PGOS) zoning along the west side of White Lake Parkway.

The proposed changes are adjacent to large areas of single-family dwellings. There is also one small area of historic industrial zoning and two isolated areas of commercial zoning. The Washoe County Master Plan, Land Use and Transportation Element (LUTE, Table 3, page 56) shows that there is a “Low” compatibility rating between the proposed Industrial zoning in the City and the existing Medium Density Suburban (MDS) zoning in the County. MDS zoning allows for three dwellings to the acre and is essentially identical to the existing City zoning throughout the majority of the subject site. The majority of the existing City zoning has a “High” compatibility rating with the adjacent, previously developed, areas within the County.

A change to industrial zoning represents a substantially higher potential for impacts from intensive development inconsistent with the adjacent residentially developed areas. The LUTE calls for “significant screening and buffering” as necessary for compatibility. The provision of a 50-foot-wide strip of PGOS zoning along the west side of White Lake Parkway would help to ensure such screening and buffering is provided when development occurs.

Additionally, Washoe County Engineering has requested to be contacted regarding any future development proposals on this site; Senior Engineer Walt West can be reached at [wwest@washoecounty.gov](mailto:wwest@washoecounty.gov). He can assist with questions regarding the ownership, capacity and construction of White Lake Parkway to serve future development.

Thank you for providing Washoe County with the opportunity to comment on this application.



INTEGRITY



EFFECTIVE  
COMMUNICATION



QUALITY  
PUBLIC SERVICE



Grace Mackedon <mackedong@reno.gov>

---

## LDC23-00020 (White Lake Parkway Master Plan and Zoning Map Amendments)

---

Xuan Wang <XWang@rtcwashoe.com>

Thu, Nov 3, 2022 at 2:06 PM

To: Grace Whited <whitedg@reno.gov>

Cc: Daniel Doenges <DDoenges@rtcwashoe.com>, Andrew Jayankura <ajayankura@rtcwashoe.com>, Jeffrey Wilbrecht <jwilbrecht@rtcwashoe.com>

Grace,

Please see the comments below. Thanks!

Xuan

---

---

**LDC23-00020 – White Lake Parkway Master Plan Amendment/Zoning Map Amendment** – Request for Master Plan amendment of Single-Family Neighborhood to Suburban Mixed-Use

Affected APNs: 087-010-41, 087-382-02, & 087-382-04



The Regional Transportation Plan (RTP) identifies White Lake Pkwy. as an arterial with moderate-access control. To maintain arterial capacity, the following RTP access management standards should be maintained.

Access Management Class	Posted Speeds	Signals Per Mile and Spacing <sup>1</sup>	Median Type	Left From Major Street? (Spacing from signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways	Driveway Spacing <sup>2</sup>
High Access Control	45-55 mph	2 or less Minimum spacing 2350	Raised w/ channelized turn pockets	Yes 750 ft. minimum	Only at signalized locations	Yes <sup>3</sup>	250 ft./500 ft.
Moderate Access Control	40-45 mph	3 or less Minimum spacing 1590 feet	Raised or painted w/ turn pockets	Yes 505 ft. minimum	No, on 6- or 5- lane roadways w/o signal	Yes <sup>3</sup>	200 ft./300 ft.
Low Access Control	35-40 mph	5 or less Minimum spacing 900 feet	Raised or painted w/turn pockets or undivided w/painted turn pockets or two-way left-turn lane	Yes 350 ft. minimum	Yes	No	150 ft./200 ft.
Ultra-Low Access Control	30-35 mph	8 or less Minimum spacing 560 feet	Raised or painted w/turn pockets or undivided w/painted turn pockets or two-way left-turn lane	Yes 350 ft. minimum	Yes	No	150 ft./200 ft. 100 ft./100 ft. <sup>4</sup>

The policy Level of Service (LOS) standard for [White Lake Pkwy](#) is [LOS D](#). Policy LOS for intersections should be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridor. This project should be required to meet all the conditions necessary to complete road improvements to maintain policy LOS standards.

The 2050 RTP identifies [White Lake Pkwy](#) from [Stonegate Entrance](#) to [Village Blvd](#) to widened in the 2030 to 2050 timeframe. I don't have any other comments. The comments I provided should be used for their information only.

[Quoted text hidden]

## INITIAL REVIEW MEMORANDUM

TO: Grace Whited, City of Reno

FROM: Nate Kusha, TMRPA

DATE: March 12, 2024

**SUBJECT: REVISED TMRPA initial review of the City of Reno case LDC23-00020 (White Lake Parkway)**

---

This memorandum provides the Truckee Meadows Regional Planning Agency's (TMRPA) initial review comments regarding the subject case (LDC23-00020), as stated in the 2019 Truckee Meadows Regional Plan (Policy RC 5).

The following constitutes an initial review based on the limited information available at the time of this memorandum. TMRPA recognizes that the proposal may change through the jurisdictional review of the case. Should the case be approved through the City of Reno, the proposal will need to be formally submitted to TMRPA for a review of conformance with the 2019 Truckee Meadows Regional Plan in its entirety.

The request, as described in the materials provided by the City of Reno, is the following:

A request has been made for: **1) a Master Plan amendment from ±154.95 acres of Single-Family Neighborhood (SF), ±38.74 acres of Suburban Mixed-Use (SMU), and ±24.99 acres of Parks, Greenways, and Open Space (PGOS) to ±218.69 acres of Mixed Employment (ME).** The ±218.69 acre site consists of four parcels, and is located on the southwest side of White Lake Parkway northeast of White Lake.

[TMRPA notes: **bolded text** identifies the portion of the request that is subject to review under the Regional Plan]

### **Potential conformance issues**

TMRPA has not identified any potential conformance issues at this time.

As part of the City of Reno review process, please address the 2019 Truckee Meadows Regional Plan Policy *PF 1 – List of Facilities and Service Standards*. Documentation of how the denoted public facilities and services (water, wastewater, flood control and stormwater, transportation and school) are provided at the adequate service standard indicated in Table 3.2 is required for master plan amendments and projects of regional significance.

### **Regional Plan policies for consideration in the analysis**

RF 3 – Density Requirements and Nonresidential Standards

RF 11 – Compatibility Factors

PF 1 – List of Facilities and Service Standards

NR 3 – Development Constraints Area

RC 9 – Conformance Review Findings

**Data and information related to Regional Plan implementation**

Regional Land Designation: Tier 2

Development Constraint Areas (DCA): DCA Playa as well as FEMA AE Floodway

**Request for comment from other local government and/or affected entities**

TMRPA staff asks that the Western Regional Water Commission be conferred with regarding the appropriateness/risks of industrial vs. residential type uses near water bodies (i.e. White Lake)

**Other information for review**

None at this time

**TMRPA Staff Notes**

TMRPA generally supports the creation of more commercial services to support residents of the North Valleys.

Significant DCA for FEMA AE Floodway exists across the subject site and flooding is a concern in the area.

Additionally, TMRPA recognizes the loss of the Open Space Land Use designation on the southernmost parcel and though the underlying zoning of the proposal may include open space, retention of the Master Plan Land Use should be considered.

Please do not hesitate to contact TMRPA staff at 775-321-8385 if you have any questions or comments on this initial review memorandum. For more information, you can access the [2019 Truckee Meadows Regional Plan](#) and the [Regional Data Viewer](#) at [www.tmrpa.org](http://www.tmrpa.org).

**Which Category Describes You** Citizen

**Case Number** LDC23-00020

**Do you wish to opt-in to receive Reno Connect Development Project email newsletters?** No

**Citizen General Public Comment Form**

**Full Name** Brayden Ferguson

**Contact Email** ferguson800@gmail.com

**Contact Phone Number** 1(775)742-9218

**Position** In Support

**Leave comments on this case here.** Yes I am in support of the change in zoning for this project to bring small businesses and growth to Cold Springs

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**Which Category Describes You** Citizen

**Case Number** LDC23-00020

**Do you wish to opt-in to receive Reno Connect Development Project email newsletters?** Yes

**Citizen General Public Comment Form**

**Full Name** Dena Corritore

**Contact Email** d.laverne20@yahoo.com

**Contact Phone Number** 7757422666

**Position** In Support

**Leave comments on this case here.**

I support the change in the zoning for this project Cold Springs on White Lake Parkway because we needs more businesses to support our community. To be able to provide items and services to our families without having to drive into Lemmon or Golden Valley. More employment opportunities for teens and some part time jobs for others who do not want to drive into Reno or Sparks is critical. In order for our community to support itself it does need the tax revenue small businesses provide including other food locations to offer a variety of goods, products and services within our area. Thank you

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**Which Category Describes You** Citizen

**Case Number** LDC23-00020

**Do you wish to opt-in to receive Reno Connect Development Project email newsletters?** Yes

**Citizen General Public Comment Form**

**Full Name** Kathy Thomas

**Contact Email** KathrynIthomas@yahoo.com

**Contact Phone Number** 775-354-4907

**Position** In Opposition

**Leave comments on this case here.**

The North Valleys area cannot handle any more growth until 395 is widened.  
395 can easily be expanded to 4 lanes, 5 would be preferable.  
The Red Rock exit off of 395 will have to be reconfigured as well.  
With all the warehouses that have, and are still, going up; the 290 low income apartment buildings and I don't even know what else is in the works, the current roads are not capable of handling the traffic.  
Please consider the current and future residents and fix the highway and exit lane problems before filling up the area with so many people who won't be able to get in or out and THEN throw construction on top of the already overly congested area.  
Thank you for your time.

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Grace Mackedon <mackedong@reno.gov>

**LDC23-00020 (White Lake Parkway MPA and ZMA)**

Grace Mackedon <mackedong@reno.gov>  
Draft

Mon, Nov 14, 2022 at 1:20 PM

Olsen at 3665 Meadowlark is for the development there. She thinks it is a great idea.

--



**Grace Mackedon (Whited)**  
*(She/Her/Hers)*

*Associate Planner*  
Development Services  
775-657-4691 (o) or 775-741-3004(c)  
[WhitedG@Reno.Gov](mailto:WhitedG@Reno.Gov)  
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**Which Category Describes You** Citizen

**Case Number** LDC23-00020

**Do you wish to opt-in to receive Reno Connect Development Project email newsletters?** No

**Citizen General Public Comment Form**

**Full Name** Parker Gallagher

**Contact Email** Parkergallagher22@gmail.com

**Contact Phone Number** 7759011552

**Position** In Support

**Leave comments on this case here.** As someone who lives out in cold springs I am all for the rezoning and bringing businesses to our community

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**Which Category Describes You** Citizen

**Case Number** LDC23-00020

**Do you wish to opt-in to receive Reno Connect Development Project email newsletters?** No

**Citizen General Public Comment Form**

**Full Name** Racquell Hernandez

**Contact Email** Racquellhz@gmail.com

**Contact Phone Number** 7757422494

**Position** In Support

**Leave comments on this case here.**

Dear Councilmembers,  
I'm writing to say I am in favor of this project. I work at Starbucks and have to drive to town every day. It would be great to have some businesses out here so we don't have to drive to Golden Valley every time we need something. I'd love to have a coffee shop in Cold Springs that I could transfer to.  
Thank you very much.

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**Which Category Describes You** Citizen

**Case Number** LDC23-00020

**Do you wish to opt-in to receive Reno Connect Development Project email newsletters?** Yes

**Citizen General Public Comment Form**

**Full Name** Rebecca Marko

**Contact Email** Beckmarkohoa@gmail.com

**Contact Phone Number** 775-233-0115

**Position** In Support

**Leave comments on this case here.**

I am a resident of Cold Springs and active within our community. I am writing in support of the White Lake project LDC23-00020 with the condition that there is something in writing that will insure that the industrial areas will not be allowed to produce loud noises and strong industrial odors or foul odors from the products produced. I recently drove through Flagstaff Arizona and passed by the Purina dog food industrial park and the smell was overwhelming. I could smell it several miles before and after passing it. An overwhelming odor would affect the quality of life for our community, especially those with sensory issues.

Now onto why I support this project. Our community sits in a food desert. We lack commercial structures to allow businesses, such as a grocery store, food establishment, and medical buildings to open business here. We have a large number of senior citizens that desperately need a store near by because we lack public transportation for them to get into town. Most stores and resturants do not deliver out here. We also lack jobs close by for our growing community. Many have to drive 20-45 minutes to get into town for jobs. Having new jobs available to community members would help many. Having Jobs and grocery store close by would reduce many trips into town.

As long as there are strict rules on noise, odors and other nuisances that can be produced, I personally feel that this project could help our growing community.

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**Which Category Describes You** Citizen

**Case Number** LDC23-00020

**Do you wish to opt-in to receive Reno Connect Development Project email newsletters?** No

**Citizen General Public Comment Form**

**Full Name** Rilee Negron

**Contact Email** Rileenegron18@gmail.com

**Contact Phone Number** 7757710065

**Position** In Support

**Leave comments on this case here.** I'm in agreement with the rezoning for white lake parkway. I live in this community and we need small businesses

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**Which Category Describes You** Citizen

**Case Number** B.3.2 LDC23-00020

**Do you wish to opt-in to receive Reno Connect Development Project email newsletters?** No

**Citizen General Public Comment Form**

**Full Name** Robert Corrado

**Contact Email** bobdianne8038@sbcglobal.net

**Contact Phone Number** 7758468828

**Position** Neutral/No Position

**Leave comments on this case here.**

Having lived in Cold Springs for over 15 years, I can say the two things Cold Springs needs are jobs and local services. I don't see this site being suitable for residential use due to the dust that blows from White Lake during dry years, also the traffic generated by residential use would create even more issues on an already overloaded Hwy 395, whereas commercial use could lessen traffic due to creation of jobs. Another factor to consider is there is already a commercial use along White Lake, Reno Truss. So, rezoning these parcels won't be the same as placing commercial zoning right in the middle of a residential area. Thank you for your consideration.

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**Which Category Describes You** Citizen

**Case Number** LDC23-00020

**Do you wish to opt-in to receive Reno Connect Development Project email newsletters?** Yes

**Citizen General Public Comment Form**

**Full Name** Sean Osterhagen

**Contact Email** sean@jagplumbingreno.com

**Contact Phone Number** 7757457450

**Position** In Support

**Leave comments on this case here.**

We are a plumbing contractor that has been working in Cold Springs for over 12 years. I'm writing to offer support for additional commercial businesses in the area. Currently, there is a gas station, a grill/bar, and small casino in the area. We have to drive to town every time we need additional parts for my work or people want lunch. While this usually happens from poor planning on JAG's part, it means traveling 30 miles, spending an hour driving, incurring more fuel expenses, and adding to the continually growing traffic on 395. It would be immensely helpful to have other local places to eat, obtain supplies, etc. The neighborhoods in Cold Springs have evolved into ideal homes and retreats. I would reside there also, but the lack of services keeps me closer to town. If not only for the business we conduct there I would at the minimum offer my support of commercial business access for the residents that live there.

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Grace Mackedon &lt;mackedong@reno.gov&gt;

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## Cold Springs zoning change

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pua89@charter.net <pua89@charter.net>  
To: "WhitedG@reno.gov" <WhitedG@reno.gov>

Mon, Nov 7, 2022 at 12:42 PM

Hello Grace,

I certainly appreciate you taking the time to walk with me and see the concerns we in this development have about changing the zoning to allow 3 story buildings.

I gave it a lot of thought since we talked, and I would like your opinion about my meeting with the owner of the area in question and presenting our views on the zoning change.

We are concerned about changing the country environment to a city environment. We are concerned about the increase in noise, as we already have quite a bit of noise from the freeway. More noise and smog will not have a positive effect on this small valley.

We are concerned about the height of the buildings, as they will completely affect our views of the lake and the mountains. There will be no more view of the lake, and the mountains will disappear behind the buildings.

The lights from the factories, warehouses and storage buildings will most certainly affect the homeowners here, and their quality of living in a negative way. Those of us behind the Cold Spring church already have great problems with the lights on the back of that building. He has been asked to change the lighting, he said he would and has done nothing to make any changes. It has been 1 year now. The point of this statement is that people will make promises to get the neighborhood behind their project to help get it passed, then choose a different path later.

So Grace, is there a way to communicate my words - which are echoed by all the neighbors in this community that I have spoken with, to the owner of the property. requesting the zoning change.

I do so appreciate your assistance with this. I decided not to collect signatures unless this is what he needs to see. I have only 10 days from today to collect all those signatures, which would only amount to about 25 in that short amount of time. More, if given more time.

Thank you Grace,

Suzanne Freeman