

Exhibit A - Planning Commission Staff Report

- 4.2 Staff Report (For Possible Action – Recommendation to City Council): Case No. **LDC23-00003 (Heiser Master Plan Amendment and Rezoning)** – A request has been made for: 1) a Master Plan amendment from ±85.2 acres of Large-Lot Neighborhood (LL) to ±62.1 acres of Suburban Mixed-Use (SMU) and ±23.1 acres of Parks, Greenways, and Open Space (PGOS); and 2) a zoning map amendment from ±85.2 acres of Large Lot Residential -1 acre (LLR-1) to ±85.2 acres of Specific Plan District (SPD). The ±85.2 acre site is located south of Interstate 80, ±1320 feet east of Exit 9 (Robb Drive). **[Ward]**

**PLANNING COMMISSION
STAFF REPORT**

Date: December 20, 2023

To: Reno City Planning Commission

Subject: Staff Report (For Possible Action – Recommendation to City Council): Case No. LDC23-00003 (Heiser Master Plan Amendment and Rezoning) – A request has been made for: 1) a Master Plan amendment from ±85.2 acres of Large-Lot Neighborhood (LL) to ±62.1 acres of Suburban Mixed-Use (SMU) and ±23.1 acres of Parks, Greenways, and Open Space (PGOS); and 2) a zoning map amendment from ±85.2 acres of Large Lot Residential -1 acre (LLR-1) to ±85.2 acres of Specific Plan District (SPD). The ±85.2 acre site is located south of Interstate 80, ±1320 feet east of Exit 9 (Robb Drive).

From: Leah Piccotti, Associate Planner

Ward #: 5

Case No.: LDC23-00003 (Heiser Master Plan Amendment and Rezoning)

Applicant: Blake Smith, S3 Development Company

APN: 039-161-10

Request:

1. **Master Plan Amendment:** From ±85.2 acres of Large-Lot Residential (LL) to ±62.1 acres of Suburban Mixed-Use (SMU) and ±23.1 acres of Parks, Greenways, and Open Space (PGOS).
2. **Rezoning (Zoning Map Amendment):** From ±85.2 acres of Large Lot Residential – 1 acre (LLR-1) 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 amendment, 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 the staff revisions contained in **Exhibit I** attached to the staff report, and 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 and hardcopy formats to staff prior to City Council adoption of the ordinance.

Summary: The ±85.2-acre site consists of a single parcel located on the south side of Interstate 80, approximately one-quarter mile east of the Robb Drive interchange. This is a request for 1) a Master Plan amendment from ±85.2 acres of Large-Lot Neighborhood (LL) to ±62.1 acres of Suburban Mixed-Use (MU) and ±23.1 acres of Parks, Greenways, and Open Space (PGOS) and 2) a zoning map amendment from Large Lot Residential – 1 acre (LLR-1) to Specific Plan District (SPD). Key issues analyzed in this request include: 1) the overall development plan; 2) traffic, access, and circulation; 3) compatibility of the proposed zoning with surrounding zoning and land uses; and 4) conformance with the Master Plan. With the recommended condition of approval, the proposed SMU and PGOS Master Plan land use designations, SPD zoning, and associated design standards are appropriate and compatible with the surrounding land uses and zoning. Staff recommends approval, subject to the condition listed in the staff report.

Background: Historically, properties south of the Robb Drive interchange have had limited accessibility. With the recent approval and development of the adjoining FJM and TCA projects (LDC23-00059 and LDC23-00017), access to the Heiser property is achieved and the development potential of the property is greatly increased. Development of the site can be coordinated with the FJM and TCA projects, allowing for a more comprehensive development approach for the area. Vacant property east of the site was recently approved for 432 multi-family units (LDC23-00062 – Viewpoint Apartments). The FJM and TCA properties to the west include General Commercial (GC) zoning. The TCA property is approved for 202 townhome units while the FJM property was recently granted a major site plan review to allow for grading of pad sites and installation of infrastructure to serve future mixed-use development. The Heiser Specific Plan District (SPD) includes use types that will complement those approved within the FJM/TCA properties and provide for retail, residential, and flex industrial opportunities.

Analysis:

Overall Development Plan & Development Standards: The proposed SPD will establish allowed uses and standards for future development. The applicant is proposing to utilize Mixed Use Suburban (MS) as the base zoning within the SPD.

The SPD calls for two distinct development pads within the site, as shown on the SPD's Land Use Plan (**Exhibit B**). The Northern Pad is situated at the northwest corner of the parcel, adjacent to Interstate 80. The Southern Pad is located central to the site, north of the ridgeline that forms the

southern project boundary. These pad areas are defined in the Land Use Plan, with the remainder of the site designated as open space.

The Northern Pad consists of ±11.5 acres and may be developed with residential or non-residential use. Determination of residential versus non-residential use will be determined with the initial building permit for new development. In other words, if the first permit is for residential use, the entire Northern Pad will be dedicated to residential use types. Conversely, if the non-residential use is requested, the entire Northern Pad shall only allow for non-residential use types with no residential allowed. Non-residential uses would include those permitted within the MS zoning district, subject to any further restrictions/requirements included in the SPD standards or RMC.

The Southern Pad includes ±22.4 acres and is restricted to residential and public/quasi-public use types only. With the SPD's use of the MS zoning standards, no density restrictions are applied. However, the traffic impact analysis submitted by the applicant contemplated a maximum of 750 multi-family units and 100,000 square feet of commercial (shopping center) use. If development occurs with traffic impacts beyond this threshold, a trip generation analysis shall be submitted to demonstrate that overall trip generation is consistent with that contemplated in the SPD, to the satisfaction of the Administrator, and additional traffic improvements may be required.

As required by RMC 18.04.406, Table 4-4, Hillside Developments are required to provide dedicated open space. The applicant submitted a color slope analysis map (**Exhibit C**) that groups pre-grading slopes into categories. Utilizing Table 4-3, Hillside Density Calculation, a minimum of ±42.7 acres of open space shall be provided within the SPD boundaries. Compliance with the Hillside Development standards/requirements shall be evaluated by staff during the building permit review process.

The Handbook varies the MS standards with further regulation of uses, street standards, etc. The varied standards are summarized below:

- Initial entitlements required for grading, hillside development, and disturbance of a major drainageway have been waived provided that the site is developed in accordance with the preliminary grading plan. Should a significant deviation, over 10% occur, a major site plan review will be required.
- Total disturbed area shall not exceed 52.9 acres by more than 10%, without a major site plan review.
- Site development consistent with the plans submitted for grading, hillside development, disturbance of major drainageway, and internal residential and school adjacency will not require further discretionary review.
- The minimum lot width has been modified from 50 feet to 40 feet.
- A minor conditional use permit, rather than a conditional use permit, shall be required for operations between the hours of 11:00 p.m. to 6:00 a.m.

- Land uses on the southern pad shall be residential or public/quasi-public uses only.
- Land uses on the northern pad may be residential or non-residential depending on what use is developed first.
- Some uses allowed in MS have been prohibited (see page 10 of the SPD Handbook)
- Street Frontage Requirements (RMC 18.04.1003(a)(8)) shall not apply.
- Shading of Parks and Residences (RMC 18.04.1003(c)(7)) shall not apply to any park or residence within the SPD.
- Supplemental standards for Large Retail Establishments (RMC 04.1006) shall not apply except for Minimum Wall Articulation (RMC 18.04.1006(f)(1)(b)(1)), Roof Form and Articulation (RMC 18.04.1006(f)(3)), Visual Prominence (Customer Entrances) (RMC 18.04.106(f)(4)(d)), Transparency and Light (Customer Entrances) (RMC 18.04.106(f)(4)(e)), Weather Protection (Customer Entrances) (RMC 18.04.106(f)(4)(f)), and Building Materials and Colors (RMC 18.04.106(f)(5)).
- The maximum letter height for wall signs shall be 6 feet instead of 5 feet.
- Two on premise freestanding freeway signs, not to exceed 400 square feet each and 40 feet in height (measured from grade of freeway travel lane) is proposed. Staff recommends this section be removed from the SPD Handbook (**Condition No. 1**), with sign standards remaining consistent with the MS zoning district.

Grading and Drainage: As part of the SPD review, the applicant submitted a preliminary grading and drainage plan (**Exhibit D**). RMC 18.04.302(d) requires the approval of a major site plan review (MSPR) for hillside developments and grading resulting in cuts deeper than 20 feet and fills greater than 10 feet. The proposed development includes maximum cuts of 92 feet and maximum fills of 13 feet. The applicant is proposing to eliminate the MSPR requirement within the SPD development standards. The justification for this is that staff has reviewed the grading plan concurrently with this Master Plan and Zoning Map Amendment requests. Since the SPD review process is a higher level of review than a MSPR, staff is agreeable to waiving this requirement for the initial development included in the **Exhibit D**. If final grading deviates substantially (over 10%) from that reviewed with the SPD, the applicant shall be required to obtain a MSPR to demonstrate compliance with RMC standards/requirements. All other development requiring a MSPR will be required to obtain a site plan review (SPR).

A portion of the site has been previously graded and was utilized as a receiving site for fill materials generated from various major infrastructure projects within the region. This area, located at the northwest quadrant of the SPD area (in and around the Northern Pad) was subject to a previously approved Special Use Permit (LDC11-00002) that approved both hillside development as well as cuts and fills. Grading is primarily focused in and around the two proposed pad sites, as well as with the proposed access and circulation routes. Fill will be placed within the Northern Pad area (up to a maximum of ±92 feet) which will result in a finished pad grade that varies from approximately ±10-below the grade of the eastbound Interstate 80 travel lanes on the west side of

the pad to 6± above the travel lanes on the east. The Northern Pad steps up to an internal access road on the south side. Grading continues to step up to the Southern Pad to the south. The Southern Pad is in an area that is generally flat, requiring less grading than the Northern Pad area. The ridgeline located at the south side of the parcel will remain undisturbed. 3:1 slopes will primarily be used to transition graded areas to natural slopes surrounding the pad sites. The preliminary grading plan includes grading for a potential emergency access road through the TMWA Chalk Bluff property. Easements for this roadway have not been secured. Future off-site grading associated with this road would require the approval of a major site plan review, as well as acknowledgements (i.e. easements and signed affidavit) from TMWA.

There are two major drainageways located within the SPD boundaries. A major drainageway analysis (**Exhibit E**) was submitted by the applicant and the grading plan included with the SPD demonstrates the treatments of each of the two drainageways. The northern drainage runs west to east across the site, adjacent to Interstate 80, is predominantly the outflow from the urban watershed upstream, including the Sharlands Planned Unit Development and associated drainpipe network. This drainageway will be rerouted into a pipe that outlets to the second onsite major drainageway which runs north to south along the east side of the SPD site (also identified as Chalk Creek). This eastern major drainageway is proposed to remain natural and undisturbed with development.

Traffic, Access, and Circulation: Access to the SPD area will be from an extension of Robb Drive. The Robb Drive access has been coordinated with adjacent property owners to accommodate for future development of the entire area south of Interstate 80. In general, Robb Drive will be extended as an arterial roadway into the SPD, with planned collector and driveway intersections to serve adjacent properties. The existing interchange will require additional improvements, including a combination of turn lanes and traffic signals to help mitigate future traffic demands.

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

The Reno Fire Department has reviewed the backbone circulation and access plan. The SPD also contemplates an emergency access road, connecting the SPD area to West Fourth Street to the south. If the Fourth Street connection is made, an updated traffic impact analysis contemplating additional development shall be prepared to identify any additional roadway improvements needed to accommodate development intensification. This analysis shall be reviewed and approved by the Administrator prior to the issuance of any subsequent permits.

Per requirements of the Fire Department, without the Fourth Street access, residential uses within the Northern Pad shall be limited to no more than 100 without fire sprinklers and may be increased to 200 if fire sprinklers are incorporated. Similarly, commercial/industrial use types within the Northern Pad shall be limited to 62,000 square feet without fire sprinklers and 124,000 square feet with fire sprinklers.

The Heiser SPD is being coordinated with the adjoining FJM and TCA projects, including access and overall circulation. The applicant submitted a comprehensive traffic impact analysis (**Exhibit F**) that contemplates new development within the SPD area and accounts for the uses approved/planned within the FJM and TCA projects, as well as the overall surrounding area. The traffic study estimates that the SPD will generate 10,502 average daily trips (ADT) with 467 a.m. and 714 p.m. peak hour trips at buildout. The analysis identifies improvements that need to be made to ensure acceptable levels of service on the adjoining roadway network, including the Robb Drive/Interstate 80 interchange. These improvements are to be completed in three phases and will be implemented concurrently as a future project(s) is developed.

The traffic analysis contemplates 750 multi-family units and 100,000 square feet of commercial uses. The SPD standards allow for a variety of residential and non-residential uses. The applicant shall be required to provide a trip generation letter at the time of building permit to demonstrate that traffic generated by site-specific uses is consistent with that contemplated in the traffic study. If substantial deviation is identified, the applicant shall be required to update the traffic impact analysis to determine if additional mitigation measures/improvements are needed.

Land Use Compatibility: The project site is located within the McQueen Neighborhood Plan Overlay and is currently undeveloped. This overlay remains in place and will require buildings to be setback a minimum of 30 feet from the freeway right-of-way line with a ten-foot landscaped buffer and one tree planted for every 30 linear of frontage. Vacant parcels lie to the west, south, and east. Parcels to the north (across Interstate 80) include a mix of commercial use types including general retail, medical office, congregate care, and self-storage. The Truckee Meadows Water Authority (TMWA) Chalk Bluff water treatment facility borders the site to the east/southeast. A prominent ridgeline to the south of the site screens the property from view of uses south of West Fourth Street and the Truckee River. A ±23.39 acres parcel designated as LL and zoned LLR-1 is located immediately west of the Heiser property, north of the FJM site (APN 212-112-03). Like the subject property included with this request, this parcel has historically been challenged from an access and infrastructure perspective. Given its location along Interstate 80 and the improvements occurring within the adjoining properties, staff anticipates this parcel to intensify in the future.

Master Plan and Zoning Conformance: Conformance with the Master Plan: The current Master Plan land use designation of Large-Lot Neighborhood (LL) primarily provides for single-family

detached homes along with common open space, agricultural uses, and accessory dwelling units. Generally, LL land use is located in areas where public services and infrastructure are limited or in areas where the rural character of existing neighborhoods is intended to be preserved. The subject site is in a Foothill Neighborhood per the Structure Plan of the Reno Master Plan. Foothill Neighborhoods are located on the fringe of the City and have unique considerations based on their context. This includes steep slopes, drainages, and other natural hazards. The Reimagine Reno Master Plan envisions that Foothill Neighborhoods may include a mix of housing types that support the City's housing needs. Given the site location adjacent to Interstate 80, availability of infrastructure and services, and adjoining land uses, the existing LL designation is inconsistent with the goals and policies of the Master Plan.

The proposed Master Plan land use designations of Suburban Mixed-Use (SMU) and Parks, Greenways, and Open Space (PGOS) provide an opportunity for a broader mix of uses, including higher-density housing types, and the protection of steep slopes and drainages, consistent with the Foothill Neighborhood vision. The proposed SMU land use designation matches that of the FJM and TCA parcels to the west and is complementary to the Public/Quasi-Public (PQP) designation to the east (reflective of the TMWA Chalk Bluff Treatment Facility). The applicant proposes ±23.1 acres of PGOS land use which includes development constraint areas such as steep slopes, drainageways, and the Chalk Creek drainage. This land use pattern is consistent with the Viewpoint Apartments site to the east which implements a similar land use approach.

The current LLR-1 zoning designation would become non-conforming with the change to the SMU and PGOS Master Plan land use designations. Although the adjoining FJM and TCA properties to the west are zoned General Commercial (GC), the applicant is choosing to implement Specific Plan District (SPD) zoning. The SPD will allow for the protection of the site's natural features, and designate residential uses, while providing a broader range of allowed commercial and industrial use types on the Northern Pad. A comparison of uses currently allowed for the MS zone is provided in **Exhibit G** (as modified by the prohibited uses listed on page 10 of the Handbook – **Exhibit I**). Given the mix of existing zoning patterns in the area, SPD zoning is compatible with surrounding land uses as well as the proposed SMU and PGOS Master Plan designations. With the approval of the Master Plan amendment the subject site would have the designations of Suburban Mixed-Use and Parks, Greenways, and Open Space. The proposed amendments are supportive of the following Master Plan policies:

- 2.1B: Concurrency Management System
- 2.2B: Underutilized Properties
- 7.1C: Hillside Development
- 7.1F: Major Drainageways
- 7.3D: Flexible Design
- N-G.2: Freeway Corridors

N-FN.3: Cut and Fill Slopes

N-FN.6: Drainages

A Fiscal Impact Analysis (**Exhibit H**) was submitted as part of the Master Plan Amendment request. The analysis contemplated 1,000 apartment units and 200,000 square feet of industrial space at the site. The unit count assumed is 25% higher than that permitted within the SPD and the non-residential square footage is approximately 38% higher. However, should the West 4th Street emergency access be achieved, the unit counts and square footages included in the analysis could theoretically be achieved. The fiscal analysis identifies a \$4,000 surplus to the City's General Fund and a \$2.7 million surplus to the City's Street Fund over the 20 year analysis period.

Public and Stakeholder Engagement: The project was reviewed by various City divisions and partner agencies and comments are attached (**Exhibit J**). The City of Reno Parks and Recreation Department does not support the development due to the lack of parks and recreational opportunities in the area. The Master Plan states that a developer should meet the park service level of two acres of parks and seven acres of open space per 1,000 residents for infill development. This development should be required to provide four acres of parks and fourteen acres of open space based on the estimated occupancy of $\pm 2,000$ residents. They also expressed concerns that the open space is reserved for areas with slopes at or greater than 30%, deeming them unusable for recreational purposes. Staff has recommended an amendment to the SPD Handbook to address this concern (page 14, **Exhibit I**).

The project was originally presented to the Ward 1 Neighborhood Advisory Board on August 8, 2022. The applicant also held a virtual neighborhood meeting to satisfy requirements of NRS 278.210 on August 30, 2022. One person attended the meeting and expressed interest in how the project would be accessed, utility connections, and potential uses. No objections were raised. As a courtesy, the applicant presented the project and all updates to the Ward 1 Neighborhood Advisory Board on December 11, 2023. The primary concerns expressed by the NAB members was related to the inclusion of parks and recreation facilities. Any future comments will be forwarded to the Planning Commission as they are received.

Findings:

General Review Criteria and Considerations: 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 an application that provides a public benefit even if the development is contrary to some of the goals, 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:

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

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 278.250(2) (outlined below);

The zoning regulations must be adopted in accordance with the master plan for land use and be designed:

- a. To preserve the quality of air and water resources;

- b. To promote the conservation of open space and the protection of other natural and scenic resources from unreasonable impairment;
- c. To consider existing views and access to solar resources by studying the height of new buildings which will cast shadows on surrounding residential and commercial developments;
- d. To reduce the consumption of energy by encouraging the use of products and materials which maximize energy efficiency in the construction of buildings;
- e. To provide for recreational needs;
- f. To protect life and property in areas subject to floods, landslides and other natural disasters;
- g. To conform to the adopted population plan, if required by NRS 278.170;
- h. To develop a timely, orderly and efficient arrangement of transportation and public facilities and services, including public access and sidewalks for pedestrians, and facilities and services for bicycles;
- i. To ensure that the development on land is commensurate with the character of the physical limitations of the land;
- j. To take into account the immediate and long-range financial impact of the application of particular land to particular kinds of development, and the relative suitability of the land for development;
- k. To promote health and the general welfare;
- l. To ensure the development of an adequate supply of housing for the community, including the development of affordable housing;
- m. To ensure the protection of existing neighborhoods and communities, including the protection of rural preservation neighborhoods;
- n. To promote systems which use solar or wind energy;
- o. To foster the coordination and compatibility of land uses with any military installation in the city, county or region, taking into account the location, purpose and stated mission of the military installation.

2) The amendment is in substantial conformance with 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 – Land Use Plan

Exhibit C – Slope Analysis Map

Exhibit D – Preliminary Grading Plan

Exhibit E – Major Drainageway Analysis

Exhibit F – Traffic Analysis

Exhibit G – Table of Allowed Land Uses

Exhibit H – Fiscal Impact Analysis

Exhibit I – SPD Handbook (with recommended revisions)

Exhibit J – Agency Review Comments

Resolution No. 05-23

RESOLUTION ADOPTING AN AMENDMENT TO THE MASTER PLAN, PLANNING CASE NO. LDC24-00003 (HEISER MASTER PLAN AMENDMENT AND REZONING), FROM ±85.2 ACRES OF LARGE-LOT NEIGHBORHOOD (LL) TO SUBURBAN MIXED-USE (SMU) AND ±23.1 ACRES OF PARKS, GREENWAYS, AND OPEN SPACE LOCATED SOUTH OF INTERSTATE 80 AND ±1,320 FEET EAST OF EXIT 9 (ROBB DRIVE), AND FURTHER DESCRIBED IN PLANNING CASE NO. LDC24-00003 (HEISER MASTER PLAN AMENDMENT AND REZONING), 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 December 20, 2023, 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. LDC24-00003 (Heiser Master Plan Amendment And Rezoning) (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 _____, seconded by _____, the foregoing Resolution was passed and adopted this 20th day of December, 2023, by the following vote of the Commission:

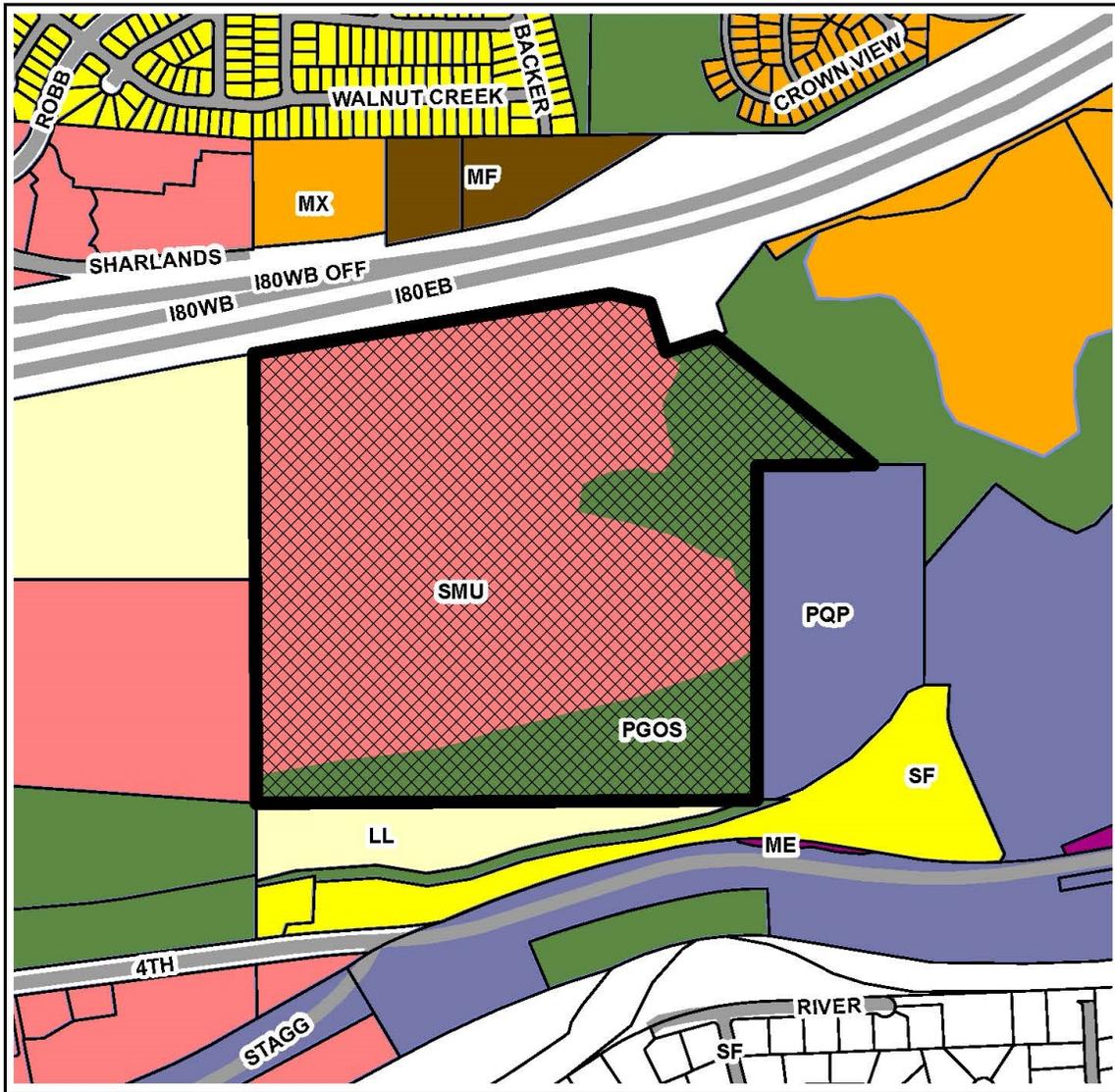
AYES: _____
 NAYS: _____
 ABSTAIN: _____ ABSENT: _____

APPROVED this __ day of _____, 20__.

CHAIRPERSON

ATTEST:

 PLANNING MANAGER
 RECORDING SECRETARY



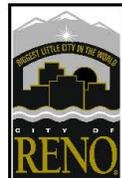
LDC23-00003
 (Heiser Master Plan
 Amendment and Rezoning)

 MASTER PLAN AMENDMENT
 FROM | ±85.2 Acres of LL
 TO | ±62.1 Acres of SMU and
 ±23.1 Acres of PGOS



0 0.035 0.07 0.14
 Miles

The information hereon is approximate and is intended for display purposes only. Reproduction is not permitted. For additional information, please contact the City of Reno Development Services Department



Development Services
 Department

1 East 1st Street Phone: 321-8309
 P.O. Box 1900 Fax: 334-2043
 Reno, NV 89505 www.reno.gov

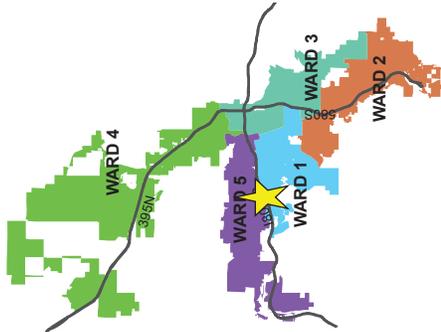
Map Produced: December 2023

AREA MAP

LDC23-00003

(Heiser Master Plan
Amendment and Rezoning)

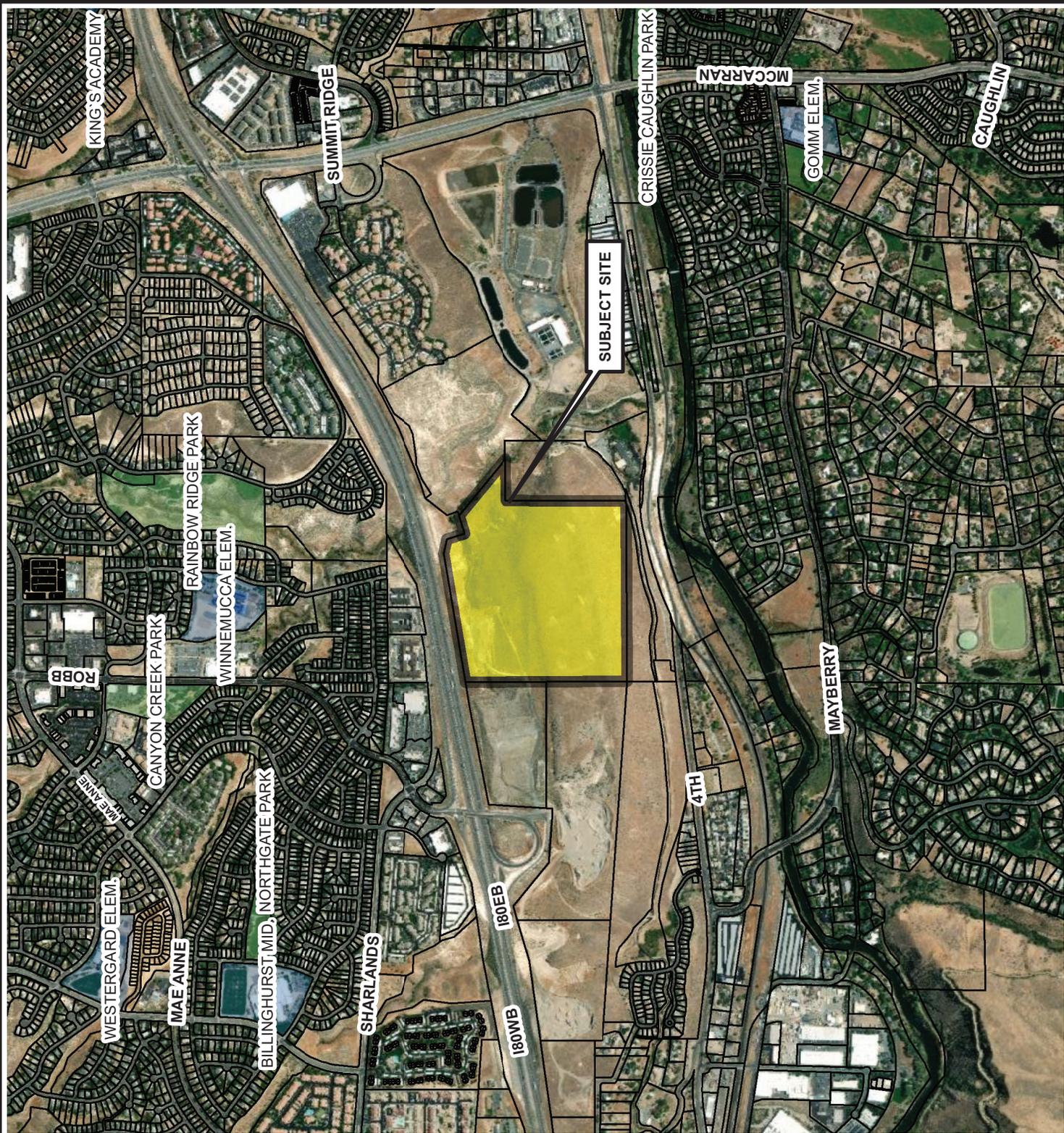
Subject Site 



WARD 1



The information herein is approximate and is intended for display purposes only.
 Date: December 2023
 Scale: 1 inch = 1,500 feet

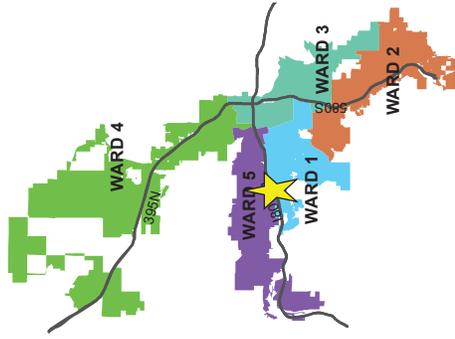


VICINITY MAP

LDC23-00003

(Heiser Master Plan
Amendment and Rezoning)

Subject Site 



WARD 1



The information herein is approximate and is intended for display purposes only.

Date: December 2023
Scale: 1 inch = 750 feet



ZONING MAP

LDC23-00003

(Heiser Master Plan
Amendment and Rezoning)

ZONING = LLR-1

Subject Site 

Zoning Designations

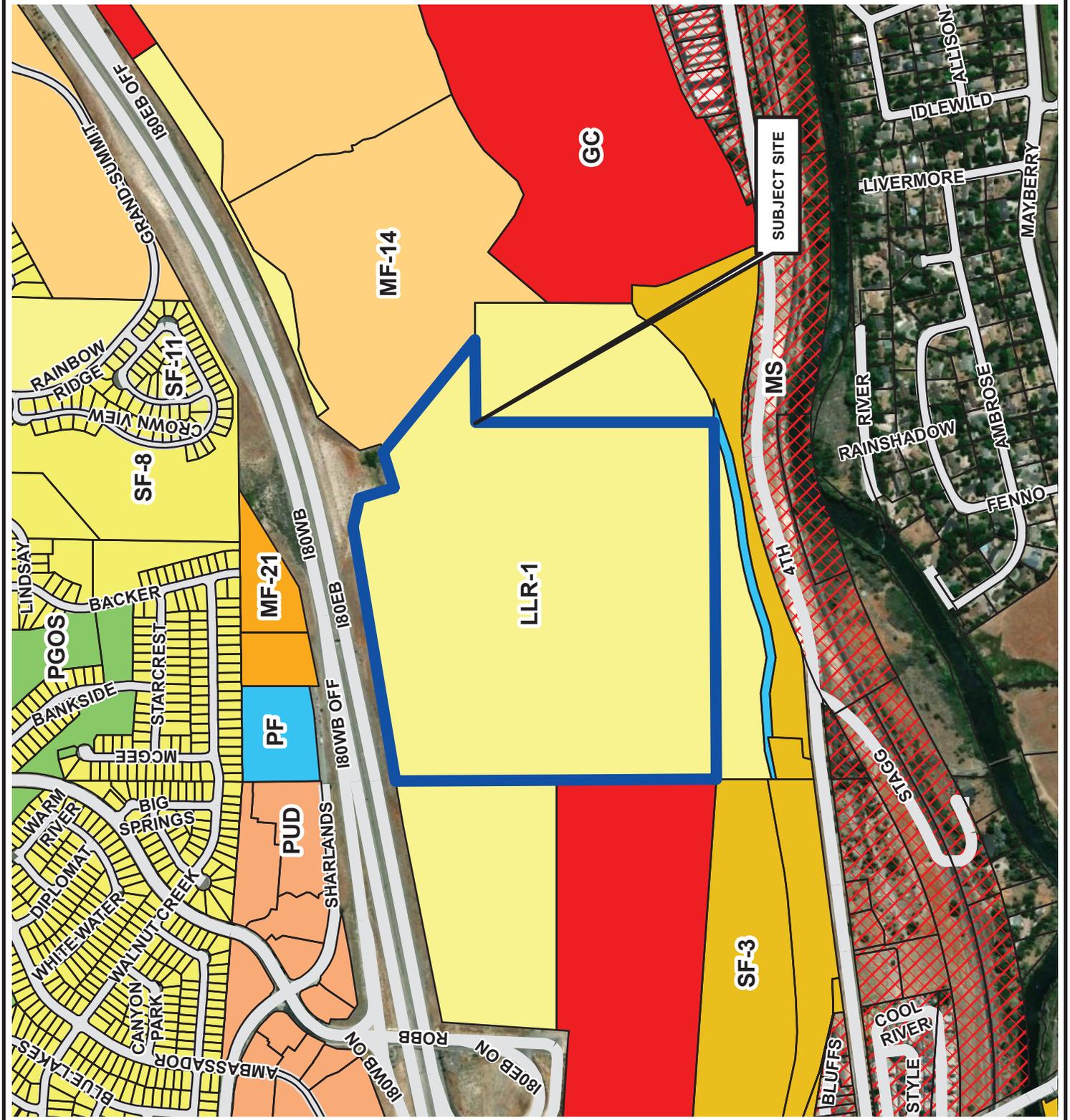
-  PUD
-  SF-3
-  SF-8
-  SF-11
-  MF-14
-  MF-21
-  LLR-1
-  MS
-  GC
-  PGOS
-  PF

Development
Services
Department

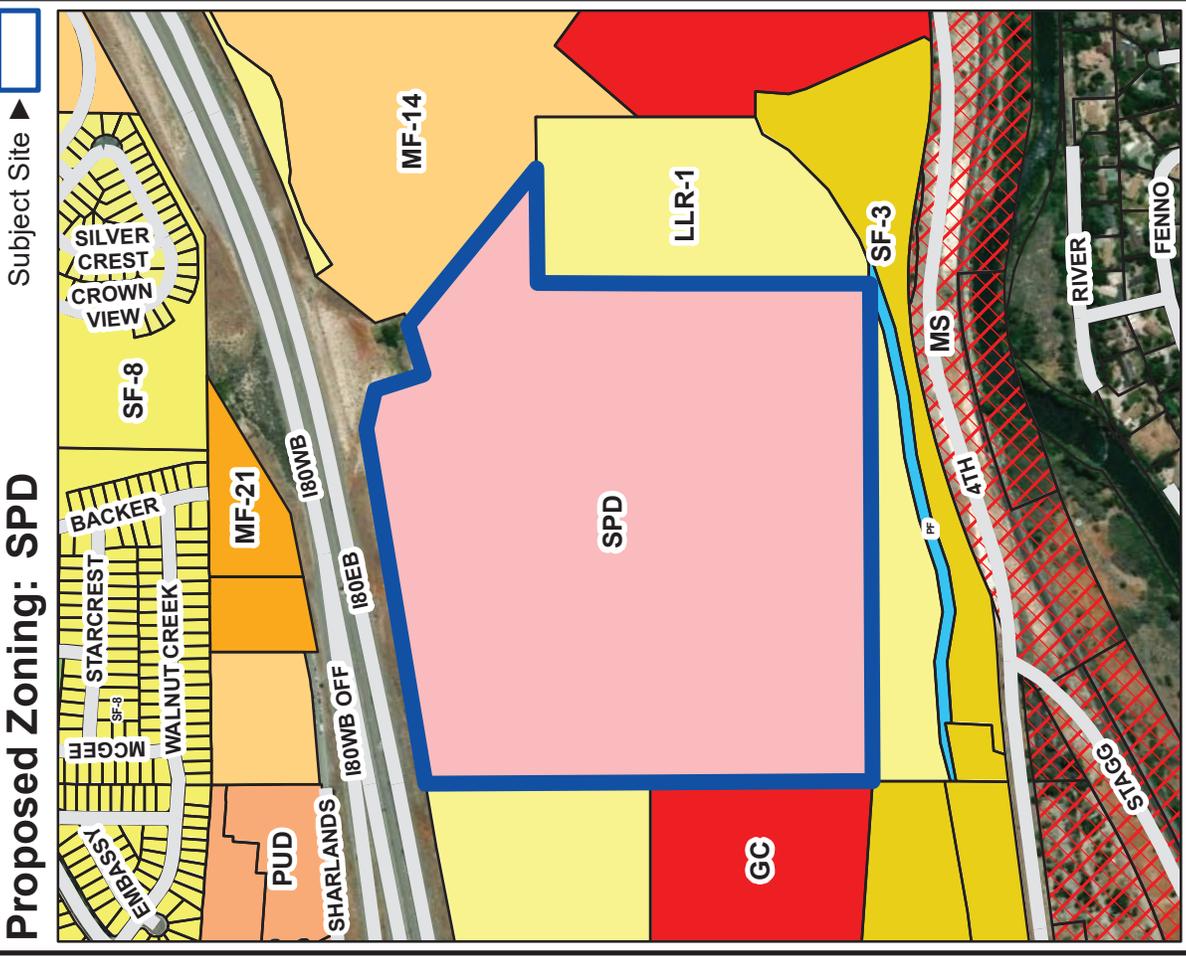
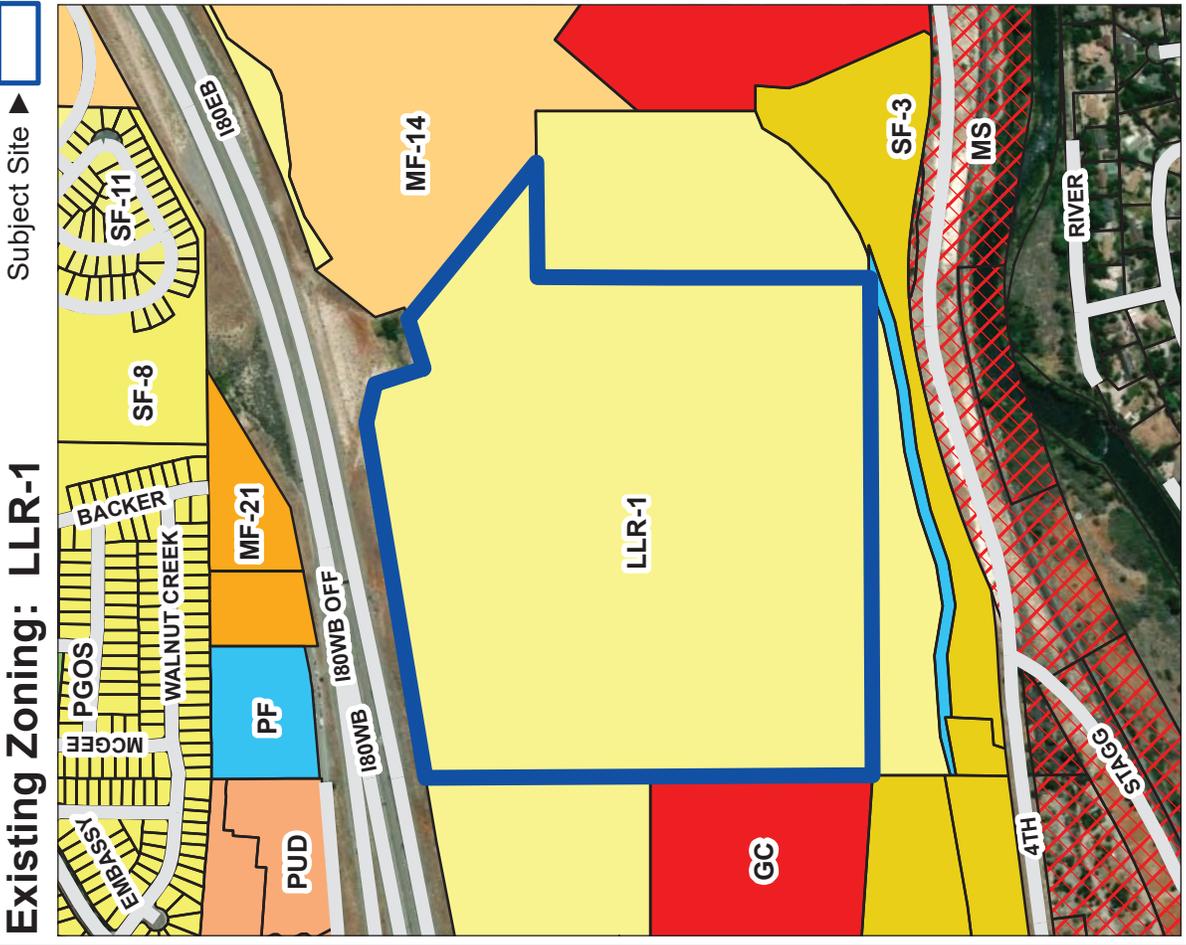


The information herein
is approximate and
is intended for display
purposes only.

DATE: December 2023
SCALE: 1 inch = 750 feet



ZONING MAP



Zoning Designations

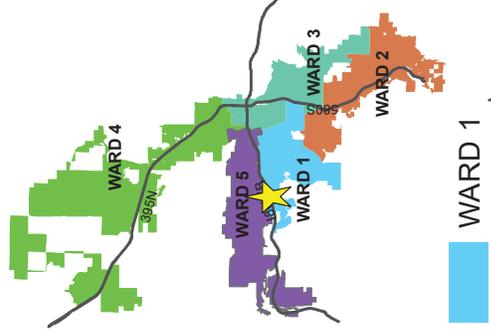


MASTER PLAN MAP

LDC23-00003

(Heiser Master Plan
Amendment and Rezoning)

Subject Site  

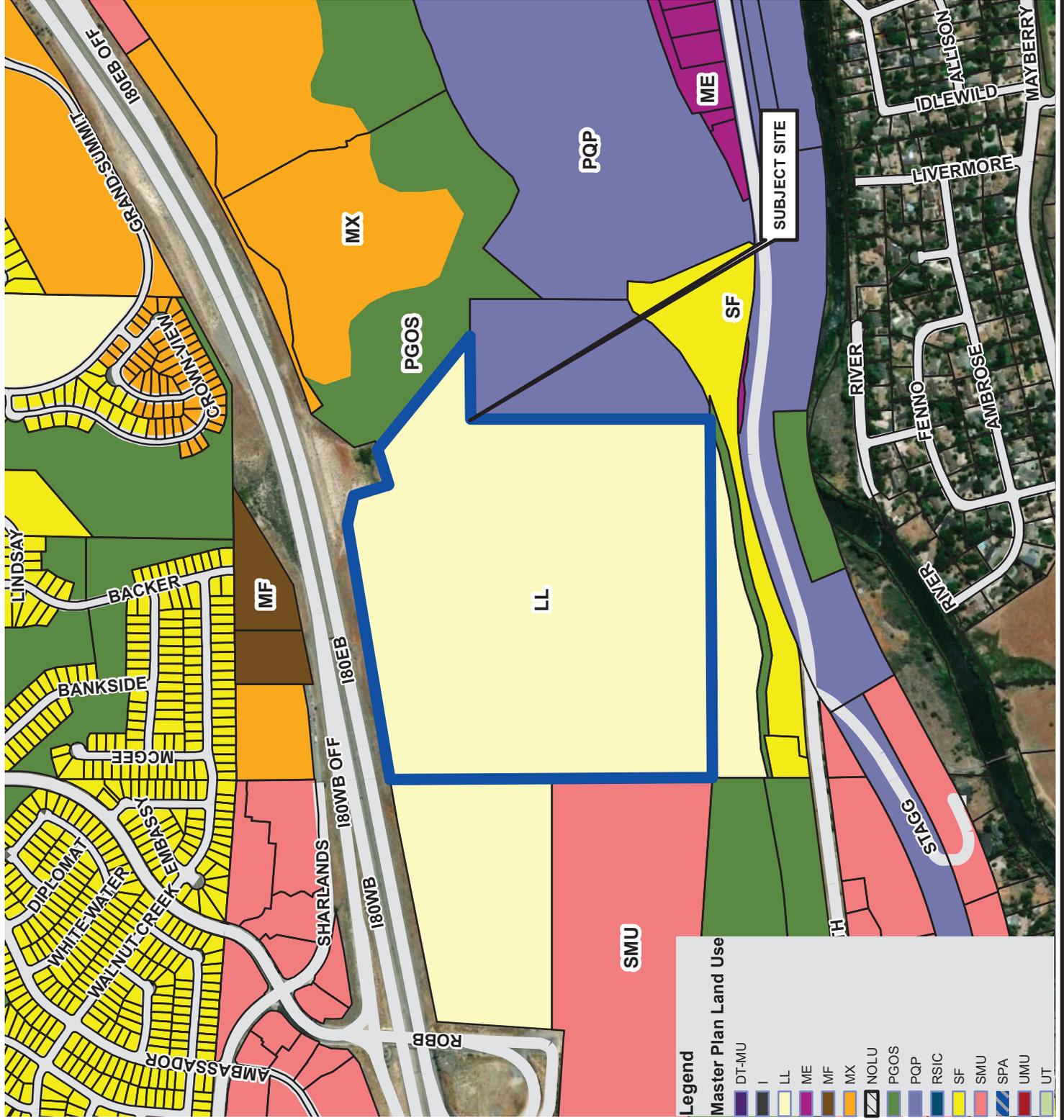


Development
Services
Department



The information herein
is approximate and
is intended for display
purposes only.

Date: December 2023
Scale: 1 inch = 750 feet



Legend

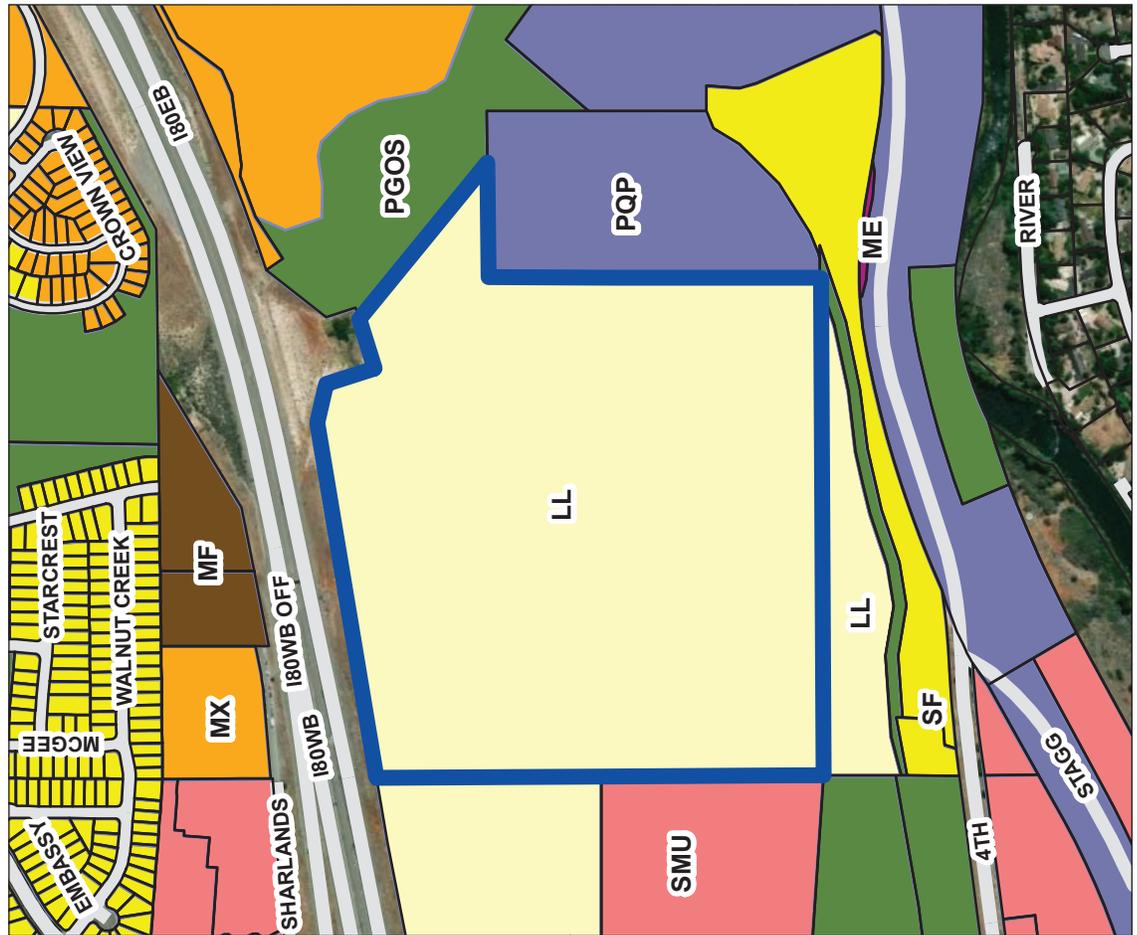
Master Plan Land Use

	DT-MU
	I
	LL
	ME
	MF
	MX
	NOLU
	PGOS
	PQP
	RSIC
	SF
	SMU
	SPA
	UMU
	UT

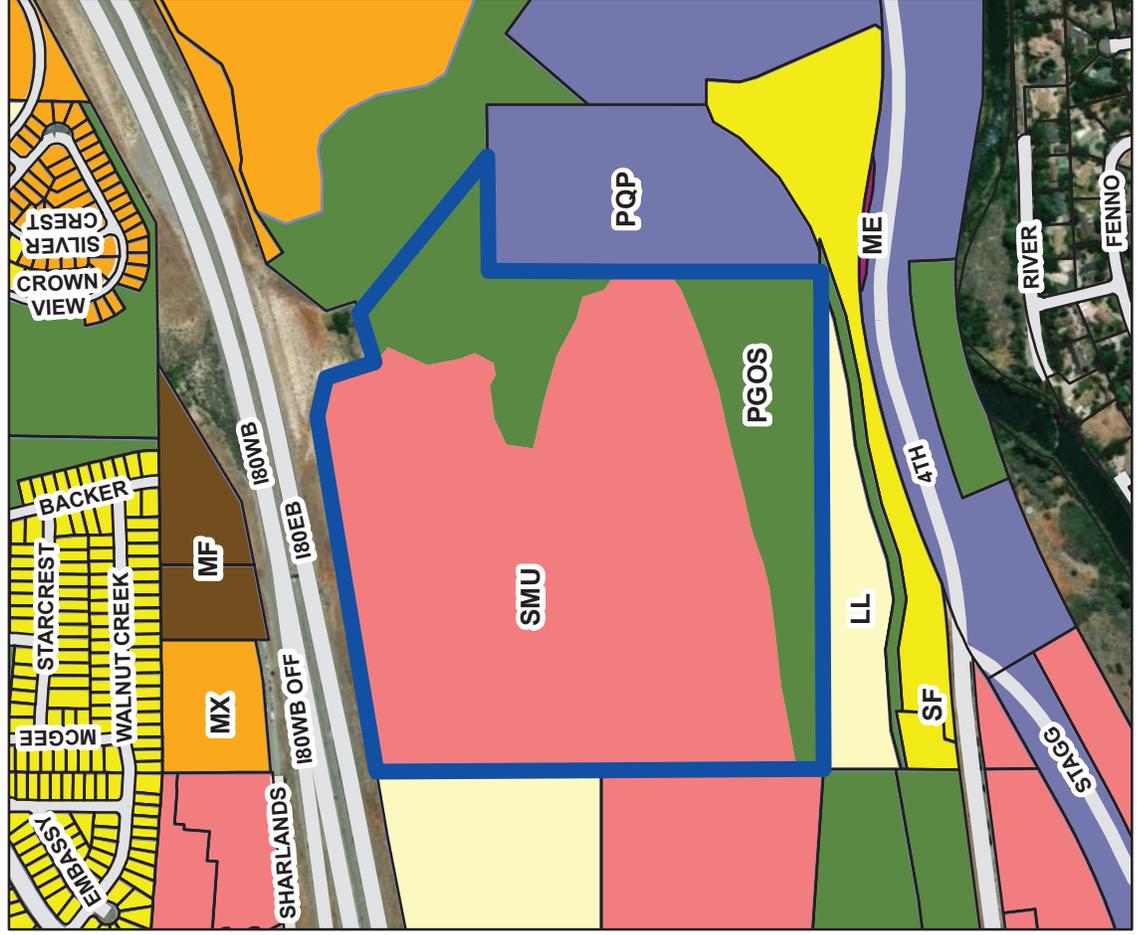
MASTER PLAN LAND USE COMPARISON

LDC23-00003 (Heiser Master Plan Amendment and Rezoning)

Existing MPLU: LL Subject Area



Proposed MPLU: SMU & PGOS Subject Area



Master Plan Land Use

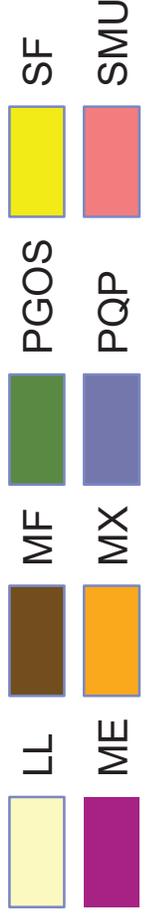


Exhibit B - Land Use Plan



Legend

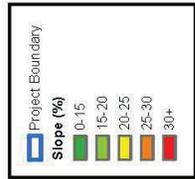
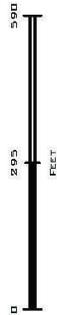
- Project Boundary
- Land Use
 - North Pad
 - South Pad
 - OS: Open Space
- Backbone Roadways
- Emergency Access/Facilities Roadways
- Potential Emergency Access Roadway

0 125 250 375 500 Feet

Exhibit C - Slope Analysis Map

HEISER PROPERTY SLOPE MAP

SPARKS, NV
AUGUST 2022



Slope (%)	Area (ac.)	% of Total
0-15	31.7	37.1
15.1-20	7.8	9.2
20.1-25	7.0	8.2
25.1-30	7.0	8.2
30+	32.0	37.4
TOTAL	85.5	100.1

Service Layer Credits: Sources: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

PRELIMINARY



WOOD RODGERS

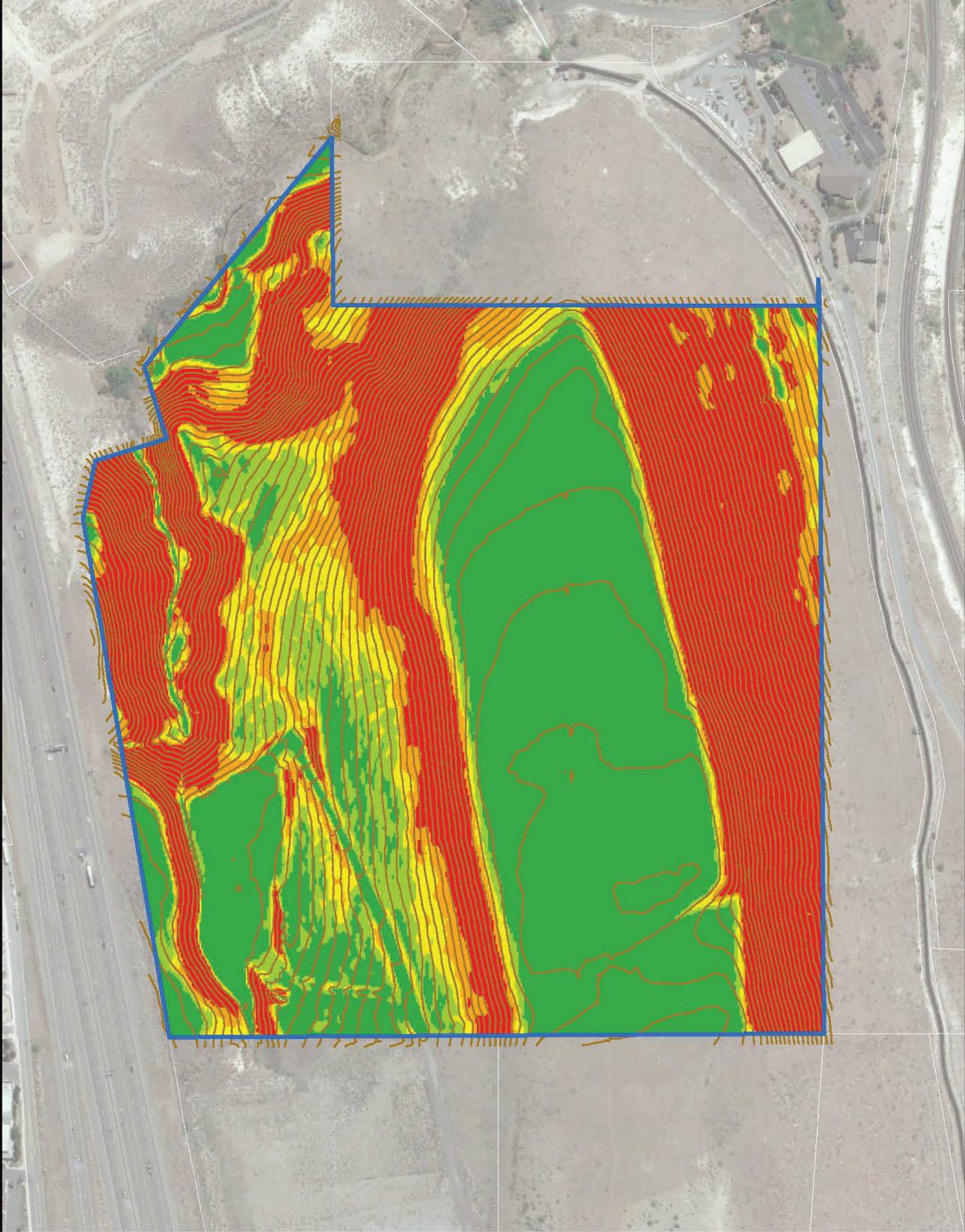


Exhibit D - Preliminary Grading Plan

S3-ROBB DRIVE SPECIFIC PLAN DISTRICT TITLE SHEET

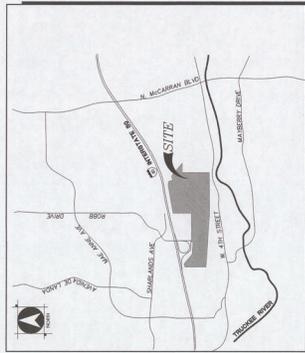
OWNER/DEVELOPER:
S3 DEVELOPMENT
1 EAST LIBERTY STREET, SUITE 444
RENO, NV 89501
(775) 323-1405

BASIS OF BEARINGS

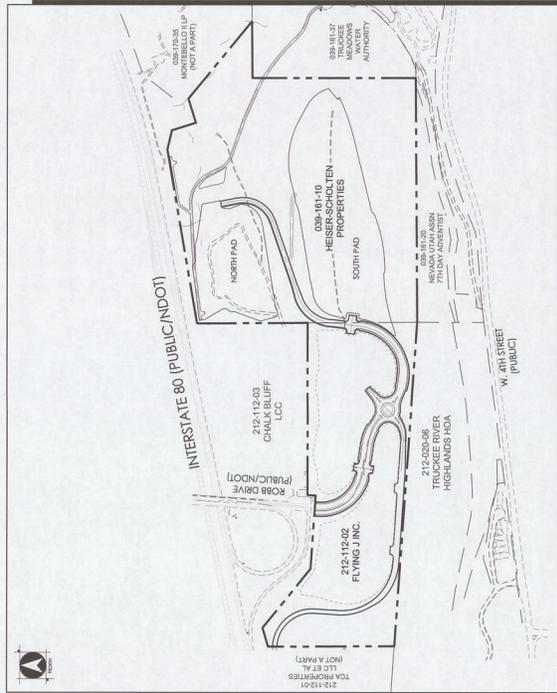
NEVADA STATE PLANNING AND DEVELOPMENT AGENCY
DATABANK OF 1983 (PFA, NCA) ACCORDING TO REFERENCE NETWORK (NAD 83) PFA
HORIZONTAL COORDINATES TRANSMITTED BY THE NEVADA GPS NETWORK. THE
NORTH IS 244° WEST. ALL DIMENSIONS SHOWN ARE GRID AND DISTANCE.
COMBINED GRID TO GROUND FACTOR = 1.0019759

BASIS OF ELEVATION

THE BASIS OF ELEVATION IS BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988
(NAVD 88). THE ELEVATION IS BASED ON THE DATUM OF 1988 AS BENCHMARK
ELEVATION OF 8660.71 BENCHMARK 2234.00 CORNER OF 800 SPRING ROAD &
WALNUT CREEK ROAD.



VICINITY MAP
NOT TO SCALE



SITE PLAN
NOT TO SCALE

SITE INFORMATION:

SITE NO. 2039005
SITE AREA 13.5282 AC
ROBE OF NV AREA 371 AC
ASSESSOR PARCEL NUMBER
2039005.01, 02, 03, 04

ENGINEERS STATEMENT:

I, WOOD RODGERS, A PROFESSIONAL ENGINEER, HAVE REVIEWED THIS PLAN AND HAVE BEEN
CONVINCED BY THE INFORMATION AND DATA SUBMITTED THAT THE PLAN IS CORRECT
ON THE 4th DAY OF OCTOBER, 2023.



WISDOM W. OVERBERG, P.E. # 18889

SHEET INDEX

SHEET	DWG CD	DRAWING DESCRIPTION
1	1-1	TITLE SHEET
2	2-1	PRELIMINARY SITE PLAN
3	G-1	PRELIMINARY GRADING PLAN
4	G-2	PRELIMINARY GRADING PLAN
5	G-3	PRELIMINARY GRADING PLAN
6	G-4	PRELIMINARY GRADING PLAN
7	B-1	PRELIMINARY UTILITY PLAN
8	C-1	PRELIMINARY CROSS SECTIONS

S3-ROBB DRIVE
TITLE SHEET



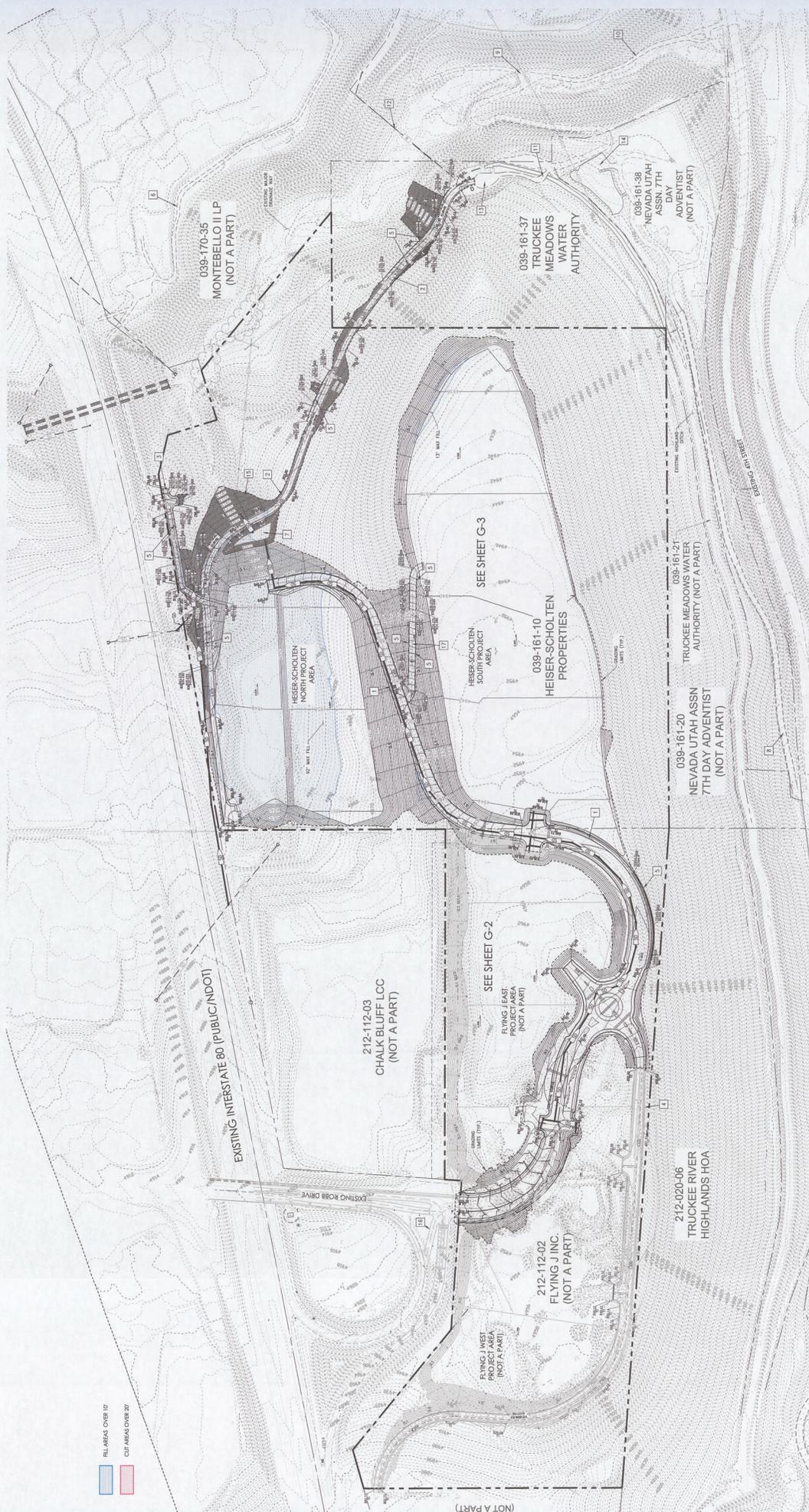
WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1981 Corporate Boulevard Tel: 775.825.4068
Reno, NV 89502 Fax: 775.825.4066

2039005

OCTOBER, 2023
SHEET T-1 OF 8

S3-ROBB DRIVE SPECIFIC PLAN DISTRICT PRELIMINARY GRADING PLAN

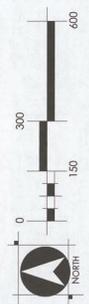
█ FILL AREAS OVER 10'
█ CUT AREAS OVER 20'



*NOTES: THE OFFICIAL GRADING PLAN FOR THIS PROJECT IS ACCESS TO THE NORTH PROJECT AREA. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AND STATE AGENCIES. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AND STATE AGENCIES. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AND STATE AGENCIES. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AND STATE AGENCIES.

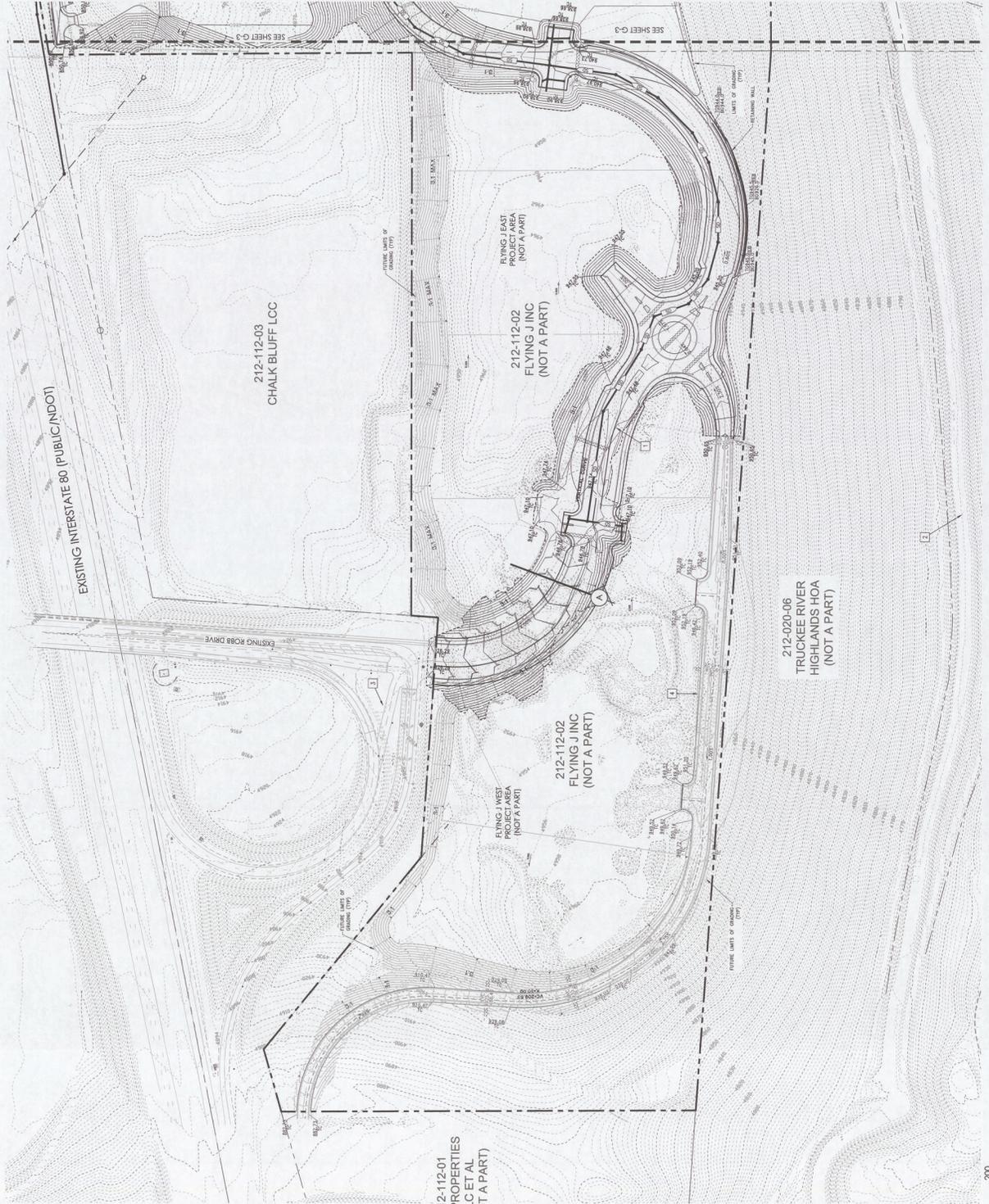
**S3-ROBB DRIVE
PRELIMINARY GRADING PLAN**

WOOD RODGERS
 BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
 1861 Corporate Boulevard Reno, NV 89502
 Tel 775.825.4068 Fax 775.825.4066
 OCTOBER, 2023
 SHEET G-1 OF 8



S3-ROBB DRIVE SPECIFIC PLAN DISTRICT PRELIMINARY GRADING PLAN

- KEY NOTES
- 1 PROPOSED PUBLIC ROADWAY
 - 2 EXISTING HIGHLAND DITCH
 - 3 PROPOSED OFFER IMPROVEMENTS BY OWNER
 - 4 FUTURE PUBLIC ROADWAY (NOT A PART)



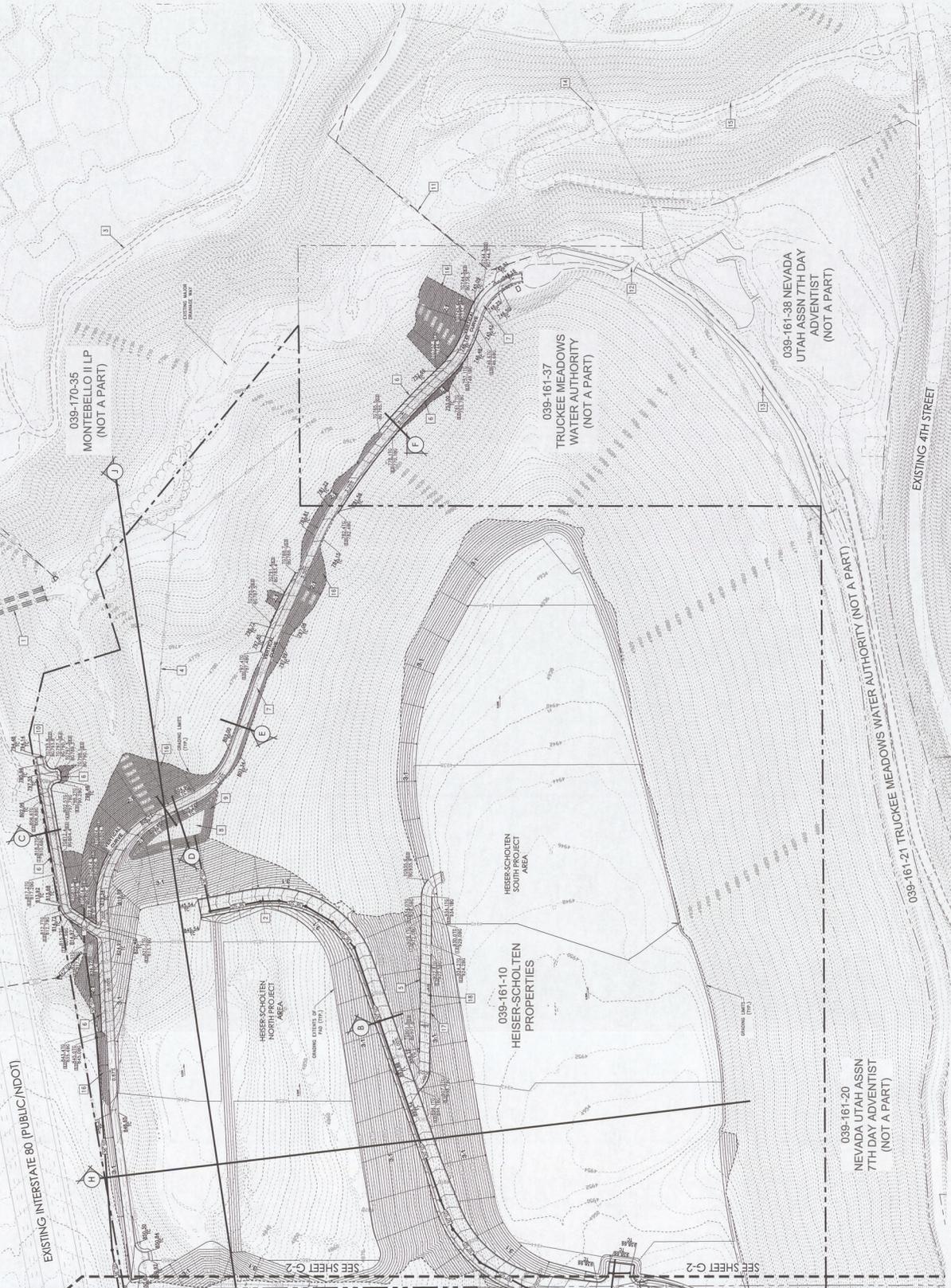
212-112-01
TCA PROPERTIES
LLC ET AL
(NOT A PART)

S3-ROBB DRIVE
PRELIMINARY GRADING PLAN

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1981 Corporate Boulevard Reno, NV 89502
Tel 775.825.4088 Fax 775.825.4066

2039005 OCTOBER, 2023
SHEET G-2 OF 8

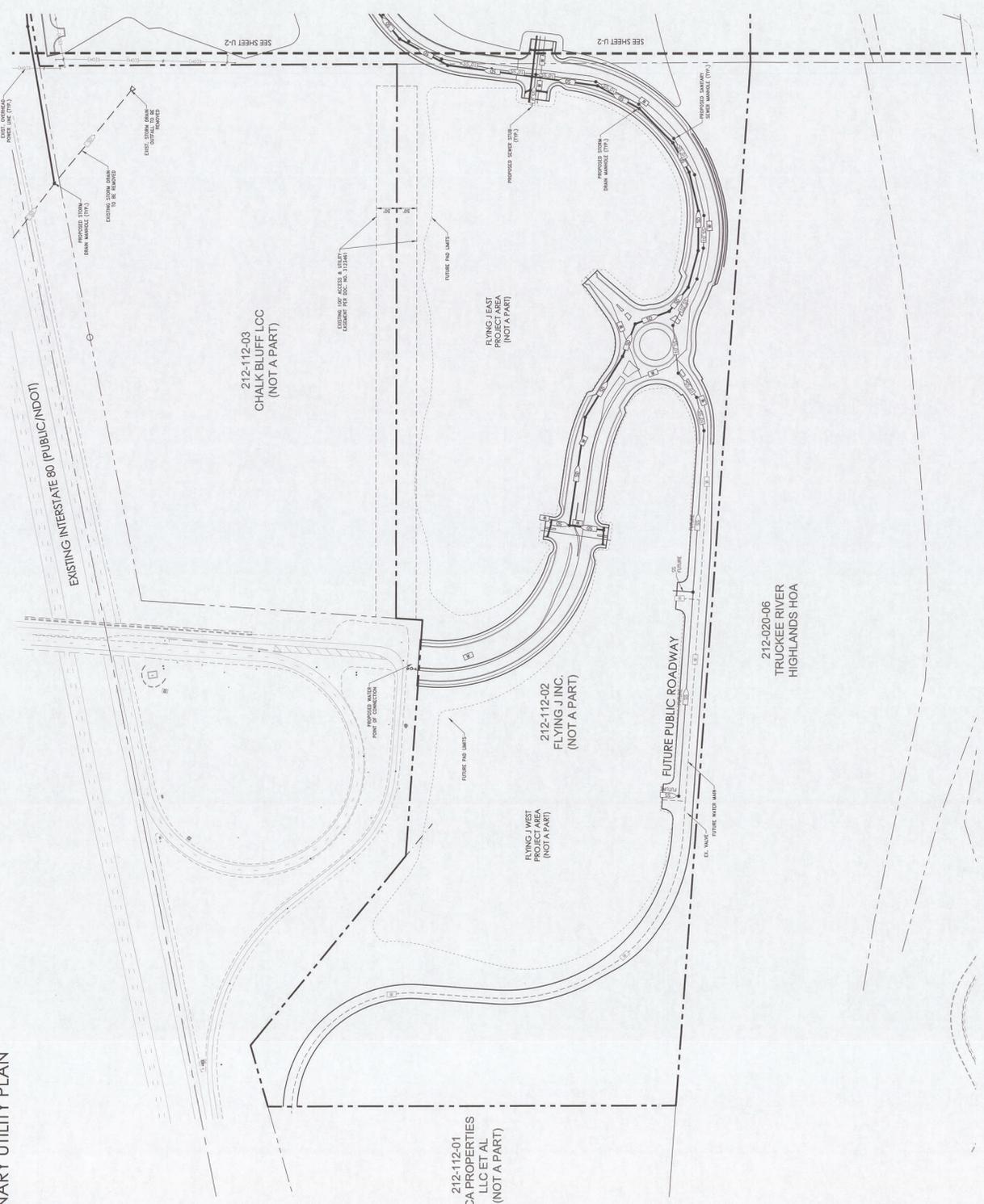
S3-ROBB DRIVE SPECIFIC PLAN DISTRICT PRELIMINARY GRADING PLAN



- KEY NOTES**
- 1 EXISTING STORM DRAIN CULVERT
 - 2 PROPOSED PUBLIC ROWWAY
 - 3 EXISTING SANITARY SEWER ACCESS ROAD (SIR)
 - 4 EXISTING OVERHEAD POWER LINES
 - 5 5' MAX HEIGHT RETAINING WALL
 - 6 EXISTING PERMANENT EROSION CONTROL
 - 7 PROPOSED PERMANENT EROSION CONTROL
 - 8 PROPOSED STEEP MAINTENANCE AND ACCESS ROAD
 - 9 EXISTING RICHLAND DITCH BRION
 - 10 EXISTING RICHLAND DITCH
 - 11 EXISTING PRIVATE PAVED ACCESS ROAD FROM CHALK BLUFF
 - 12 PROPOSED PRIVATE DIRT ROAD FROM 4TH STREET
 - 13 PROPOSED ROCK BRUSH (2' SLOPES, 1%)
 - 14 1.5' MAX HEIGHT RETAINING WALL
 - 15 PROPOSED PRIVATE EMERGENCY ACCESS ROAD

NOTE: THE OPTIONAL PRIVATE SECONDARY EMERGENCY ACCESS TO 4TH STREET (SEE CITY OF WASHINGTON) IS THE ONLY REFERENCE TO DEVELOP GREATER THAN 200 RESIDENTIAL UNITS OR GREATER THAN BUILDINGS GREATER THAN 20' IN HEIGHT ON THE HEISER-SCHOLTEN PROJECT. THIS ACCESS REQUIREMENT IS IN ACCORDANCE WITH THE 2015 INTERNATIONAL FIRE CODE.

S3-ROBB DRIVE SPECIFIC PLAN DISTRICT PRELIMINARY UTILITY PLAN



S3-ROBB DRIVE
PRELIMINARY UTILITY PLAN

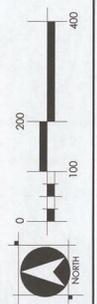


1981 Corporate Boulevard
Reno, NV 89502
Tel 775.825.4068
Fax 775.825.4066

2039005

OCTOBER, 2023

SHEET U-1 OF 8



212-112-01
TCA PROPERTIES
LLC ET AL
(NOT A PART)

FLYING J WEST
PROPERTY
(NOT A PART)

212-112-02
FLYING J INC.
(NOT A PART)

212-112-03
CHALK BLUFF LCC
(NOT A PART)

212-020-06
TRUCKEE RIVER
HIGHLANDS HOA

EXISTING INTERSTATE 80 (PUBLIC/NDOT)

FUTURE PUBLIC ROADWAY

FLYING J EAST
PROPERTY
(NOT A PART)

EXISTING HWY ACCESS & UTILITY
LOOKUP FOR SEE NO. 312841

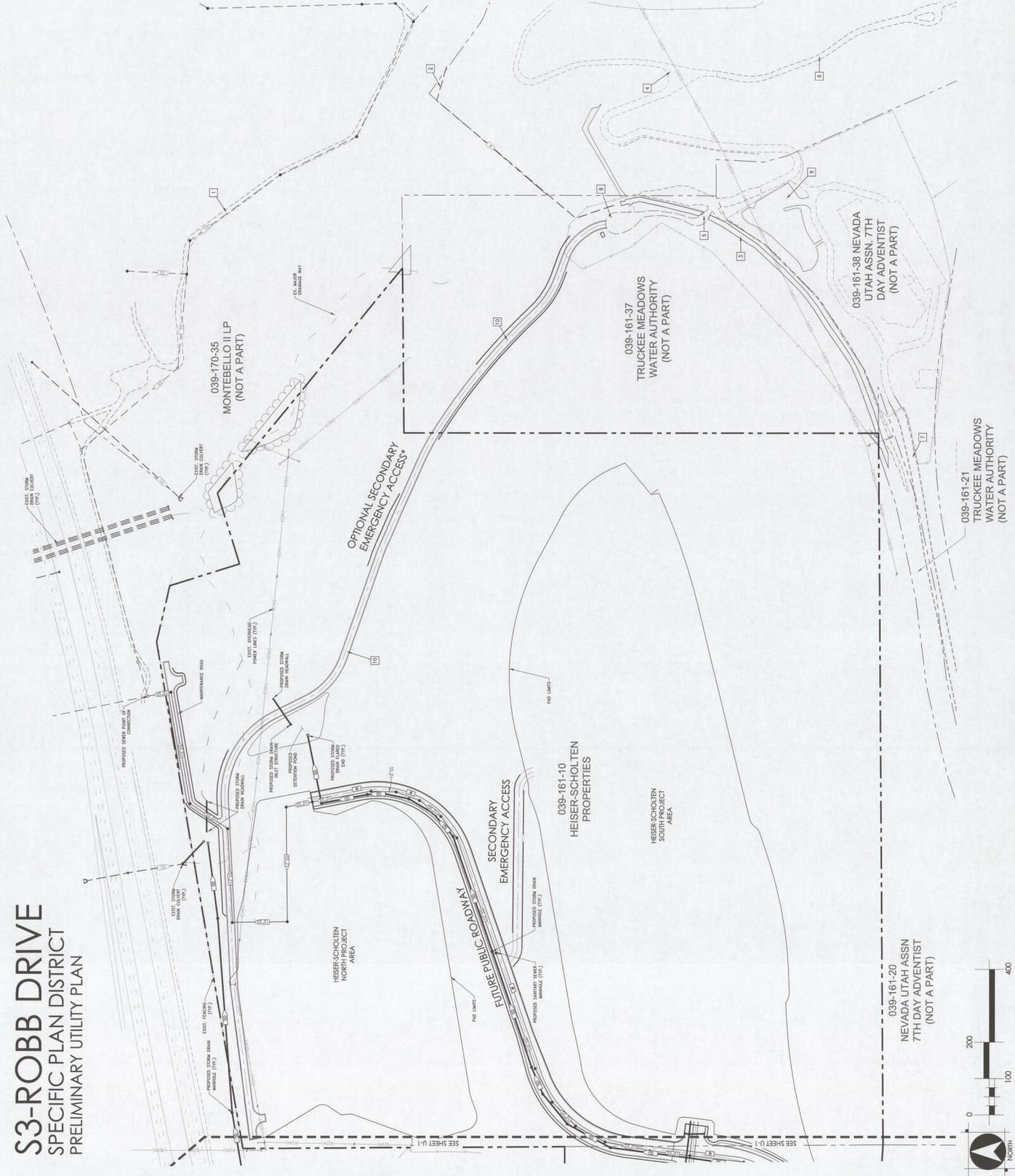
SEE SHEET U-2

SEE SHEET U-2

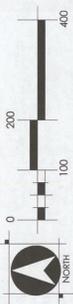
S3-ROBB DRIVE SPECIFIC PLAN DISTRICT PRELIMINARY UTILITY PLAN

- KEY NOTES**
- 1 EXISTING SANITARY SEWER ACCESS ROAD (SAR)
 - 2 EXISTING RICHLAND DITCH SPUR
 - 3 EXISTING RICHLAND DITCH
 - 4 EXISTING PRIVATE PAVED ACCESS ROAD FROM CHALK & BERRY
 - 5 EXISTING RICHLAND DITCH CROSSING
 - 6 EXISTING PRIVATE DRIVE ROAD FROM 4TH STREET
 - 7 EXISTING PRIVATE ACCESS ROAD TO
 - 8 EXISTING TRAIL STAGING AREA
 - 9 EXISTING CHURCH/PARKING AREA
 - 10 OPTIONAL PRIVATE SECONDARY EMERGENCY ACCESS*

*NOTE: THE OPTIONAL PRIVATE SECONDARY EMERGENCY ACCESS TO 4TH STREET INDICATED WITH A DASHED LINE IS SHOWN FOR REFERENCE ONLY. THIS ACCESS IS NOT TO BE CONSIDERED AS A REQUIRED ACCESS. THE ACCESS SHALL BE PROVIDED BY THE PROPERTY OWNER AT HIS OWN RISK AND UNDER NO CIRCUMSTANCES SHALL BE HELD AS A REQUIREMENT FOR THE CITY'S UTILITIES AND/OR PROJECTS.



039-161-20
NEVADA UTAH ASSN
7TH DAY ADVENTIST
(NOT A PART)



S3-ROBB DRIVE
PRELIMINARY UTILITY PLAN



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1961 Corporate Boulevard Tel 775.823.4088
Reno, NV 89502 Fax 775.823.4066

2039005 OCTOBER, 2023
SHEET U-2 OF 8

MAJOR DRAINAGEWAY ANALYSIS

S3-Robb Drive

Prepared For:

**S³ Development Company
Blake Smith II | Development Manager
1 East Liberty Street, Suite 444
Reno, Nevada 89501**

Prepared By:



WOOD RODGERS

BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

1361 Corporate Boulevard

Reno, NV 89502

Tel: 775.823.4068

Fax: 775.823.4066

January 2023

TABLE OF CONTENTS

1.0 Introduction..... 1
2.0 Project Area 2
3.0 Subject Drainageways..... 3
4.0 Greenway Corridor & Major Drainageway Objectives and Applicant’s Responses..... 5

EXHIBITS

- 1 – PROJECT LOCATION
- 2 – WATERSHED BOUNDARY
- 3 – MAJOR DRAINAGEWAY INVESTIGATION LOCATIONS
- 4 – MAJOR DRAINAGEWAY PHOTOGRAPHS
- 5 – PROJECT AREA SOILS
- 6 – SENSITIVE SPECIES AND HABITAT OCCURRENCES
- 7 – GRADING PLAN
- 8 – PRELIMINARY HYDROLOGY REPORT – Section 4 of the Submittal Packet

1.0 Introduction

Although the RMC does not define specific findings for major drainageways, it does contain a number of drainageway protection standards. Furthermore, the Master Plan Conservation Element contains five objectives related to greenway corridors and eleven objectives for major drainageway conservation. The goal of the Master Plan is to achieve “Major Drainageway Enhancement”, which is defined as the improvement of a major drainageway that results in a treatment that is better than the condition of the existing drainageway. The objectives of the Master Plan which the Peavine Employment Center intends to meet are as follows:

Greenway Corridor Objectives¹:

C-GC.1: Protection of Natural Features

Tailor the layout and design of adjacent development so as to protect the natural features contained within and along the edge of the greenway corridor.

C-GC.2: Orientation to Greenway Corridors

Orient structures and public spaces to maximize and frame views to the adjacent greenway corridor. Avoid lining greenway corridors with surface parking, walls or fencing, garages, or the backs of buildings.

C-GC3: Access to Greenway Corridors

Maintain or provide public pedestrian and bicycle access to greenway corridors and associated outdoor recreational amenities as part of future development. Incorporate signage, gateway markers, or other cues that increase the visibility of greenway corridor access points.

C-GC5: Public Spaces

Incorporate active and passive public spaces, such as outdoor plazas and seating, and pocket parks, as part of future development along greenway corridors.

Major Drainageway Conservation Objectives²:

- 1) To ensure the safety of people and property by providing for drainage of storm waters and maintaining natural attenuation of peak flows;
- 2) To maintain, preserve, or enhance the quality of the water in both the Truckee River and Stead basins, and to promote continued natural infiltration of storm runoff;
- 3) To maintain or improve wildlife habitats, native vegetation, and natural terrain;
- 4) To reduce the need for the expenditure of public funds to remedy or avoid flood hazards, erosion, or other situations caused by inappropriate alteration of natural water courses;
- 5) To provide open space land and easements for conservation or access, especially environmentally sensitive areas where development requires new approaches and attention to open space needs;
- 6) To improve or enhance wildlife corridors in urban areas to maintain the quality of life and the ecological balance of the community;

¹ The City of Reno Master Plan. 12/13/2017. Page 131. Greenway Corridors.

² The City of Reno Master Plan. 12/13/2017. Page 73. City Objectives for Major Drainageways.

**MAJOR DRAINAGEWAY ANALYSIS
S3-Robb Drive Master Plan**

- 7) To ensure that major drainageways are used for public access and recreational facilities, where appropriate;
- 8) To reduce major drainageway erosion;
- 9) To prevent sediments (man-caused or occurring naturally) from reaching the Truckee River;
- 10) To provide for open fencing adjacent to major drainageways to maintain aesthetic continuity, encourage community pride, and encourage self-policing; and
- 11) To identify critical drainage areas in the City of Reno and its Sphere of Influence and present strategies for their care, enhancement, protection, and treatment, both for function and appearance.

2.0 Project Area

The proposed S3-Robb Drive Property Master Plan (the Project) project area consists of 1 parcel located south of the Robb Drive/Interstate Highway 80 interchange (APN Number: 039-161-10) (Exhibit 1). The project area consists of ±85 acres located immediately south and east of the I80 right-of-way. The parcel is currently undeveloped and has had prior extensive disturbance. A drainage running adjacent to the northern property boundary forms a significant topographic feature. The property slopes away from I-80 at an approximate 4:1 (H:V) to reach the bottom of the drainage, roughly located 70 to 80 feet below I-80. From the bottom of the drainage, the property slopes upward at an approximate gradient of 4:1 to the upper reaches of Chalk Bluff, approximately 200 feet above the drainage bottom. Chalk Bluff forms a wide plateau which overlooks the Truckee Meadows. The of the project area is ± 4,800 feet.

The project area occurs within one watershed containing one drainage feature. (Exhibit 2). The Drainageway A is perennial with flows supported by upslope development nuisance water and stormwater drainage that is directed to the drainageway.

Soils vary from deep alluvium in the lower elevations to shallow soils over bedrock in the upper elevations in the project area (Exhibit 3). The subject drainageway occurs in Map Unit 994. Soils of the project area inclusive of the major drainageways as mapped by the Natural Resources Conservation Service (Washoe County, Nevada, South Part) are summarized below.

NRCS Soil Survey – Washoe County, South Part

Soil Survey Map Unit	Map Unit Name	Description
554	Leviathan very stony sandy loam, 2 to 8 percent slopes	Fan remnants, mixed alluvium more than 80 inches to restrictive layer, high runoff, Hydric Soil - No
557	Leviathan very stony sandy loam, 30 to 50 percent slopes	Fan remnants, mixed alluvium, more than 80 inches to restrictive layer, very high runoff, Hydric Soil - No

**MAJOR DRAINAGEWAY ANALYSIS
S3-Robb Drive Master Plan**

994	Badland-Chalco-Verdico complex, 8 to 30 percent slopes	Pediments, mixed alluvium, 1 to 4 inches to paralithic bedrock, very high runoff, Hydric Soil - No
1054	Waspo gravelly clay, 2 to 8 percent slopes	Pediments, 20 to 39 inches to paralithic bedrock, high runoff, Hydric Soil - No

The vegetation within the drainage feature consists of a single cottonwood tree (*Populus trichocarpa*) and a single coyote willow (*Salix exigua*). Grasses include cheatgrass (*Bromus tectorum*), Sandberg bluegrass (*Poa secunda*), and Great Basin wildrye (*Leymus cinerius*) (Exhibit 5).

The surrounding upland to the north of the drainageway and below I80 is seeded grass species on the south facing slope. The north facing slope supports Wyoming big sagebrush (*Artemisia tridentata ssp. vaseyana*), rubber rabbitbrush (*Ericameria nauseosa*), antelope bitterbrush (*Purshia tridentata*), green ephedra (*Ephedra viridis*), cheatgrass (*Bromus tectorum*), Sandberg bluegrass (*Poa secunda*), and Great Basin wildrye (*Leymus cinerius*). The western portion of the project area is void of vegetation because of prior disturbance (Exhibit 5).

3.0 Subject Drainageway

A major drainageway drains an area of 100 acres or more and is thus comprised of the width of the 100-year event water surface elevation plus a minimum 15-foot-wide buffer on both sides of the drainage. This Major Drainageway Analysis has been prepared to respond to Master Plan Objectives. It is the goal of Project PEC to assist the City of Reno achieve the Master Plan implementation strategies IMP-7.1a and 7.1b.

3.1 Drainageway A

In the project area, there is one major drainageway that drains ±123 acres (Exhibits 2 and 5). Flows enter Drainageway A from the west emanating from surface runoff from the adjacent I80 corridor and from the north via two culverts that collect stormwater drainage from upslope development and from the I80 corridor (Exhibit 2).

In 2010, the Heiser Property Fill Site Project included mass grading intended realignment and rock line the upper reach of the drainageway with road construction materials from a nearby project. Historically, prior to I80 be constructed, the drainageway existed collecting flows from the north, northwest and west (Exhibit 4). It appears that the construction of I80 and development north of I80 resulted in increased flows to this drainage.

The drainageway is in a significantly disturbed condition in the upper reach and moderately disturbed condition in the lower reach. The western extent has been rock lined to avoid accelerated erosion from offsite drainage. In addition, the I80 fill slope is immediately adjacent to the north side of the drainageway. Channel downcutting is limited by shallow depth to paralytic bedrock (Map Unit 994, Exhibits 3 and 5) and significant rock armoring.

MAJOR DRAINAGEWAY ANALYSIS S3-Robb Drive Master Plan

3.2 Sensitive Vegetation Species

A data request for the Nevada Natural Heritage Program (NNHP), U.S. Fish and Wildlife Service (FWS) and the Nevada Department of Wildlife (NDOW) was submitted in November 2022.

Correspondence was received in a GIS shape file from NNHP in response to a request for at-risk taxa habitat within the vicinity of the project (Exhibit 6). The NNHP database query indicated that there are no at-risk taxa or habitat in the project area.

The FWS (Exhibit 6) has indicated that there are no critical habitats within the project area. The FWS has indicated that the following species may be present in the vicinity of the project area: Sierra Nevada yellow-legged frog (*Rana sierrae*), Carson wandering skipper (*Pseudocopa eodes eunus obscurus*), monarch butterfly (*Danaus plesippus*), Webber's ivesia (*Ivesia webberi*), Cui-ui (*Chasmists cujus*) and Lahontan cutthroat trout (*Oncorhynchus clarkii henshawi*).

The elevation of project area occurs in the lower extent of the range in which the Sierra Nevada yellow-legged frog is generally found in high mountain streams, lakes and wetlands at 4,495 to 12,000 feet elevation. Although, unlikely, there is potential for this species to occur within the Truckee River corridor to the south of the project area.

The Carson wandering skipper (endangered) occurs on alkali flats. The project area does not support alkali flats therefore, it is unlikely that it occurs within the project area.

The monarch butterfly is a species of concern and although still quite common, their numbers have declined recently. This species may be associated with the Truckee River corridor.

Webber's ivesia are associated with heavy clay soils and has been found on Peavine Mountain and the lower elevations of the Sierra Nevada Mountains. The project area does not contain heavy clay soils and therefore it is unlikely that it occurs in the project area.

Cui-ui (*Chasmists cujus*) and Lahontan cutthroat trout (*Oncorhynchus clarkii henshawi*) both require a perennial source of water. The subject drainageway only flows in response to precipitation events and runoff from upslope development and highway stormwater runoff. Therefore, these species are not supported within the subject drainageway.

The NDOW database query (Exhibit 6) indicated that the project area supports occupied mule deer habitat, various species of raptors and their habitats, which use diverse habitat types, may reside in the vicinity of the project area and various avian species protected under the Migratory Bird Treaty Act may use the project area for nesting.

NDOW states that there is no known greater sage-grouse habitat in the vicinity of the project area and there are no known greater sage-grouse lek sites in the vicinity of the project area.

3.3 Existing Hydrology

Wood Rodgers, Inc. has determined the total current peak flow within Drainageway A is 197.61 cfs from offsite runoff and onsite runoff (Exhibit 8 – Submittal Section 4).

3.4 Proposed Project

At the time of this writing, it is assumed that the developed areas will have a land use of “Industrial”, though the final land use of projects inside the development area may change prior to final design. Individual drainage elements are to be sized with drainage reports accompanying each phase of the project (Exhibit 7).

Under the proposed development scenario, the peak flows within Drainageway A will be 295.89 cfs. The proposed drainage system will likely consist of curb and gutter to collect and convey runoff produced on-site, drainage inlets to collect runoff from the gutters, storm drain laterals, pipes, manholes, storm drain main, drainage channels, all of which run west to east, to convey collected runoff through the project. The development will utilize storm drain catch basins, manholes, and mains to convey runoff generated on-site and pass off-site flows through the project. This storm drain will be designed with the final design of each project. It is anticipated that all storm drain within streets or common elements will be publicly owned and maintained by the City of Reno, and some storm drain on individual development sites may be privately owned.

As indicated above, developing the Project site will result in an overall net increase in flows prior to detention. It is anticipated that detention ponds will be constructed with final design to mitigate the increase in peak flows to pre-development conditions or below. There is space available on both the east side and west side of the development to construct appropriately sized detention ponds to detain both the 5-year and 100-year peak flows prior to discharge to Drainageway A

The entire site lies within FEMA flood hazard area “unshaded X”, which indicates that the project is outside the 0.2% probability per year flood zone. No special flood hazard considerations are required for the proposed project.

4.0 Greenway Corridor & Major Drainageway Objectives and Applicant’s Responses

Although the RMC does not define specific findings for major drainageways, it does contain several drainageway protection standards. Furthermore, the Master Plan Conservation Element contains five objectives related to greenway corridor protection. Please see below for the Applicant’s responses to these objectives to achieve Major Drainageway Enhancement, which is defined as the improvement of a major drainageway that results in a treatment that is better than the condition of the existing drainageway.

Master Plan Greenway Corridors Objectives:

C-GC.1: Protection of Natural Features

Tailor the layout and design of adjacent development so as to protect the natural features contained within and along the edge of the greenway corridor.

C-GC.2: Orientation to Greenway Corridors

Orient structures and public spaces to maximize and frame views to the adjacent greenway corridor. Avoid lining greenway corridors with surface parking, walls or fencing, garages, or the backs of buildings.

C-GC3: Access to Greenway Corridors

**MAJOR DRAINAGEWAY ANALYSIS
S3-Robb Drive Master Plan**

Maintain or provide public pedestrian and bicycle access to greenway corridors and associated outdoor recreational amenities as part of future development. Incorporate signage, gateway markers, or other cues that increase the visibility of greenway corridor access points.

C-GC5: Public Spaces

Incorporate active and passive public spaces, such as outdoor plazas and seating, and pocket parks, as part of future development along greenway corridors.

City's Objectives for Major Drainageways:

The design approach to any channel improvements should be appropriate to the site and based on maintaining a natural channel, overall aesthetics, and the quality of the natural environment.

- 1) To ensure the safety of people and property by providing for drainage of storm waters and maintaining natural attenuation of peak flows;
- 2) To maintain, preserve, or enhance the quality of the water in both the Truckee River and Stead basins, and to promote continued natural infiltration of storm runoff;
- 3) To maintain or improve wildlife habitats, native vegetation, and natural terrain;
- 4) To reduce the need for the expenditure of public funds to remedy or avoid flood hazards, erosion, or other situations caused by inappropriate alteration of natural water courses;
- 5) To provide open space land and easements for conservation or access, especially environmentally sensitive areas where development requires new approaches and attention to open space needs;
- 6) To improve or enhance wildlife corridors in urban areas to maintain the quality of life and the ecological balance of the community;
- 7) To ensure that major drainageways are used for public access and recreational facilities, where appropriate;
- 8) To reduce major drainageway erosion;
- 9) To prevent sediments (man-caused or occurring naturally) from reaching the Truckee River;
- 10) To provide for open fencing adjacent to major drainageways to maintain aesthetic continuity, encourage community pride, and encourage self-policing; and
- 11) To identify critical drainage areas in the City of Reno and its Sphere of Influence and present strategies for their care, enhancement, protection, and treatment, both for function and appearance.

Responses:

C-GC.1: Protection of Natural Features

Tailor the layout and design of adjacent development so as to protect the natural features contained within and along the edge of the greenway corridor.

- 1) To ensure the safety of people and property by providing for drainage of storm waters and maintaining natural attenuation of peak flows;
- 4) To reduce the need for the expenditure of public funds to remedy or avoid flood hazards, erosion, or other situations caused by inappropriate alteration of natural water courses;

**MAJOR DRAINAGEWAY ANALYSIS
S3-Robb Drive Master Plan**

- 8) To reduce major drainageway erosion;
- 9) To prevent sediments (man-caused or occurring naturally) from reaching the Truckee River; - NOT APPLICABLE

Response:

Pursuant to the findings of the Preliminary Hydrologic and Hydraulic Analysis Report³, with the development of Project PEC, the 100-year 24-hour peak flow will be routed through the proposed storm drain system and attenuated throughout the detention and retention facilities. The resulting increase in flows from onsite development will be mitigated through onsite; therefore, there will not be an increase in discharge or volume to the downstream facilities. Additionally, the storm drain system and proposed engineered channels will be sized appropriately and will be analyzed for peak discharge and velocities to provided adequate erosional protection within the proposed site improvement plans.

Development of the project site will result in an increase in impervious area. The increase in impervious area results in an increase in runoff. Detention facilities are proposed around the project site to capture the additional runoff and meter-out flows matching the existing condition for the 100-year storm event.

The proposed stormwater drainage facilities have been preliminarily designed to capture and perpetuate the design storm event flows with the use of storm drain pipes and detention facilities, which release to the existing downstream drainageway. The conveyance of flows is in conformance with the City of Reno Design Manual and the TMRDM. There will not be negative impacts to the adjacent or downstream properties because of development due to the implementation of the proposed storm water management system.

Objectives:

- 3) To maintain or improve wildlife habitats, native vegetation, and natural terrain;
- 6) To improve or enhance wildlife corridors in urban areas to maintain the quality of life and the ecological balance of the community;

Response:

A reconnaissance survey of the entire site was completed in November 2022 (Exhibit 5). Wildlife species observed during that survey included common urban avian species and mule deer.

Avoiding impact to the currently minor disturbed drainageway will allow for continued use of these areas by resident wildlife species.

No critical habitats occur within the project boundary.

During construction of the project area, wildlife species may be temporarily displaced. These species will most likely be displaced to Truckee River corridor. Post construction, it is anticipated that individuals of these species will continue to use the major drainageway.

³ Odyessy Engineering, Inc. May 2022.

MAJOR DRAINAGEWAY ANALYSIS
S3-Robb Drive Master Plan

Objectives:

C-GC.2: Orientation to Greenway Corridors

Orient structures and public spaces to maximize and frame views to the adjacent greenway corridor. Avoid lining greenway corridors with surface parking, walls or fencing, garages, or the backs of buildings.

- 2) To maintain, preserve, or enhance the quality of the water in both the Truckee River and Stead basins, and to promote continued natural infiltration of storm runoff;

Response:

Site development will invoke maintenance of the drainageway for safe conveyance of flow to the Truckee River basin as well as aesthetic qualities.

The proposed detention facilities will allow for attenuation of potentially sediment laden runoff, natural infiltration, and discharge of improved water quality runoff to the north. The addition of proposed on site drainage improvements and property owner-maintained facilities would serve as permanent water quality Best Management Practice and thus, enhanced water quality for discharge to the Truckee River.

Objectives:

C-GC3: Access to Greenway Corridors

Maintain or provide public pedestrian and bicycle access to greenway corridors and associated outdoor recreational amenities as part of future development. Incorporate signage, gateway markers, or other cues that increase the visibility of greenway corridor access points.

- 5) To provide open space land and easements for conservation or access, especially environmentally sensitive areas where development requires new approaches and attention to open space needs;
- 7) To ensure that major drainageways are used for public access and recreational facilities, where appropriate;
- 11) To identify critical drainage areas in the City of Reno and its Sphere of Influence and present strategies for their care, enhancement, protection, and treatment, both for function and appearance.

Response:

The major drainageway within the area proposed for improvements is currently in a significantly disturbed condition. The lower reach of the drainageway will not be fenced. At present there is no method of access to the drainageway.

Objectives:

C-GC4: Relationship to the Truckee River

Objectives:

C-GC5: Public Spaces

Incorporate active and passive public spaces, such as outdoor plazas and seating, and pocket parks, as part of future development along greenway corridors.

MAJOR DRAINAGEWAY ANALYSIS
S3-Robb Drive Master Plan

- 10) To provide for open fencing adjacent to major drainageways to maintain aesthetic continuity, encourage community pride, and encourage self-policing;

Response:

No fencing is proposed adjacent to the major drainageways within the area proposed for improvements or downstream. In addition, no new pedestrian paths or pocket parks are planned.



March 9, 2023

Andrew Durling, AICP
 Wood Rodgers, Inc.
 1361 Corporate Boulevard
 Reno, NV 89502

Traffic Evaluation – S3-Robb Drive Zone Change

Dear Mr. Durling,

This traffic evaluation provides trip generation estimates, a generalized impact assessment, and traffic management recommendations needed for this project in combination with future adjacent development. The project site is located south of Interstate 80 (I-80) and east of Robb Drive. The subject site is shown in **Exhibit 1**. The roadways serving the project will be constructed in coordination with adjacent projects.

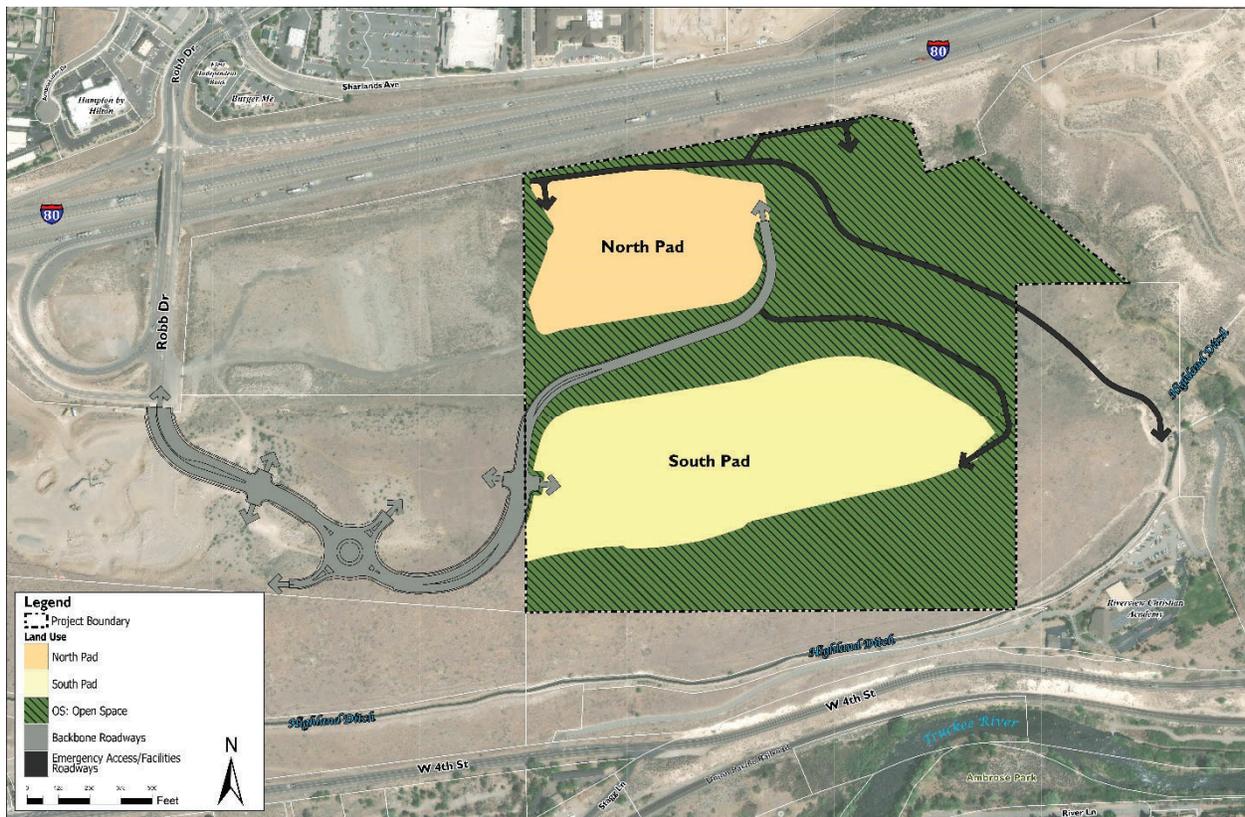


Exhibit 1: Robb Drive South Development Area

Headway Transportation, LLC
 5482 Longley Lane, Suite B, Reno, Nevada 89511
 775.322.4300
www.HeadwayTransportation.com

The following intersections are expected to serve the majority of project traffic:

- ▶ Robb Drive/I-80 Eastbound Ramps
- ▶ Robb Drive/I-80 Westbound Ramps
- ▶ Robb Drive/Sharlands Avenue, to a lesser extent

ANALYSIS METHODOLOGY

Level of service (LOS) is a term commonly used by transportation practitioners to measure and describe the operational characteristics of intersections, roadway segments, and other facilities. This term equates seconds of delay per vehicle at intersections to letter grades “A” through “F” with “A” representing optimum conditions and “F” representing breakdown or over capacity flows.

Intersections

The complete methodology for intersection level of service analysis is established in *the Highway Capacity Manual (HCM) 6th Edition* published by the Transportation Research Board (TRB). **Table 1** presents the delay thresholds for each level of service grade at signalized and unsignalized intersections.

Table 1: Level of Service Definition for Intersections

Level of Service	Brief Description	Average Delay (seconds per vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Free flow conditions.	< 10	< 10
B	Stable conditions with some affect from other vehicles.	10 to 20	10 to 15
C	Stable conditions with significant affect from other vehicles.	20 to 35	15 to 25
D	High density traffic conditions still with stable flow.	35 to 55	25 to 35
E	At or near capacity flows.	55 to 80	35 to 50
F	Over capacity conditions.	> 80	> 50

Source: *Highway Capacity Manual, 6th Edition*

Level of service calculations were performed for the study intersections using the Synchro 11 software package with analysis and results reported in accordance with *HCM 6th Edition* and *HCM 2000* methodology. *HCM 2000* results were reported for some intersections because as stated in the *HCM*, “*HCM 6th Edition* does not support more than one exclusive lane on turning movements.”



Level of Service Policy

City of Reno

The Regional Transportation Commission's (RTC) *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".

The segment of Robb Drive between the I-80 Westbound Ramps and Sharlands Avenue is projected to carry more the 27,000 ADT at the latest RTP horizon. All other roadway segments within the study area are projected to carry less than 27,000 ADT at the latest RTP horizon.

Nevada Department of Transportation

The Nevada Department of Transportation (NDOT) *Traffic Impact Study Requirements* publication states:

Level of service "C" will be the design objective for capacity and under no circumstances will less than level of service "D" be accepted for site and non-site traffic.

The following level of service thresholds were used for this analysis:

- ▶ Robb Drive/I-80 Eastbound Ramps – LOS D
- ▶ Robb Drive/I-80 Westbound Ramps – LOS E
- ▶ Robb Drive/Sharlands Avenue – LOS E

EXISTING ROADWAY CONDITIONS

AM and PM peak hour level of service calculations, based on recent turning movement volumes at the existing intersections, are shown in **Table 2**.



Table 2: Existing Intersection Level of Service

Intersection	Control	AM		PM	
		Delay ¹	LOS	Delay ¹	LOS
Robb Dr/I-80 EB Ramps ²	No Control				
Southbound Approach		0	A	0	A
Eastbound Approach		0	A	0	A
Robb Dr/I-80 WB Ramps ³	Side Street Stop				
Westbound Left/Through		25	D	18	C
Westbound Right		12	B	35	E
Northbound Left		13	B	9	A
Robb Dr/Sharlands Ave	Signal				
Overall		35	D	24	C

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections, and for the worst approach/movement for side street stop controlled intersections.

2. This intersection is currently uncontrolled with non-conflicting traffic on the southbound right-turn and eastbound left-turn movements only.

3. HCM 2000 results reported because HCM 6th Edition does not support more than one exclusive lane on turning movements.

Source: Headway Transportation, 2022

As shown in the table, the existing study intersections currently operate within policy level of service thresholds during the AM and PM peak hours.

ROBB DRIVE SOUTH DEVELOPMENT AREA

The S3-Robb Drive properties are part of the overall Robb Drive South development area that was analyzed in the *Traffic Impact Study for TCA Properties* (Headway Transportation, September 23, 2020) to develop long-term, planning level intersection and roadway improvement concepts for Robb Drive and the Robb Drive/I-80 interchange. The trip generation estimates for the overall Robb Drive South development area were calculated based on a hypothetical land use mix as contemplated by the adjacent land owners. The Simons property was included and analyzed based on the existing zoning (approximately 24 acres of large lot residential zoning yielding 24 single family units). The following estimates are for interchange concept planning purposes only.

Trip generation estimates for the overall Robb Drive South development area, after pass-by and internal capture reductions, were calculated based on ITE trip generation rates and methodologies and are as follows:

- ▶ Daily – 22,199 trips
- ▶ AM Peak Hour – 1,454 trips
- ▶ PM Peak Hour – 1,630 trips

Improvements to the Robb Drive/I-80 WB Ramps and Robb Drive/I-80 EB Ramps intersections were developed in phases based on the amount of anticipated development. **Attachments A, B, and C** show



the planned Phase 1, Phase 2, and Phase 3 interchange improvements, respectively. The S3-Robb Drive properties will have a proportional responsibility for funding or construction of the interchange improvements.

Phase 1 improvements include:

- ▶ Robb Drive/I-80 EB Ramps intersection – Add third (south) leg
 - » Intersection becomes stop controlled on EB approach
- ▶ Construct Robb Drive extension – south of I-80 EB Ramps
 - » 2-lane roadway
- ▶ Delineate SB through lane on Robb Drive at I-80 EB Ramps (pavement exists)
- ▶ Robb Drive/I-80 EB Ramps intersection – Add NB to WB left-turn lane and connection to I-80 EB on-ramp
 - » Vehicles on the ramp connector (NB to WB left-turn) would yield to SB right-turn on-ramp traffic from SB Robb Drive
- ▶ Install conduit for future signal

Phase 2 improvements include:

- ▶ Construct all intersection and all roadway geometrics to build-out conditions (without signals) and stripe out dual left-turns until signalized
- ▶ Install signal conduit/underground signal items

Phase 3 improvements include:

- ▶ Construct signals at Robb Drive/I-80 WB Ramps and Robb Drive/I-80 EB Ramps intersections
- ▶ Open all dual left-turn lanes with signalization (remove striping)

Analysis was also conducted to determine the overall capacity of each improvement phase. The Robb Drive/I-80 EB Ramps intersection was found to be the governing intersection in determining interchange capacity. **Table 3** shows the capacity of each improvement phase.



Table 3: Robb Drive Interchange – Estimated Capacity of Each Improvement Phase

Phase	Peak Hour Traffic Volume Capacity After Improvements (PM Peak Hour) ¹	Existing Trips at Robb Dr/I-80 EB Ramps ² (% of Phase Capacity)	TCA Trips (% of Phase Capacity)	Remaining Phase Capacity ³ (% of Phase Capacity)
1 – Create EB Ramps T-intersection	1,520 trips	1,060 trips – 70%	240 trips – 16%	220 trips – 14%
2 – All future lanes minus dual lefts	1,610 trips	1,060 trips – 66%	240 trips – 15%	310 trips – 19%
3 – Signalize EB and WB Ramps intersections	3,325 trips	1,060 trips – 32%	240 trips – 7%	2,025 trips – 61%

Notes: 1. Based on PM peak hour traffic volume capacity at the Robb Drive/I-80 EB Ramps intersection.
 2. The Robb Drive/I-80 EB Ramps intersection governs capacity.
 3. This capacity remains for development projects south of the Robb Drive/I-80 interchange after TCA Properties is constructed (3,325 trips – 1,060 trips – 240 trips = 2,025 trips).
 Source: Headway Transportation, 2022

PROJECT CONDITIONS

Anticipated Land Uses & Trip Generation

The S3-Robb Drive parcels are currently zoned Large Lot Residential (1 acre lots) (LLR1). The project applicant is seeking to change the zoning to Specific Plan District (SPD).

The anticipated land uses assumed for planning level analysis, consistent with the proposed zone change, are:

- ▶ Multifamily Housing – 750 units
- ▶ Shopping Center – 100,000 square feet

Table 4 shows the estimated trip generation of these land uses including internal capture and pass-by reductions.

Table 4: S3-Robb Drive Estimated Trip Generation

Land Use	Size	Trips				
		Daily	AM	AM In/Out	PM	PM In/Out
Multifamily Housing	750 du	5,055	300	72 / 228	383	241 / 142
Shopping Center	100 ksf	6,752	173	107 / 66	519	254 / 265
Total		11,807	473	179 / 294	902	495 / 407
<i>Internal Capture Reduction</i>		<i>1,305</i>	<i>6</i>	<i>3 / 3</i>	<i>188</i>	<i>94 / 94</i>
<i>Pass-By Reduction</i>		<i>949</i>	<i>0</i>	<i>0 / 0</i>	<i>145</i>	<i>78 / 67</i>
Net New Trips		10,502	467	176 / 291	714	401 / 313

Notes: du = dwelling units; ksf = 1,000 square feet
 Source: Headway Transportation, 2022



As shown in the table, the anticipated land uses are expected to generate approximately 10,502 Daily, 467 AM peak hour, and 714 PM peak hour trips.

When compared to the previously evaluated trip generation of the overall Robb Drive South development area (in the *Traffic Impact Study for TCA Properties*), the S3-Robb Drive trips are approximately 47 percent of the Daily trips ($10,502 / 22,199 = 0.47$), 32 percent of the AM peak hour trips ($467 / 1,454 = 0.32$), and 44 percent of the PM peak hour trips ($714 / 1,630 = 0.44$).

Table 5 shows the remaining capacity of the Phase 3 improvements after the TCA Properties and S3-Robb Drive projects are constructed (based on the assumed land uses listed above).

**Table 5: Robb Drive Interchange – Estimated Capacity of Phase 3 Improvements
After TCA & S3-Robb Drive**

Phase	Peak Hour Traffic Volume Capacity After Improvements (PM Peak Hour) ¹	Existing Trips at Robb Dr/I-80 EB Ramps ² (% of Phase Capacity)	TCA Trips (% of Phase Capacity)	S3-Robb Drive Trips (% of Phase Capacity)	Remaining Phase Capacity ³ (% of Phase Capacity)
3 – Signalize EB and WB Ramps intersections	3,325 trips	1,060 trips – 32%	240 trips – 7%	714 trips – 22%	1,311 trips – 39%

Notes: 1. Based on PM peak hour traffic volume capacity at the Robb Drive/I-80 EB Ramps intersection.
 2. The Robb Drive/I-80 EB Ramps intersection governs capacity.
 3. This capacity remains for development projects south of the Robb Drive/I-80 interchange after TCA and S3-Robb Drive are constructed ($3,325 \text{ trips} - 1,060 \text{ trips} - 240 \text{ trips} - 714 \text{ trips} = 1,311 \text{ trips}$).
 Source: Headway Transportation, 2022

The PM peak hour trips generated by the S3-Robb Drive properties are approximately 22 percent of the total capacity of the Phase 3 improvements to the Robb Drive interchange ($714 / 3,325 = 0.22$). Additionally, with TCA Properties and S3-Robb Drive project traffic, it is estimated that approximately 39 percent of the overall capacity of the Phase 3 improvements will remain.

In summary, the S3-Robb Drive trips are well within previous assumptions and well within the capacity of the planned interchange improvements.

CONCLUSIONS

The following is a list of our key findings:

- ▶ The S3-Robb Drive project is seeking a zoning change from Large Lot Residential (1 acre lots) (LLR1) to Specific Plan District (SPD).
- ▶ The S3-Robb Drive properties (750 multifamily units and 100,000 square feet of shopping center) are expected to generate approximately 10,502 Daily, 467 AM peak hour, and 714 PM peak hour trips



- ▶ The overall Robb Drive South development area was analyzed as part of *the Traffic Impact Study for TCA Properties* (Headway Transportation, 2022) and is anticipated to generate approximately 22,199 Daily, 1,454 AM peak hour, and 1,630 PM peak hour trips
- ▶ The estimated S3-Robb Drive trip generation with the proposed zoning is well within the overall trip generation of the Robb Drive South development area estimates.
- ▶ Improvement concepts for the Robb Drive/I-80 WB Ramps and Robb Drive/I-80 EB Ramps intersections were developed to accommodate long-term (future year) traffic volumes. The PM peak hour trip generation of the S3-Robb Drive properties is approximately 22 percent of the overall capacity of the Robb Drive interchange improvements (shown in **Table 5**).
- ▶ With TCA Properties and S3-Robb Drive project traffic, the estimated remaining capacity of the Phase 3 interchange improvements is approximately 39 percent (shown in **Table 5**).
- ▶ The S3-Robb Drive properties will have a proportional responsibility for funding or construction of the overall interchange improvements.

Sincerely,
Headway Transportation, LLC

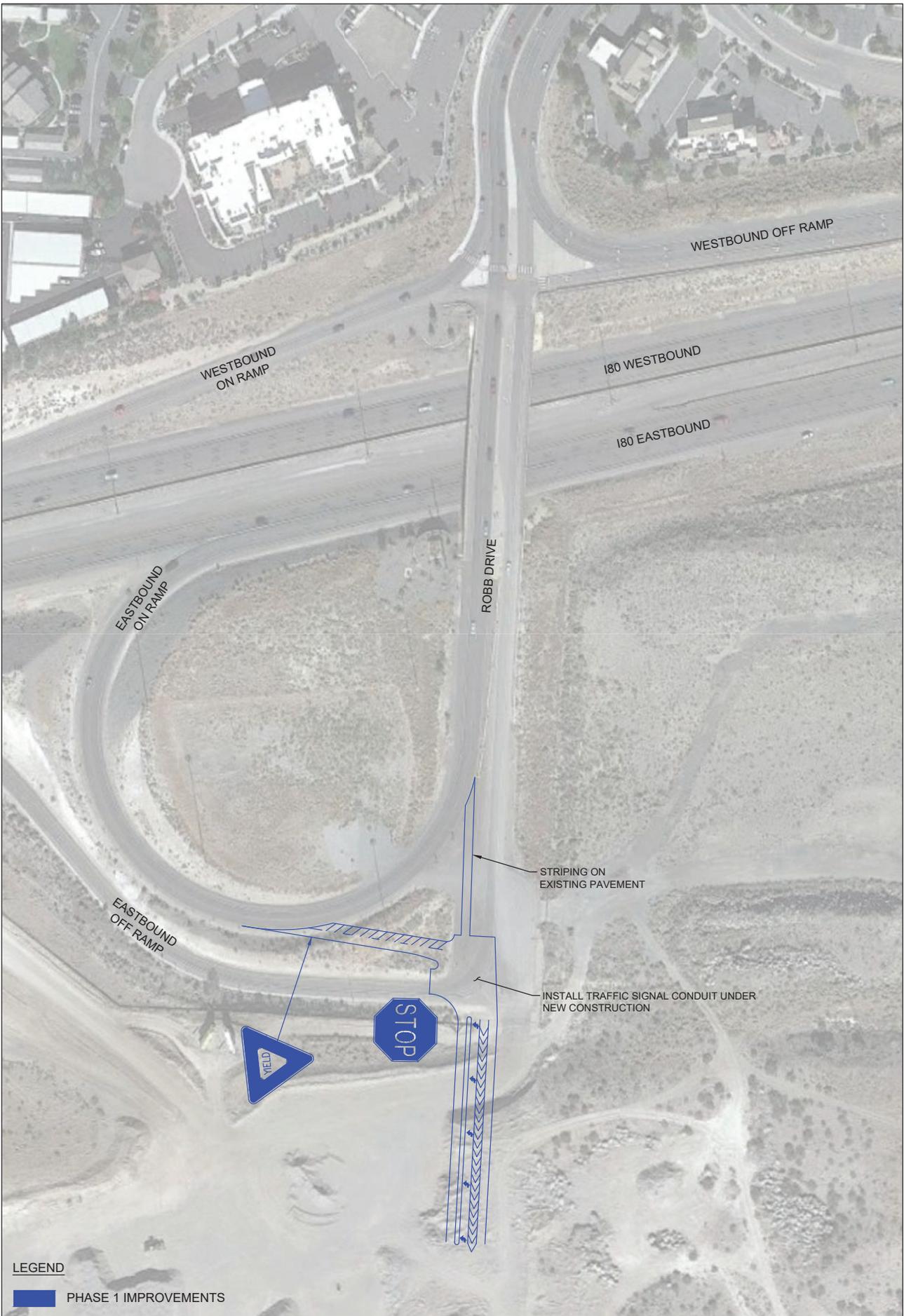


Marissa Harned, PE
Associate

Attachments:

- A – Phase 1 Improvements Figure
- B – Phase 2 Improvements Figure
- C – Phase 3 Improvements Figure

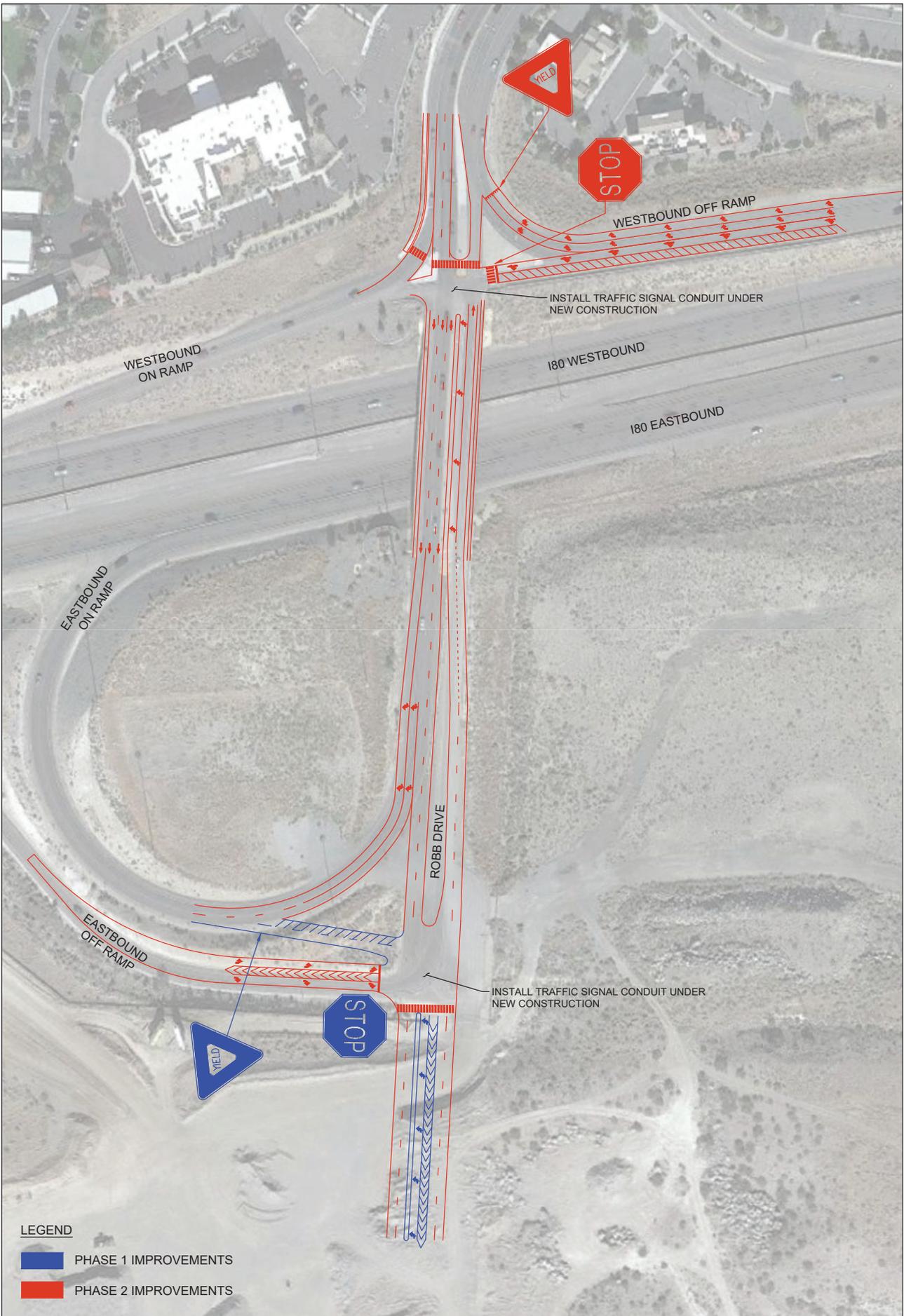




LEGEND

 PHASE 1 IMPROVEMENTS





LEGEND

- PHASE 1 IMPROVEMENTS
- PHASE 2 IMPROVEMENTS



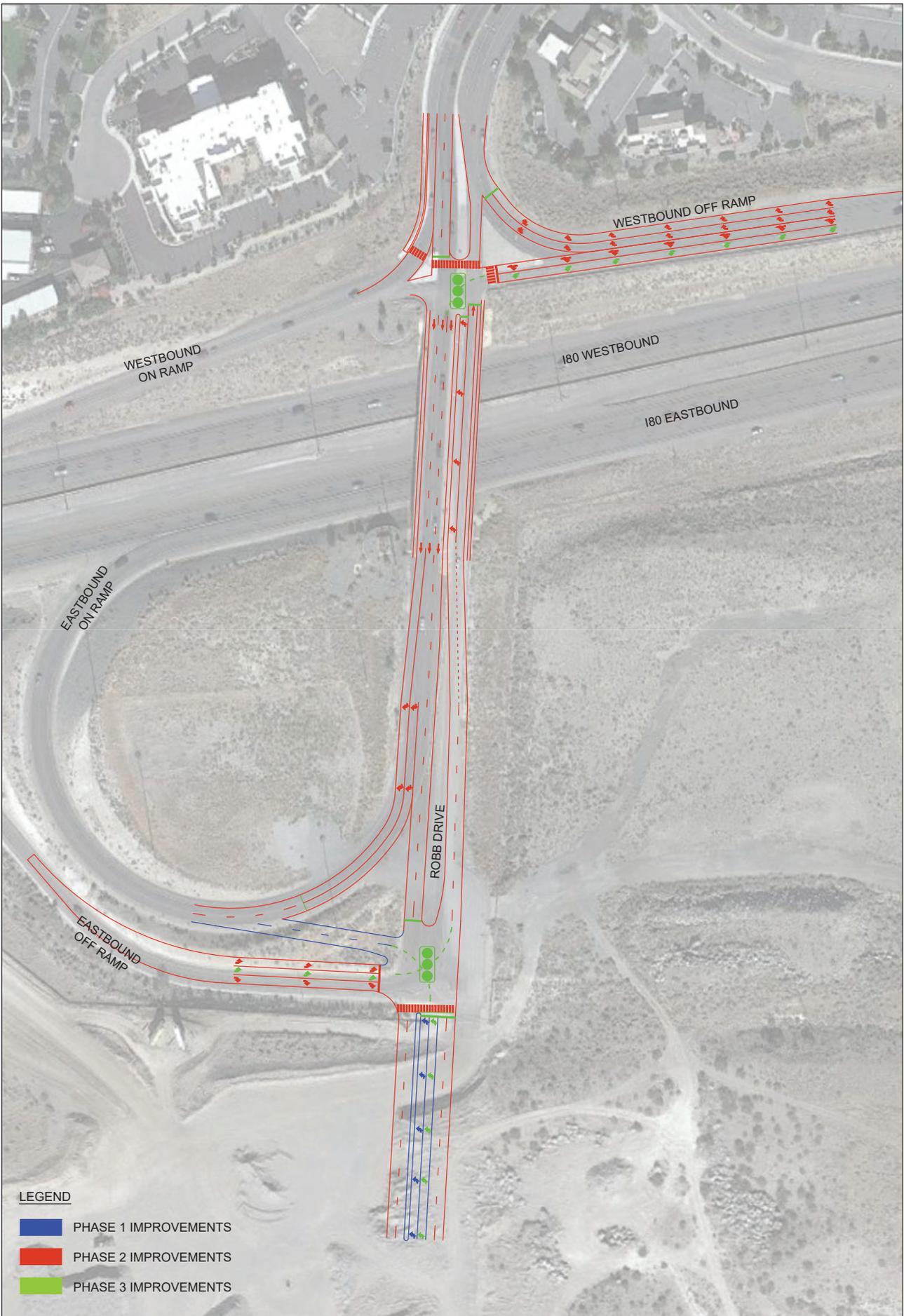


Table 3-1 Table of Allowed Uses

P = permitted by right M = minor conditional use permit C = conditional use permit required A = accessory use permitted by right Blank = use prohibited
 [P/A]1 = permitted by right except when the use-specific standards require enhanced administrative review
 [P/A]2 = permitted by right except when the use-specific standards require public hearing
 [P/A]3 = permitted by right except when the use-specific standards require enhanced administrative review or public hearing
 [P/M/C/A]4 = permitted or conditionally permitted only in geographic areas explicitly listed within the use-specific standards.

Zone Districts	Residential										Mixed-Use								Employ.				Special				Use-Specific Standards										
	LLR2.5	LLR1	LLR.5	SF3	SF5	SF8	SF11	MF14	MF21	MF30	MD-ED	MD-UD	MD-ID	MD-RD	MD-NW	MD-PD	MU	GC	NC	PO	MU-MC	MU-RES	I	IC	ME	MA		PGOS	PF	UT5	UT10	UT40					
College, University, or Seminary											P	P	P	P	P	P	P	P			P	P			P		P					18.04.107					
School, Primary	M	M	M	M	M	M	M	M			P	P	P	P	P	P	P	P			P	P			P	P	P	M	M	M	18.03.303(b)(3)						
School, Secondary	M	M	M	M	M	M	M				P	P	P	P	P	P	P	M			P	P			P	P	P	M	M	M	18.03.303(b)(4)						
School, Vocational or Trade											P	P	P	P	P	P	P	P			P	P			P	P	P	M	M	M	18.03.303(b)(5)						
																															18.04.107						
Healthcare Facilities																																					
Blood Plasma Donor Center											P	P	P	P	P	P	P	P			P	P			P	P	P					18.03.303(c)(1)					
Hospital, Acute and Overnight Care											P	P	P	P	P	P	P	P			P	P			C		C										
Medical Facility, Day Use											P	P	P	P	P	P	P	P			P	P			P	P	P										
COMMERCIAL USES																																					
Agriculture, Animals, and Farming																																					
Animal Clinic, Shelter, Hospital, Boarding Kennel, or Training Facility	C	C	C								P	P	P	P	P	P	P	P			P	P			P	P	P	M	M	M	18.03.304(a)(1)						

Table 3-1 Table of Allowed Uses

P = permitted by right M = minor conditional use permit C = conditional use permit required A = accessory use permitted by right Blank = use prohibited
 [P/A]1 = permitted by right except when the use-specific standards require enhanced administrative review
 [P/A]2 = permitted by right except when the use-specific standards require public hearing
 [P/A]3 = permitted by right except when the use-specific standards require enhanced administrative review or public hearing
 [P/M/C/A]4 = permitted or conditionally permitted only in geographic areas explicitly listed within the use-specific standards.

Zone Districts	Residential								Mixed-Use								Employ.				Special				Use-Specific Standards								
	LLR2.5	LLR1	LLR.5	SF3	SF5	SF8	SF11	MF14	MF21	MF30	MD-ED	MD-UD	MD-ID	MD-RD	MD-NW	MD-PD	MU	GC	NC	PO	MU-MC	MU-RES	I	IC		ME	MA	PGOS	PF	UT5	UT10	UT40	
Farm																											P	P	P	P	18.03.304(a)(2)		
Stable, Commercial	C	C															P	P													M	18.03.304(a)(3)	
Urban Farm	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	18.03.304(a)(4)	
Food and Beverage																																	
Bakery, Retail									M	M	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P							
Bar, Lounge, or Tavern											P	P	P	P	P	P	P	C								P	P	P	P				
Commercial Kitchen											P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P			M	M			
Microbrewery, Distillery, or Winery											P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P						18.03.304(b)(1)	
Restaurant										M	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P							
Restaurant with Alcohol Service									C	C	P	P	P	P	P	P	P	P	M							P	P						18.03.304(b)(2)
Lodging																																	
Bed and Breakfast Inn	M	M	M	M	M	M	M	M	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P								18.03.304(c)(1)

Table 3-1 Table of Allowed Uses

P = permitted by right M = minor conditional use permit C = conditional use permit required A = accessory use permitted by right Blank = use prohibited
 [P/A]1 = permitted by right except when the use-specific standards require enhanced administrative review
 [P/A]2 = permitted by right except when the use-specific standards require public hearing
 [P/A]3 = permitted by right except when the use-specific standards require enhanced administrative review or public hearing
 [P/M/C/A]4 = permitted or conditionally permitted only in geographic areas explicitly listed within the use-specific standards.

Zone Districts	Residential										Mixed-Use								Employ.				Special			Use-Specific Standards											
	LLR2.5	LLR1	LLR.5	SF3	SF5	SF8	SF11	MF14	MF21	MF30	MD-ED	MD-UD	MD-ID	MD-RD	MD-NW	MD-PD	MU	GC	NC	PO	MU-MC	MU-RES	I	IC	ME		MA	PGOS	PF	UT5	UT10	UT40					
Truck Stop/Travel Plaza																		C					C	C								18.03.304(h)(6) 18.04.107					
PUBLIC AND QUASI-PUBLIC UTILITIES AND SERVICES USES																																					
Communications and Broadcasting																																					
Communication Facility, Equipment Only	M	M	M	M	M	M	M	M	M	M	P	P	P	P	P	P	P	P	P	P	M	P	P	P	P	P	P						18.03.305(a)(1)				
TV Broadcasting and Other Communication											P	P	P	P	P	P	P	P	P	P		P	P	P	P	P	P					18.03.305(a)(2)					
Utilities																																					
Utilities, Major	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.03.305(b)(1)				
Utilities, Minor	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.03.305(b)(2)					
INDUSTRIAL USES																																					
Manufacturing and Processing																																					
Animal and Animal Byproduct Processing																																	18.03.306(a)(1)				
Cannabis Cultivation Facility, Adult-use													P												P	P	P	P	P	P	P	18.03.306(a)(2)					

Table 3-1 Table of Allowed Uses

P = permitted by right M = minor conditional use permit C = conditional use permit required A = accessory use permitted by right Blank = use prohibited
 [P/A]1 = permitted by right except when the use-specific standards require enhanced administrative review
 [P/A]2 = permitted by right except when the use-specific standards require public hearing
 [P/A]3 = permitted by right except when the use-specific standards require enhanced administrative review or public hearing
 [P/M/C/A]4 = permitted or conditionally permitted only in geographic areas explicitly listed within the use-specific standards.

Zone Districts	Residential										Mixed-Use										Employ.					Special					Use-Specific Standards	
	LLR2.5	LLR1	LLR.5	SF3	SF5	SF8	SF11	MF14	MF21	MF30	MD-ED	MD-UD	MD-ID	MD-RD	MD-NW	MD-PD	MU	GC	NC	PO	MU-MC	MU-RES	I	IC	ME	MA	PGOS	PF	UT5	UT10		UT40
Cannabis Cultivation Facility, Medical												P 4					P 4 4						P 4 4	P 4 4	P 4 4							18.03.306(a)(3)
Cannabis Independent Testing Laboratory, Adult-use												P 4 4	P 4 4				P 4 4	P 4 4			P 4 4		P 4 4	P 4 4	P 4 4							18.03.306(a)(4)
Cannabis Independent Testing Laboratory, Medical												P 4 4	P 4 4				P 4 4	P 4 4			P 4 4		P 4 4	P 4 4	P 4 4							18.03.306(a)(5)
Cannabis Production Facility, Adult-use												P 4 4	P 4 4				P 4 4	P 4 4					P 4 4	P 4 4	P 4 4							18.03.306(a)(6)
Cannabis Production Facility, Medical												P 4 4	P 4 4				P 4 4	P 4 4					P 4 4	P 4 4	P 4 4							18.03.306(a)(7)
Chemical Processing and/or Manufacture																			C				C C	C C	C C							
Collection Station																			C				P P	P C	P C			C C				
Crematorium																					C		P P	P C	P C							18.03.306(a)(8)
Custom and Craft Manufacturing												P P	P P	P P	P P	P P	P P	P P					P P	P P	P P			C C	C C			
Food Processing or Wholesale Bakery												P P	P P	P P	P P	P P	P P	P P					P P	P P	P P							
Hazardous Waste Facility												C C	C C	C C	C C	C C	C C	C C					P 2 2	P 2 2	P 2 2							18.03.306(a)(9)

Table 3-1 Table of Allowed Uses

P = permitted by right M = minor conditional use permit C = conditional use permit required A = accessory use permitted by right Blank = use prohibited

[P/A]1 = permitted by right except when the use-specific standards require enhanced administrative review

[P/A]2 = permitted by right except when the use-specific standards require public hearing

[P/A]3 = permitted by right except when the use-specific standards require enhanced administrative review or public hearing

[P/M/C/A]4 = permitted or conditionally permitted only in geographic areas explicitly listed within the use-specific standards.

Zone Districts	Residential										Mixed-Use								Employ.				Special				Use-Specific Standards										
	LLR2.5	LLR1	LLR.5	SF3	SF5	SF8	SF11	MF14	MF21	MF30	MD-ED	MD-UD	MD-ID	MD-RD	MD-NW	MD-PD	MU	GC	NC	PO	MU-MC	MU-RES	I	IC	ME	MA		PGOS	PF	UT5	UT10	UT40					
Satellite Dish	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	18.03.405(n)				
Sidewalk Café									A	A	A	A	A	A	A	A	A	A	A	A	A		A	A	A	A						18.03.405(o)					
Stable, Private	A	A	A	A																						A	A	A	A	A	A	18.03.405(p)					
Utilities, Alternative Systems	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	18.03.405(q)					
TEMPORARY USES																																					
Asphalt or Concrete Batch Plant	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	18.03.503(a)			
Carnival, Circus, Entertainment Event, Amusement Ride											P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.03.503(b)				
Christmas Tree Sales Lot and Similar Uses											P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.03.503(c)				
Construction Field Office	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.03.503(d)				
Garage Sale	P	P	P	P	P	P	P	P	P	P																							18.03.503(e)				
Parking Lot, Open											P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.03.503(f)				
Real Estate Sales Office	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.03.503(g)				

Table 3-1 Table of Allowed Uses

P = permitted by right M = minor conditional use permit C = conditional use permit required A = accessory use permitted by right Blank = use prohibited
 [P/A]1 = permitted by right except when the use-specific standards require enhanced administrative review
 [P/A]2 = permitted by right except when the use-specific standards require public hearing
 [P/A]3 = permitted by right except when the use-specific standards require enhanced administrative review or public hearing
 [P/M/C/A]4 = permitted or conditionally permitted only in geographic areas explicitly listed within the use-specific standards.

Zone Districts	Residential										Mixed-Use								Employ.				Special				Use-Specific Standards					
	LLR2.5	LLR1	LLR.5	SF3	SF5	SF8	SF11	MF14	MF21	MF30	MD-ED	MD-UD	MD-ID	MD-RD	MD-NW	MD-PD	MU	GC	NC	PO	MU-RES	MU-MC	I	IC	ME	MA		PGOS	PF	UT5	UT10	UT40
Stockpiling	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.03.503(h)
Urban Farm	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.03.503(i)
Vegetation Management	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	18.03.503(j)

ROBB DRIVE MASTER PLAN

CITY OF RENO

Fiscal Impact Analysis

JULY 2022

Prepared by:



EKAY Economic Consultants, Inc.

Economics for the changing world

550 West Plumb Lane

Suite B459

Reno, NV 89509

(775) 232-7203

www.ekayconsultants.com

Table of Contents

Robb Drive Master Plan-Fiscal Impact Analysis

TABLE OF CONTENTS

EXECUTIVE SUMMARY I

METHODOLOGY..... 1

FINDINGS 1

Table 1. Estimated City of Reno General Fund Impacts, 10- and 20-Year Total..... 2

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

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

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

LEVEL OF SERVICE TARGETS 4

LIMITING CONDITIONS & DISCLOSURES..... 7

APPENDICES 8

EXECUTIVE SUMMARY

Ekay Economic Consultants, Inc. (EEC) of Reno, Nevada was retained to conduct a fiscal impact analysis of the proposed Robb Drive Master Plan 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 Interstate 80 West, near Robb Drive and within the City of Reno.
- The project will be constructed over a five-year period, 2024 to 2028.
- The project is planned to include 1,000 apartment units and 200,000 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 \$4,000. This includes:
 - Estimated revenue for the City of Reno General Fund of \$13.4 million.
 - Expenditures for the General Fund estimated at \$13.3 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 \$2.7 million. This includes:
 - Estimated revenue for the City of Reno Street Fund of \$3.7 million.
 - Estimated expenditures for the City of Reno Street Fund of \$1.0 million.

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 residential units, industrial building square footage, estimated taxable value of project's land and improvements, and estimated project employees and residents. The remainder of the analysis is based on this information.

Taxable land and building values for nearby apartment 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 and residential units, 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

Robb Drive Master Plan-Fiscal Impact Analysis

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

	10-Year Total	20-Year Total
Estimated Revenue		
Property Tax	\$ 3,394,648	\$ 7,909,240
Consolidated Tax	648,237	1,484,721
Business/Liquor Licenses	472,291	1,126,148
Fees, Permits, Charges	1,175,649	2,832,521
TOTAL	\$ 5,690,825	\$ 13,352,630
Estimated Costs		
General Government	\$ 1,071,523	\$ 2,583,458
Police	1,601,107	4,770,236
Fire	1,914,526	5,283,063
Parks	295,324	712,032
TOTAL	\$ 4,882,479	\$ 13,348,789
Revenue Surplus/(Deficit)		
Estimated Surplus/(Deficit)	\$ 808,346	\$ 3,841

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)
2024	\$ 55,386	\$ 33,184	\$ 22,202	\$ 22,202
2025	244,519	178,695	65,823	88,025
2026	421,339	324,198	97,142	185,167
2027	585,047	469,136	115,911	301,077
2028	720,094	595,264	124,829	425,907
2029	724,316	614,577	109,739	535,646
2030	728,570	634,664	93,906	629,552
2031	732,856	655,558	77,298	706,851
2032	737,174	677,294	59,880	766,731
2033	741,524	699,909	41,615	808,346
10-Year	\$ 5,690,825	\$ 4,882,479	\$ 808,346	
2034	\$ 745,907	\$ 723,443	\$ 22,464	830,810
2035	750,323	747,934	2,389	833,198
2036	754,771	773,425	(18,654)	814,544
2037	759,253	799,961	(40,707)	773,837
2038	763,769	827,586	(63,817)	710,020
2039	768,319	856,350	(88,031)	621,988
2040	772,903	886,302	(113,399)	508,589
2041	777,522	917,495	(139,974)	368,615
2042	782,175	949,985	(167,810)	200,805
2043	786,863	983,828	(196,964)	3,841
20-Year	\$ 13,352,630	\$ 13,348,789	\$ 3,841	

Findings

Robb Drive Master Plan-Fiscal Impact Analysis

The tables show the project is estimated to result in a revenue surplus for the City of Reno General Fund in the amount of \$4,000 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 2036. 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. The tables show the project is estimated to result in a revenue surplus for the City of Reno Street Fund in the amount of \$2.7 million over the 20-year analysis period.

The analysis finds the proposed Robb Drive Master Plan development will have a **positive** fiscal impact on the City of Reno.

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

	10-Year Total	20-Year Total
Estimated Revenue		
Property Tax	\$ 1,068,617	\$ 2,489,786
Other Sources	499,459	1,204,202
Total Revenue	\$ 1,568,075	\$ 3,693,987
Estimated Costs		
Major Maintenance	\$ 387,500	\$ 775,000
Regular Maintenance	100,000	200,000
Total Costs	\$ 487,500	\$ 975,000
Revenue Surplus/(Deficit)		
Estimated Surplus/(Deficit)	\$ 1,080,575	\$ 2,718,987

Findings

Robb Drive Master Plan-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)
2024	\$ 15,313	\$ 48,750	\$ (33,437)	\$ (33,437)
2025	66,877	48,750	18,127	(15,310)
2026	115,439	48,750	66,689	51,379
2027	160,765	48,750	112,015	163,394
2028	198,309	48,750	149,559	312,953
2029	199,618	48,750	150,868	463,820
2030	200,936	48,750	152,186	616,007
2031	202,265	48,750	153,515	769,521
2032	203,603	48,750	154,853	924,374
2033	204,951	48,750	156,201	1,080,575
10-Year Total	\$ 1,568,075	\$ 487,500	\$ 1,080,575	
2034	\$ 206,309	\$ 48,750	\$ 157,559	1,238,135
2035	207,678	48,750	158,928	1,397,062
2036	209,056	48,750	160,306	1,557,368
2037	210,445	48,750	161,695	1,719,064
2038	211,844	48,750	163,094	1,882,158
2039	213,254	48,750	164,504	2,046,662
2040	214,674	48,750	165,924	2,212,586
2041	216,105	48,750	167,355	2,379,941
2042	217,547	48,750	168,797	2,548,738
2043	218,999	48,750	170,249	2,718,987
20-Year Total	\$ 3,693,987	\$ 975,000	\$ 2,718,987	

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

Robb Drive Master Plan-Fiscal Impact Analysis

Police Protection

1. Estimated Annual Number of Officers

The project is expected to add 145 employees and 2,000 residents. 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), 3.2 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 is surrounded by 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 and its small size, no additional police facilities are expected to be required.

Fire Protection

1. Annual Estimated Population Density

Given the project's population of 145 employees and 2,000 residents and approximately 45 developed acres, the project's density is estimated at 48 persons per acre.

2. Proximity to Existing Fire Station

The project is located in the designated City of Reno West Fire Station Subarea, within the recommended 4 minutes response time from the existing Station 11 located at 7105 Mae Anne Avenue.

Findings

Robb Drive Master Plan-Fiscal Impact Analysis

3. Existing Station Capacity

According to the 2021 Reno Fire Department Annual Report, Station 11 had 1,611 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 145 employees and 2,000 residents to the City of Reno upon development. Based on City of Reno Fiscal Impact Analysis Guidelines, level of service target for infill development areas in the City is 2.0 acres of park space per 1,000 residents. The project will require four acres of surrounding park space, no park space is currently proposed for the project, though the project will include open space.

2. Park Proximity

The project is located approximately 2 miles away from the existing Rainbow Ridge Park, an approximately 24-acre park.

Public Works

The project is expected to add 125,000 square feet of new roads to the City of Reno for maintenance. Costs for street maintenance are estimated in the 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 RESIDENT/EMPLOYEE ASSUMPTIONS**

<u>YEAR</u>	<u>RESIDENTIAL UNITS CONSTRUCTED</u>	<u>INDUSTRIAL SQ.FT. CONSTRUCTED</u>	<u>USE TYPE</u>	<u>TAXABLE LAND VALUE</u>	<u>TAXABLE IMPROV. VALUE</u>	<u>ESTIMATED # OF RESIDENTS</u>	<u>ESTIMATED # OF EMPLOYEES</u>
2024	50	-	Multifamily	\$ 1,060,900	\$ 5,644,146	100	-
	-	50,000	Industrial	3,310,794	4,654,298	-	36
Total	50	50,000		4,371,694	10,298,444	100	36
2025	250	-	Multifamily	5,463,635	29,067,352	500	-
	-	100,000	Industrial	-	9,587,854	-	73
Total	250	100,000		5,463,635	38,655,205	500	73
2026	250	-	Multifamily	5,627,544	29,939,372	500	-
	-	50,000	Industrial	-	4,937,745	-	36
Total	250	50,000		5,627,544	34,877,117	500	36
2027	250	-	Multifamily	5,796,370	30,837,553	500	-
	-	-	Industrial	-	-	-	-
Total	250	-		5,796,370	30,837,553	500	-
2028	200	-	Multifamily	4,776,209	25,410,144	400	-
	-	-	Industrial	-	-	-	-
Total	200	-		4,776,209	25,410,144	400	-
TOTAL	1,000	200,000		\$ 26,035,452	\$ 140,078,463	2,000	145

APPENDIX 1, ASSUMPTIONS:

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

Land Use	# of Units	Land Value/ Unit	Improvements Value/ Unit
Multifamily	1,000	\$ 20,000	\$ 106,403
	Building Square Feet	# of Acres	Land Value/ Acre
Industrial	200,000	12.00	\$ 260,062
			Improvements Value/ Sq.Ft.
			\$ 87.74

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 2022 dollars, inflated 3% per year.

- Project-related residents are estimated at **2.0** residents per residential unit
Source: City of Reno Fiscal Impact Analysis Guidelines, April 2019.
- Project-related employees are estimated at **750-2,000** square feet per employee
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
2024	Multifamily	\$ 1,060,900	\$ 5,644,146	\$ 371,315	\$ 1,975,451	\$ 17,131	\$ 5,393
	Industrial	3,310,794	4,654,298	1,158,778	1,629,004	20,351	6,406
Total		4,371,694	10,298,444	1,530,093	3,604,455	37,482	11,799
2025	Multifamily	5,463,635	29,067,352	2,285,444	12,158,901	105,444	33,193
	Industrial	-	9,587,854	1,164,572	4,992,898	44,950	14,150
Total		5,463,635	38,655,205	3,450,016	17,151,800	150,393	47,343
2026	Multifamily	5,627,544	29,939,372	4,266,511	22,698,476	196,844	61,966
	Industrial	-	4,937,745	1,170,395	6,746,073	57,790	18,192
Total		5,627,544	34,877,117	5,436,906	29,444,549	254,635	80,158
2027	Multifamily	5,796,370	30,837,553	6,316,574	33,605,112	291,428	91,740
	Industrial	-	-	1,176,247	6,779,804	58,079	18,283
Total		5,796,370	30,837,553	7,492,820	40,384,916	349,507	110,023
2028	Multifamily	4,776,209	25,410,144	8,019,830	42,666,688	370,012	116,478
	Industrial	-	-	1,182,128	6,813,703	58,370	18,374
Total		4,776,209	25,410,144	9,201,957	49,480,391	428,381	134,852
2029	Multifamily	-	-	8,059,929	42,880,021	371,862	117,060
	Industrial	-	-	1,188,038	6,847,771	58,661	18,466
Total		-	-	9,247,967	49,727,793	430,523	135,526
2030	Multifamily	-	-	8,100,229	43,094,422	373,721	117,645
	Industrial	-	-	1,193,979	6,882,010	58,955	18,559
Total		-	-	9,294,207	49,976,432	432,676	136,204
2031	Multifamily	-	-	8,140,730	43,309,894	375,590	118,234
	Industrial	-	-	1,199,948	6,916,420	59,249	18,651
Total		-	-	9,340,678	50,226,314	434,839	136,885
2032	Multifamily	-	-	8,181,433	43,526,443	377,467	118,825
	Industrial	-	-	1,205,948	6,951,002	59,546	18,745
Total		-	-	9,387,382	50,477,445	437,013	137,569
2033	Multifamily	-	-	8,222,340	43,744,075	379,355	119,419
	Industrial	-	-	1,211,978	6,985,757	59,843	18,838
Total		-	-	9,434,318	50,729,833	439,198	138,257
10-Year Subtotal		\$ 26,035,452	\$ 140,078,463			\$ 3,394,648	\$ 1,068,617
2034	Multifamily	\$ -	\$ -	\$ 8,263,452	\$ 43,962,796	\$ 381,252	\$ 120,016
	Industrial	-	-	1,218,038	7,020,686	60,143	18,933
Total		-	-	9,481,490	50,983,482	441,394	138,949
2035	Multifamily	-	-	8,304,769	44,182,610	383,158	120,616
	Industrial	-	-	1,224,128	7,055,789	60,443	19,027
Total		-	-	9,528,897	51,238,399	443,601	139,643

**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
2036	Multifamily	-	-	8,346,293	44,403,523	385,074	121,219
	Industrial	-	-	1,230,249	7,091,068	60,746	19,122
Total		-	-	9,576,542	51,494,591	445,819	140,341
2037	Multifamily	-	-	8,388,025	44,625,540	386,999	121,825
	Industrial	-	-	1,236,400	7,126,524	61,049	19,218
Total		-	-	9,624,425	51,752,064	448,048	141,043
2038	Multifamily	-	-	8,429,965	44,848,668	388,934	122,434
	Industrial	-	-	1,242,582	7,162,156	61,355	19,314
Total		-	-	9,672,547	52,010,824	450,289	141,748
2039	Multifamily	-	-	8,472,115	45,072,911	390,879	123,046
	Industrial	-	-	1,248,795	7,197,967	61,661	19,411
Total		-	-	9,720,910	52,270,879	452,540	142,457
2040	Multifamily	-	-	8,514,475	45,298,276	392,833	123,662
	Industrial	-	-	1,255,039	7,233,957	61,970	19,508
Total		-	-	9,769,514	52,532,233	454,803	143,169
2041	Multifamily	-	-	8,557,048	45,524,767	394,797	124,280
	Industrial	-	-	1,261,314	7,270,127	62,280	19,605
Total		-	-	9,818,362	52,794,894	457,077	143,885
2042	Multifamily	-	-	8,599,833	45,752,391	396,771	124,901
	Industrial	-	-	1,267,621	7,306,477	62,591	19,703
Total		-	-	9,867,453	53,058,869	459,362	144,605
2043	Multifamily	-	-	8,642,832	45,981,153	398,755	125,526
	Industrial	-	-	1,273,959	7,343,010	62,904	19,802
Total		-	-	9,916,791	53,324,163	461,659	145,328
20-YEAR TOTAL		\$ 26,035,452	\$ 140,078,463			\$ 7,909,240	\$ 2,489,786

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
2024	Multifamily	\$ 17,131	\$ 4,023	\$ 2,384	\$ 6,842	\$ 30,380	\$ 5,393	\$ 2,933	\$ 8,326
	Industrial	20,351	797	2,225	1,633	25,005	6,406	581	6,988
Total		37,482	4,820	4,609	8,475	55,386	11,799	3,514	15,313
2025	Multifamily	105,444	24,138	14,447	41,461	185,490	33,193	17,773	50,966
	Industrial	44,950	2,391	6,740	4,948	59,029	14,150	1,761	15,911
Total		150,393	26,529	21,187	46,409	244,519	47,343	19,534	66,877
2026	Multifamily	196,844	44,253	26,751	76,773	344,621	61,966	32,909	94,875
	Industrial	57,790	3,188	9,077	6,663	76,719	18,192	2,372	20,564
Total		254,635	47,441	35,828	83,436	421,339	80,158	35,281	115,439
2027	Multifamily	291,428	64,368	39,299	112,786	507,882	91,740	48,346	140,086
	Industrial	58,079	3,188	9,168	6,730	77,165	18,283	2,396	20,679
Total		349,507	67,556	48,467	119,516	585,047	110,023	50,742	160,765
2028	Multifamily	370,012	80,460	49,615	142,392	642,479	116,478	61,037	177,515
	Industrial	58,370	3,188	9,260	6,797	77,614	18,374	2,419	20,794
Total		428,381	83,648	58,875	149,189	720,094	134,852	63,457	198,309
2029	Multifamily	371,862	80,460	50,112	143,816	646,249	117,060	61,648	178,708
	Industrial	58,661	3,188	9,352	6,865	78,067	18,466	2,444	20,910
Total		430,523	83,648	59,464	150,681	724,316	135,526	64,091	199,618
2030	Multifamily	373,721	80,460	50,613	145,254	650,048	117,645	62,264	179,910
	Industrial	58,955	3,188	9,446	6,933	78,522	18,559	2,468	21,027
Total		432,676	83,648	60,058	152,188	728,570	136,204	64,732	200,936
2031	Multifamily	375,590	80,460	51,119	146,707	653,875	118,234	62,887	181,120
	Industrial	59,249	3,188	9,540	7,003	78,981	18,651	2,493	21,144
Total		434,839	83,648	60,659	153,710	732,856	136,885	65,380	202,265
2032	Multifamily	377,467	80,460	51,630	148,174	657,732	118,825	63,516	182,340
	Industrial	59,546	3,188	9,636	7,073	79,442	18,745	2,518	21,262
Total		437,013	83,648	61,266	155,247	737,174	137,569	66,034	203,603
2033	Multifamily	379,355	80,460	52,146	149,656	661,617	119,419	64,151	183,570
	Industrial	59,843	3,188	9,732	7,144	79,907	18,838	2,543	21,381
Total		439,198	83,648	61,878	156,799	741,524	138,257	66,694	204,951
10-Year Subtotal		\$ 3,394,648	\$ 648,237	\$ 472,291	\$ 1,175,649	\$ 5,690,825	\$ 1,068,617	\$ 499,459	\$ 1,568,075
2034	Multifamily	\$ 381,252	\$ 80,460	\$ 52,668	\$ 151,152	\$ 665,532	\$ 120,016	\$ 64,792	\$ 184,808
	Industrial	60,143	3,188	9,829	7,215	80,375	18,933	2,568	21,501
Total		441,394	83,648	62,497	158,367	745,907	138,949	67,361	206,309
2035	Multifamily	383,158	80,460	53,194	152,664	669,476	120,616	65,440	186,056
	Industrial	60,443	3,188	9,927	7,287	80,846	19,027	2,594	21,621
Total		443,601	83,648	63,122	159,951	750,323	139,643	68,034	207,678

**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
2036	Multifamily	385,074	80,460	53,726	154,190	673,451	121,219	66,095	187,314
	Industrial	60,746	3,188	10,027	7,360	81,321	19,122	2,620	21,742
Total		445,819	83,648	63,753	161,550	754,771	140,341	68,715	209,056
2037	Multifamily	386,999	80,460	54,264	155,732	677,455	121,825	66,756	188,581
	Industrial	61,049	3,188	10,127	7,434	81,798	19,218	2,646	21,864
Total		448,048	83,648	64,391	163,166	759,253	141,043	69,402	210,445
2038	Multifamily	388,934	80,460	54,806	157,290	681,490	122,434	67,423	189,858
	Industrial	61,355	3,188	10,228	7,508	82,279	19,314	2,673	21,987
Total		450,289	83,648	65,035	164,798	763,769	141,748	70,096	211,844
2039	Multifamily	390,879	80,460	55,354	158,863	685,556	123,046	68,098	191,144
	Industrial	61,661	3,188	10,331	7,583	82,763	19,411	2,699	22,110
Total		452,540	83,648	65,685	166,446	768,319	142,457	70,797	213,254
2040	Multifamily	392,833	80,460	55,908	160,451	689,652	123,662	68,778	192,440
	Industrial	61,970	3,188	10,434	7,659	83,251	19,508	2,726	22,234
Total		454,803	83,648	66,342	168,110	772,903	143,169	71,505	214,674
2041	Multifamily	394,797	80,460	56,467	162,056	693,780	124,280	69,466	193,746
	Industrial	62,280	3,188	10,538	7,735	83,742	19,605	2,754	22,359
Total		457,077	83,648	67,005	169,791	777,522	143,885	72,220	216,105
2042	Multifamily	396,771	80,460	57,032	163,676	697,939	124,901	70,161	195,062
	Industrial	62,591	3,188	10,644	7,813	84,236	19,703	2,781	22,484
Total		459,362	83,648	67,675	171,489	782,175	144,605	72,942	217,547
2043	Multifamily	398,755	80,460	57,602	165,313	702,130	125,526	70,863	196,388
	Industrial	62,904	3,188	10,750	7,891	84,733	19,802	2,809	22,611
Total		461,659	83,648	68,352	173,204	786,863	145,328	73,671	218,999
20-YEAR TOTAL		\$ 7,909,240	\$ 1,484,721	\$ 1,126,148	\$ 2,832,521	\$ 13,352,630	\$ 2,489,786	\$ 1,204,202	\$ 3,693,987

APPENDIX 3, ASSUMPTIONS:

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

	General Fund	Multifamily	Industrial
Consolidated (CTax)	\$ 80.46	per unit	\$ 21.92 per employee
Business/Liquor License	\$ 46.74	per unit	\$ 59.97 per employee
Fees, Permits, Charges	\$ 134.14	per unit	\$ 44.02 per employee
Street Fund			
Fees, Licenses, Permits	\$ 57.50	per unit	\$ 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
2024	Multifamily	\$ 6,292	\$ 6,708	\$ 9,790	\$ 1,734	\$ 24,524			
	Industrial	1,247	5,130	1,940	343	8,660			
Total		7,539	11,838	11,730	2,078	33,184	\$ 38,750	\$ 10,000	\$ 48,750
2025	Multifamily	38,129	42,261	60,795	10,509	151,695			
	Industrial	3,778	16,158	6,023	1,041	27,000			
Total		41,907	58,420	66,819	11,550	178,695	\$ 38,750	\$ 10,000	\$ 48,750
2026	Multifamily	70,603	81,353	115,359	19,459	286,775			
	Industrial	5,087	22,622	8,312	1,402	37,423			
Total		75,690	103,975	123,672	20,861	324,198	\$ 38,750	\$ 10,000	\$ 48,750
2027	Multifamily	103,722	124,249	173,668	28,587	430,226			
	Industrial	5,138	23,753	8,603	1,416	38,910			
Total		108,860	148,001	182,271	30,003	469,136	\$ 38,750	\$ 10,000	\$ 48,750
2028	Multifamily	130,949	163,076	224,683	36,092	554,800			
	Industrial	5,189	24,940	8,904	1,430	40,464			
Total		136,139	188,017	233,588	37,521	595,264	\$ 38,750	\$ 10,000	\$ 48,750
2029	Multifamily	132,259	171,230	232,547	36,453	572,488			
	Industrial	5,241	26,187	9,216	1,444	42,089			
Total		137,500	197,417	241,763	37,897	614,577	\$ 38,750	\$ 10,000	\$ 48,750
2030	Multifamily	133,581	179,792	240,686	36,817	590,876			
	Industrial	5,294	27,497	9,538	1,459	43,788			
Total		138,875	207,288	250,225	38,276	634,664	\$ 38,750	\$ 10,000	\$ 48,750
2031	Multifamily	134,917	188,781	249,110	37,185	609,994			
	Industrial	5,347	28,872	9,872	1,473	45,564			
Total		140,264	217,653	258,983	38,658	655,558	\$ 38,750	\$ 10,000	\$ 48,750
2032	Multifamily	136,266	198,220	257,829	37,557	629,873			
	Industrial	5,400	30,315	10,218	1,488	47,421			
Total		141,666	228,535	268,047	39,045	677,294	\$ 38,750	\$ 10,000	\$ 48,750
2033	Multifamily	137,629	208,131	266,853	37,933	650,546			
	Industrial	5,454	31,831	10,575	1,503	49,363			
Total		143,083	239,962	277,429	39,435	699,909	\$ 38,750	\$ 10,000	\$ 48,750
10-Year Subtotal		\$ 1,071,523	\$ 1,601,107	\$ 1,914,526	\$ 295,324	\$ 4,882,479	\$ 387,500	\$ 100,000	\$ 487,500
2034	Multifamily	\$ 139,005	\$ 218,538	\$ 276,193	\$ 38,312	\$ 672,048			
	Industrial	5,509	33,423	10,946	1,518	51,395			
Total		144,514	251,960	287,139	39,830	723,443	\$ 38,750	\$ 10,000	\$ 48,750
2035	Multifamily	140,395	229,465	285,860	38,695	694,415			
	Industrial	5,564	35,094	11,329	1,533	53,519			
Total		145,959	264,558	297,189	40,228	747,934	\$ 38,750	\$ 10,000	\$ 48,750

**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
2036	Multifamily	141,799	240,938	295,865	39,082	717,684			
	Industrial	5,619	36,848	11,725	1,548	55,741			
Total		147,419	277,786	307,590	40,630	773,425	\$ 38,750	\$ 10,000	\$ 48,750
2037	Multifamily	143,217	252,985	306,220	39,473	741,895			
	Industrial	5,676	38,691	12,136	1,564	58,066			
Total		148,893	291,676	318,356	41,037	799,961	\$ 38,750	\$ 10,000	\$ 48,750
2038	Multifamily	144,649	265,634	316,938	39,868	767,089			
	Industrial	5,732	40,625	12,560	1,579	60,497			
Total		150,382	306,259	329,498	41,447	827,586	\$ 38,750	\$ 10,000	\$ 48,750
2039	Multifamily	146,096	278,916	328,031	40,266	793,309			
	Industrial	5,790	42,657	13,000	1,595	63,041			
Total		151,886	321,572	341,031	41,862	856,350	\$ 38,750	\$ 10,000	\$ 48,750
2040	Multifamily	147,557	292,861	339,512	40,669	820,599			
	Industrial	5,848	44,789	13,455	1,611	65,703			
Total		153,404	337,651	352,967	42,280	886,302	\$ 38,750	\$ 10,000	\$ 48,750
2041	Multifamily	149,032	307,505	351,395	41,076	849,007			
	Industrial	5,906	47,029	13,926	1,627	68,488			
Total		154,938	354,533	365,321	42,703	917,495	\$ 38,750	\$ 10,000	\$ 48,750
2042	Multifamily	150,523	322,880	363,694	41,486	878,583			
	Industrial	5,965	49,380	14,413	1,643	71,402			
Total		156,488	372,260	378,107	43,130	949,985	\$ 38,750	\$ 10,000	\$ 48,750
2043	Multifamily	152,028	339,024	376,423	41,901	909,376			
	Industrial	6,025	51,849	14,918	1,660	74,452			
Total		158,053	390,873	391,341	43,561	983,828	\$ 38,750	\$ 10,000	\$ 48,750
20-YEAR TOTAL		\$ 2,583,458	\$ 4,770,236	\$ 5,283,063	\$ 712,032	\$ 13,348,789	\$ 775,000	\$ 200,000	\$ 975,000

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	Multifamily	Industrial	Inflation Factor
General Government	\$	123.36 per unit	\$ 33.61 per employee	1.0%
Police	\$	121.69 per unit	\$ 127.95 per employee	5.0%
Fire (West)	\$	182.78 per unit	\$ 49.80 per employee	3.5%
Parks (City)	\$	34.00 per unit	\$ 9.26 per employee	1.0%

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

The project is estimated to add approximately **125,000** square feet of streets to the City of Reno inventory over the buildout period.

Street Fund

Major Maintenance	per square foot	\$ 0.31
Regular Maintenance	per square foot	\$ 0.08

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

**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>
2024	Multifamily	\$ 30,380	\$ 24,524	\$ 5,856	\$ 8,326		
	Industrial	25,005	8,660	16,346	6,988		
Total		55,386	33,184	22,202	15,313	\$ 48,750	\$ (33,437)
2025	Multifamily	185,490	151,695	33,795	50,966		
	Industrial	59,029	27,000	32,029	15,911		
Total		244,519	178,695	65,823	66,877	\$ 48,750	\$ 18,127
2026	Multifamily	344,621	286,775	57,846	94,875		
	Industrial	76,719	37,423	39,296	20,564		
Total		421,339	324,198	97,142	115,439	\$ 48,750	\$ 66,689
2027	Multifamily	507,882	430,226	77,655	140,086		
	Industrial	77,165	38,910	38,255	20,679		
Total		585,047	469,136	115,911	160,765	\$ 48,750	\$ 112,015
2028	Multifamily	642,479	554,800	87,679	177,515		
	Industrial	77,614	40,464	37,150	20,794		
Total		720,094	595,264	124,829	198,309	\$ 48,750	\$ 149,559
2029	Multifamily	646,249	572,488	73,761	178,708		
	Industrial	78,067	42,089	35,978	20,910		
Total		724,316	614,577	109,739	199,618	\$ 48,750	\$ 150,868
2030	Multifamily	650,048	590,876	59,172	179,910		
	Industrial	78,522	43,788	34,735	21,027		
Total		728,570	634,664	93,906	200,936	\$ 48,750	\$ 152,186
2031	Multifamily	653,875	609,994	43,882	181,120		
	Industrial	78,981	45,564	33,417	21,144		
Total		732,856	655,558	77,298	202,265	\$ 48,750	\$ 153,515
2032	Multifamily	657,732	629,873	27,859	182,340		
	Industrial	79,442	47,421	32,021	21,262		
Total		737,174	677,294	59,880	203,603	\$ 48,750	\$ 154,853
2033	Multifamily	661,617	650,546	11,071	183,570		
	Industrial	79,907	49,363	30,544	21,381		
Total		741,524	699,909	41,615	204,951	\$ 48,750	\$ 156,201
10-Year Subtotal		\$ 5,690,825	\$ 4,882,479	\$ 808,346	\$ 1,568,075	\$ 487,500	\$ 1,080,575
2034	Multifamily	\$ 665,532	\$ 672,048	\$ (6,516)	\$ 184,808		
	Industrial	80,375	51,395	28,981	21,501		
Total		745,907	723,443	22,464	206,309	\$ 48,750	\$ 157,559
2035	Multifamily	669,476	694,415	(24,939)	186,056		
	Industrial	80,846	53,519	27,327	21,621		
Total		750,323	747,934	2,389	207,678	\$ 48,750	\$ 158,928

**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>
2036	Multifamily	673,451	717,684	(44,234)	187,314		
	Industrial	81,321	55,741	25,579	21,742		
Total		754,771	773,425	(18,654)	209,056	\$ 48,750	\$ 160,306
2037	Multifamily	677,455	741,895	(64,440)	188,581		
	Industrial	81,798	58,066	23,733	21,864		
Total		759,253	799,961	(40,707)	210,445	\$ 48,750	\$ 161,695
2038	Multifamily	681,490	767,089	(85,599)	189,858		
	Industrial	82,279	60,497	21,782	21,987		
Total		763,769	827,586	(63,817)	211,844	\$ 48,750	\$ 163,094
2039	Multifamily	685,556	793,309	(107,753)	191,144		
	Industrial	82,763	63,041	19,722	22,110		
Total		768,319	856,350	(88,031)	213,254	\$ 48,750	\$ 164,504
2040	Multifamily	689,652	820,599	(130,947)	192,440		
	Industrial	83,251	65,703	17,548	22,234		
Total		772,903	886,302	(113,399)	214,674	\$ 48,750	\$ 165,924
2041	Multifamily	693,780	849,007	(155,227)	193,746		
	Industrial	83,742	68,488	15,253	22,359		
Total		777,522	917,495	(139,974)	216,105	\$ 48,750	\$ 167,355
2042	Multifamily	697,939	878,583	(180,643)	195,062		
	Industrial	84,236	71,402	12,833	22,484		
Total		782,175	949,985	(167,810)	217,547	\$ 48,750	\$ 168,797
2043	Multifamily	702,130	909,376	(207,246)	196,388		
	Industrial	84,733	74,452	10,281	22,611		
Total		786,863	983,828	(196,964)	218,999	\$ 48,750	\$ 170,249
20-YEAR TOTAL		\$ 13,352,630	\$ 13,348,789	\$ 3,841	\$ 3,693,987	\$ 975,000	\$ 2,718,987

APPENDIX 5, ASSUMPTIONS:

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

S3 – ROBB DRIVE

Specific Plan District Handbook

Draft

S3 – Robb Drive
Development Standards Handbook

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

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

Name:

—

STATE OF NEVADA)
)ss
COUNTY OF WASHOE)

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

(seal) Notary

TABLE OF CONTENTS

PAGE

I. INTRODUCTION 1

 a. Project Location and Zoning 1

 b. Project Development Concept 2

 c. Development Schedule 2

 d. Administration 2

 e. Review Process 3

 f. Conflicts 3

 g. Modifications 3

II. INFRASTRUCTURE 4

 a. Grading 4

 Hillside Development 4

 b. Major Drainageway 7

 c. Access 8

 Traffic 8

 d. Sanitary Sewer Service 9

 e. Water Service 9

 f. Other Utilities 9

III. LAND USES 9

 a. Permitted Uses 9

 b. Hours of Operations 10

IV. DESIGN STANDARDS 11

 a) Site Design and Street Standards **Error! Bookmark not defined.**

 b) Landscaping 13

 c) Signage 14

 d) Noise Considerations 14

FIGURES

- Figure 1 - Vicinity Map
- Figure 2 - Slope Analysis Map
- Figure 3 - Preliminary Grading Plan
- Figure 4 - Proposed Open Space
- Figure 5 - Existing Major Drainageway
- Figure 6 - Land Use Plan

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

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

I. INTRODUCTION

a. Project Location and Zoning

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

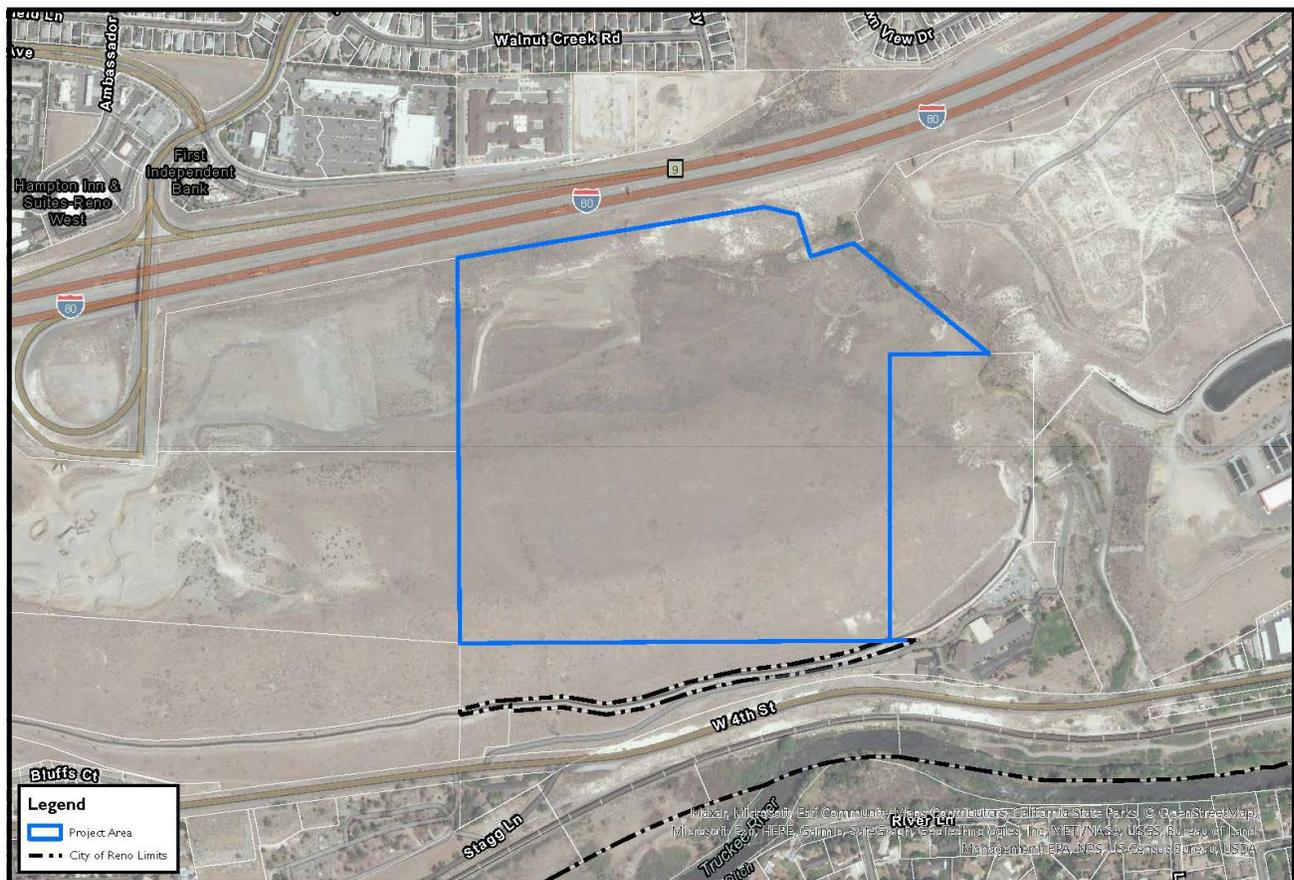


Figure 1 - Vicinity Map

Site Description and Existing Conditions

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

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

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

b. Project Development Concept

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

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

c. Development Schedule

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

d. Administration

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

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

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

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

e. Review Process

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

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

f. Conflicts

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

g. Modifications

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

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

II. INFRASTRUCTURE

a. Grading

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

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

Hillside Development

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

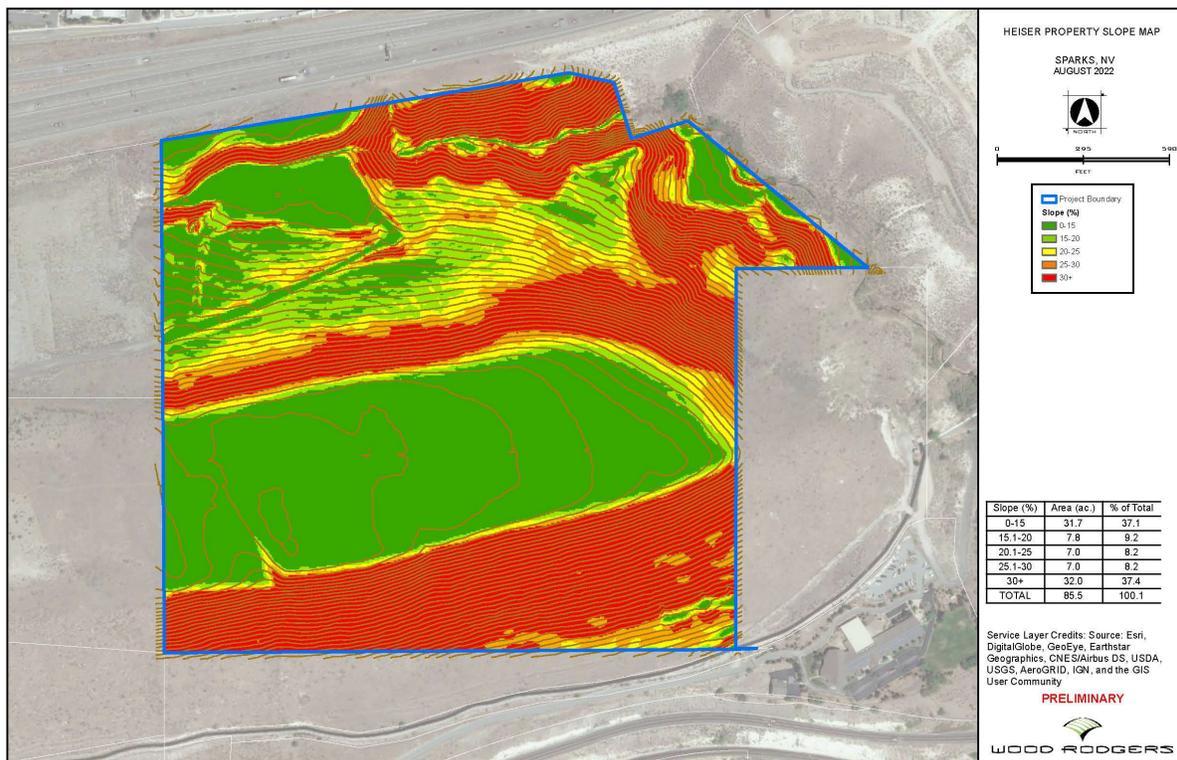


Figure 2 – Slope Analysis Map

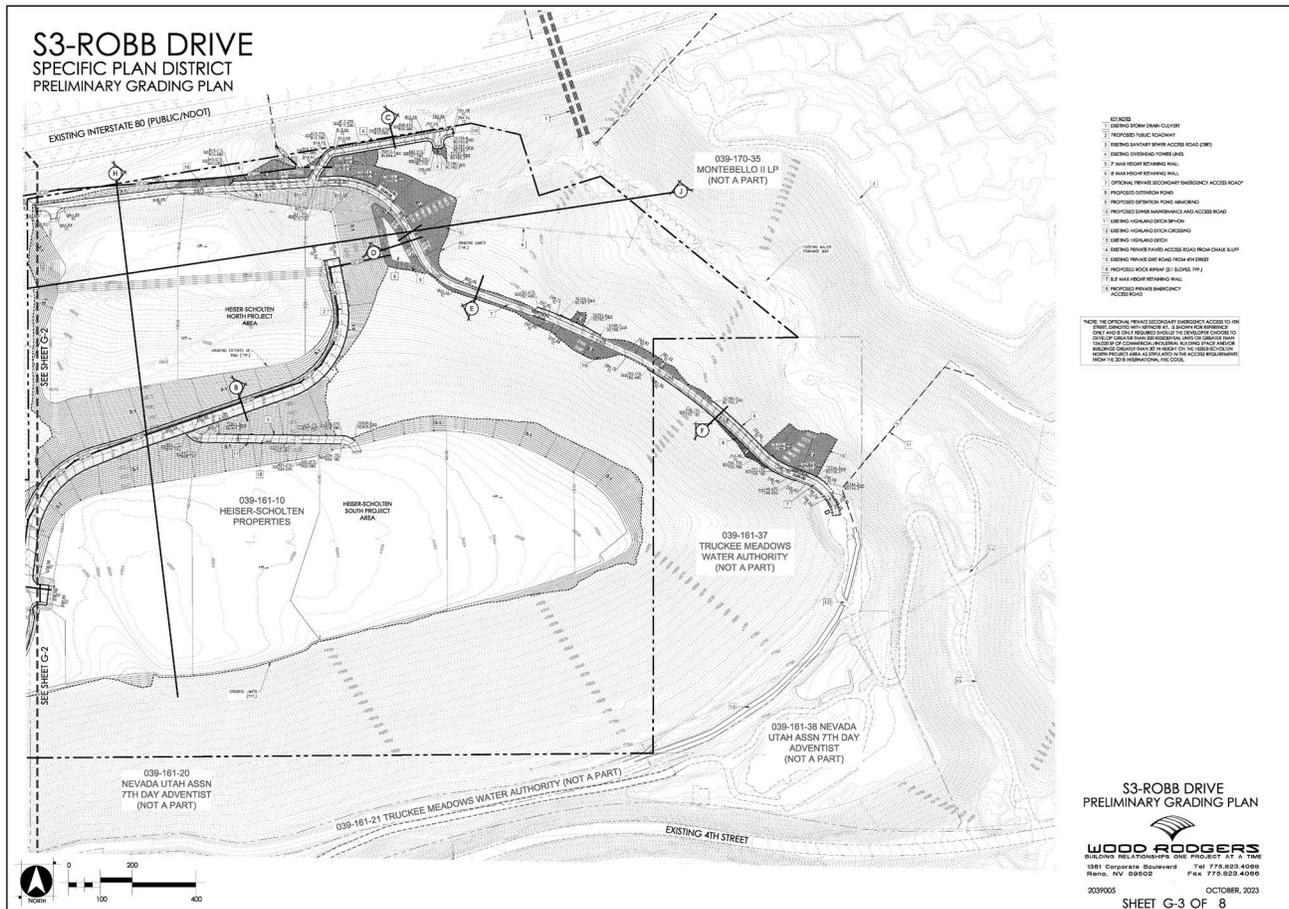


Figure 3 - Preliminary Grading Plan

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

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

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



Figure 4 - Proposed Open Space

b. Major Drainageway

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

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



Figure 5 - Existing Major Drainageway

c. Access

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

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

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

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

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

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

Traffic

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

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

d. Sanitary Sewer Service

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

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

e. Water Service

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

f. Other Utilities

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

III. LAND USES

a. Permitted Uses

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

Use Restrictions

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

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

Prohibited Uses

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

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

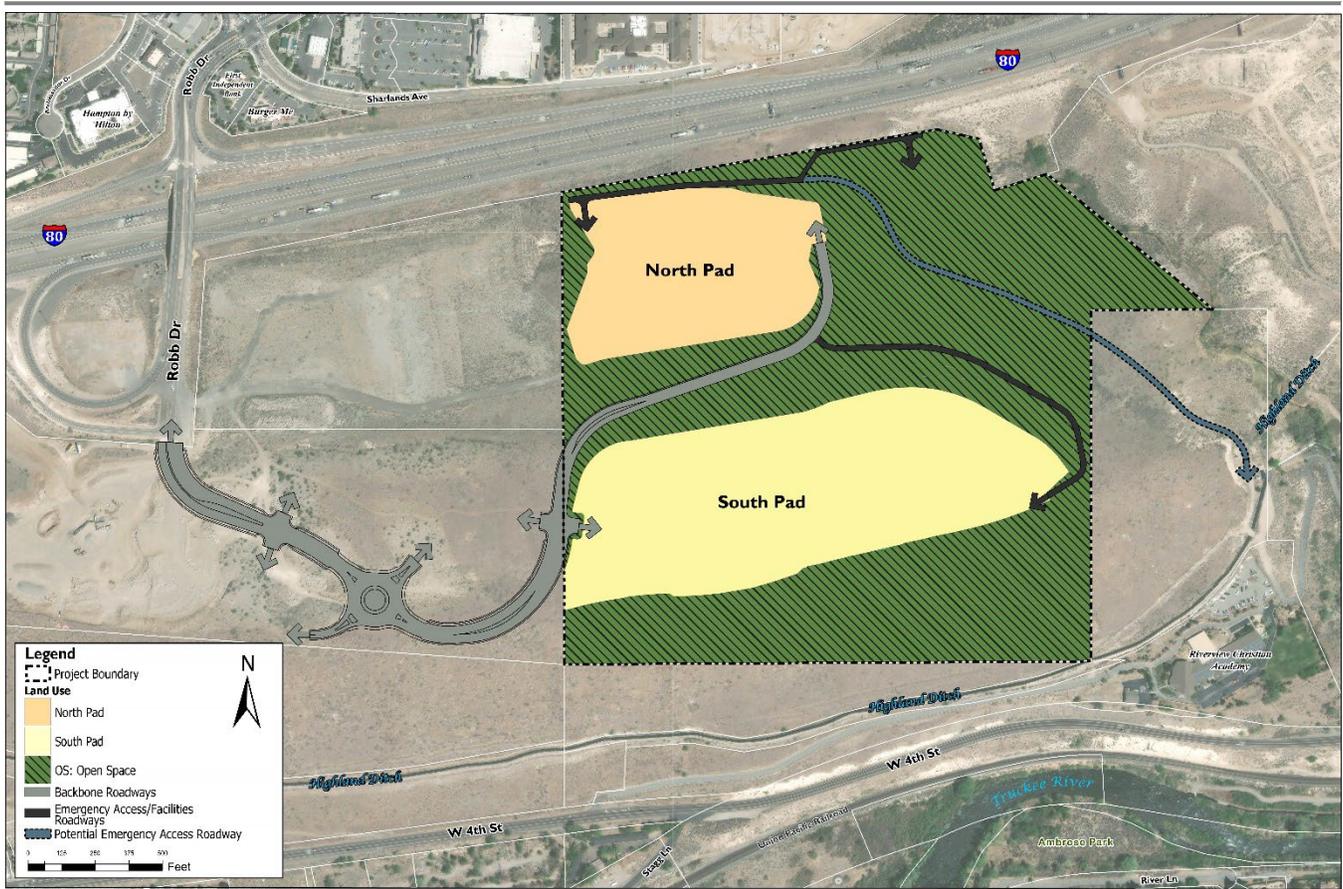


Figure 6 - Land Use Plan

b. Hours of Operations

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

IV. DESIGN STANDARDS

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

3 – Robb Drive SPD: Lot and Building Standards

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

Notes:

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

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

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

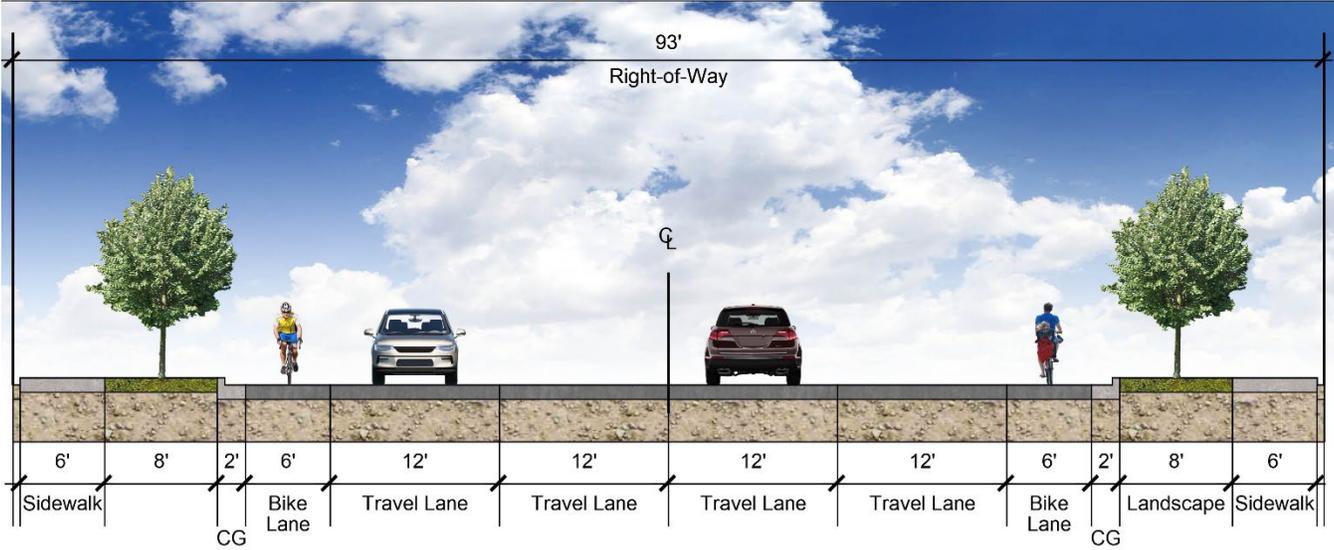
In accordance with RMC 18.09.204(c)(4), as amended, the above general standards and setbacks do not apply to single family attached/condominiums, whether of a residential or commercial nature. Further, this shall apply to any subdivision related to nonresidential uses.

a) Site Design and Street Standards

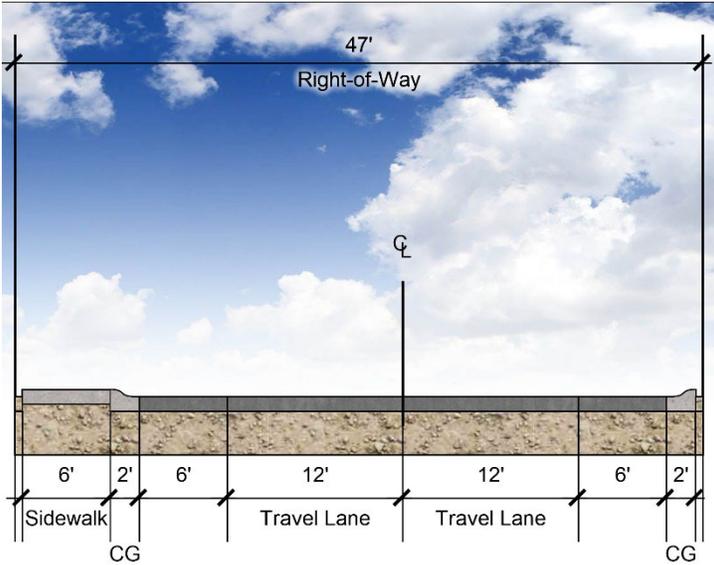
In addition to the standards identified above, the following additional Reno Municipal Code references are hereby modified by this SPD:

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

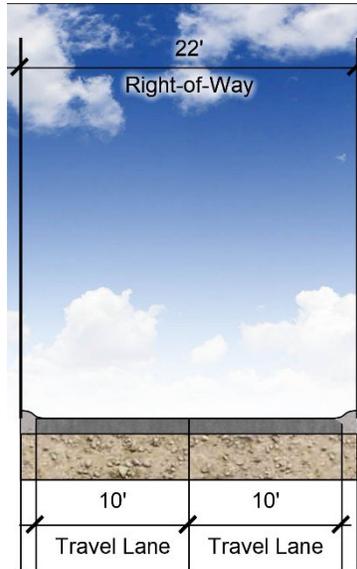
and lane configurations may vary depending on site conditions and requirements recommended by the traffic engineer.



Typical Collector (dimensions and configuration may vary)



Typical Local Street



Typical Alley

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

b) Landscaping

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

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

The City of Reno Master Plan (ReImagine Reno) states that a developer should meet the park service level of two acres of parks and seven acres of open space per 1,000 residents for infill development. A minimum of four acres of public parks shall be designated and dedicated to the City of Reno for a public park use, with the final location and design to be approved by the Administrator prior to issuance of a vertical building permit on the Southern Pad. The dedicated area may be outside the development pads and the cost may be offset by a refund of residential construction taxes from the City pursuant to a park development agreement at the discretion of the City Council.

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

c) Signage

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

Signage Modifications:

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

d) Noise Considerations

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

David R. Cochran
Fire Chief



Tray Palmer
Fire Marshal

Leah,

The following plan/LDC review comments were provided to Mark Cendagorta with Wood Rodgers on 11/29/2023 via City of Reno email:

“Mark,

I spoke with FM Palmer and he and I agree that your Flying J/Robb Drive project can go forward under the following 2018 International Fire Code Provisions:

***[A] 104.8 Modifications.** Where there are practical difficulties involved in carrying out the provisions of this code, the fire code official shall have the authority to grant modifications for individual cases, provided that the fire code official shall first find that special individual reason makes the strict letter of this code impractical and the modification is in compliance with the intent and purpose of this code and that such modification does not lessen health, life and fire safety requirements. The details of action granting modifications shall be recorded and entered in the files of the department of fire prevention.*

Regarding the IFC Code Section on ‘Remoteness,’-

***D107.2 Remoteness.** Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.*

As I explained to you last week, we believe that we can satisfy the ‘INTENT’ of the code by your proposal because you’ve provided the following:

- 1) All occupancies are fully fire sprinklered, and
- 2) None of the proposed project involves high hazard occupancies (ie- flammable fuel storage, HAZMAT, explosives, etc).

Keep this email as your record of our discussion/position, please let me know if you need anything further and I’ll do my best.”

LDC 23-00003 Heiser

1 message

Michael Mischel <mischelm@reno.gov>
To: Joseph Winter <winterj@reno.gov>

Wed, Aug 10, 2022 at 4:26 PM

Hi Joey

Below is Engineering narrative for your staff report.

The subject application proposes to significantly increase density. This will cause an increase in traffic and increased demand on infrastructure. Application material suggested that upwards of 1000 apartment units and 200,000 square feet of flex industrial space could be proposed in future development applications. Average daily trips could be upwards of 7,714 with 1,652 AM peak hour and 730 PM peak hour trips generated based on the stated proposed increased density. Access to any project will be from an extension of Robb Drive and this will involve the acquisition of easements and approval from NDOT. Any future proposed development will significantly increase sanitary sewer flow, including downstream City interceptor lines. Any future proposed development will be conditioned to upsized downstream City interceptor lines based on the project impacts.

--



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

Reno.Gov | Connect with us: [f](#) [t](#) [@](#) [in](#) [d](#)



JOE LOMBARDO
Governor

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

310 Galletti Way
Sparks, Nevada 89431

TRACY LARKIN THOMASON, P.E.
Director

December 5, 2023

City of Reno
1 E. First Street
Reno, NV 89501
Attention: Leah Piccotti

SENT VIA ELECTRONIC MAIL

RE: LDC23-00003 Heiser MPA

Dear Ms. Piccotti,

Nevada Department of Transportation (NDOT) District II staff has reviewed the application received via e-mail on December 1st, 2023 and provides comments accordingly.

LDC23-00003 Heiser MPA - A request has been made for: 1) a Master Plan amendment from Large-Lot Neighborhood (LL) to Suburban Mixed-Use (SMU); and 2) a zoning map amendment from LLR1 – Large Lot Residential (1 acre) to Specific Plan District (SPD). The ±85.2-acre site is located south of Interstate 80, ±1320 feet east of Exit 9 (Robb Drive).

NDOT comments:

1. The project will require access to the proposed Robb Drive extension which will create an additional access to the Interstate 80 and Robb Drive interchange. Interstate 80 is an NDOT maintained controlled access facility and is officially designated as IR80 and functionally classified as an Interstate.
2. This development and associated trip generation was included in the Traffic Impact Study for TCA Properties/Robb Drive South development area and Robb Drive/Interstate 80 Interchange Intersection Control Evaluation (Headway Transportation, 2023) currently under NDOT review and referenced in the traffic evaluation included in this application. If any changes occur to the development beyond what was included in the Traffic Evaluation - S3-Robb Drive Zone Change and previously referenced studies an updated traffic impact study per NDOT's Terms and Conditions for Right-of-Way Occupancy Permits will be required.
3. A review and approval will be required for the new access to the IR-80 controlled access facility by the Federal Highway Administration (FHWA).

4. NDOT requires the use of permitted access to NDOT right-of-way. An NDOT occupancy permit will be required for the proposed improvements within and adjacent to IR 80 right-of-way. The maintaining agency of the access will be required to be the permittee.
5. Since the site is located directly adjacent to IR80 and has the potential to effect area drainage patterns, the applicant may be required to obtain an occupancy permit from NDOT for the drainage encroachment.
6. All work proposed within the IR80 right of way will require an occupancy permit and must comply with NDOT's Standard Plans, Access Management System and Standards, Terms and Conditions Relating to Right-of-Way Occupancy Permits, and the Drainage Manual current version at the time of application. Please contact the NDOT District II Permits Office at (775) 834-8330 for information about obtaining NDOT occupancy permits.
7. This letter does not provide for approval or disapproval of any improvements proposed by the project. NDOT review during the occupancy permit process may result in modification to the proposed improvements or denial.
8. The State defers to municipal government for land use development decisions. Public involvement for community development related improvements within NDOT right of way should be considered during the municipal land use development process. Significant improvements proposed within NDOT right of way may require additional public involvement. It is the responsibility of the applicant to perform such additional public involvement.

Thank you for the opportunity to review this application. NDOT reserves the right to incorporate further changes and/or comments as these applications and design reviews progress. Should you have any questions, please contact Jeff Graham at (775) 834-8382.

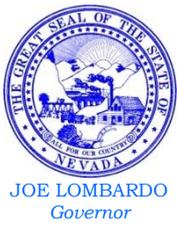
Sincerely,

DocuSigned by:


EEF9C06ADD034C7...
Jeff Freeman, PE
Engineering Services Manager
District II

JF:jg

Cc: Sondra Rosenberg – Assistant Director, Planning
Bhupinder Sandhu - Acting District Engineer
Jeff Graham – Traffic Engineer
District II Traffic Engineering
City of Reno Planning
Leah Piccotti – City of Reno Planning
File



STATE OF NEVADA

DEPARTMENT OF WILDLIFE

6980 Sierra Center Parkway, Suite 120

Reno, Nevada 89511

Phone (775) 688-1500 • Fax (775) 688-1595

ALAN JENNE
Director

JORDAN GOSHERT
Deputy Director

CALEB MCADOO
Deputy Director

MIKE SCOTT
Deputy Director

December 01, 2023

Leah Piccotti
Associate Planner
City of Reno

Re: Heiser SPD Project Standard Data Request

Dear Leah Piccotti,

We are responding to your request for information from the Nevada Department of Wildlife (NDOW) on the known or potential occurrence of wildlife resources in the vicinity of the Heiser SPD Project located in Washoe County. In order to fulfill your request an analysis was performed using the best available data from the NDOW's wildlife occurrences, raptor nest sites and ranges, greater sage-grouse leks and habitat, and big game distributions databases. These data should be considered sensitive and may contain information regarding the location of sensitive wildlife species or resources. All appropriate measures should be taken to ensure that the use of this data is strictly limited to serve the needs of the project described on your GIS Data Request Form. Abuse of this information has the potential to adversely affect the existing ecological status of Nevada's wildlife resources and could be cause for the denial of future data requests.

To adequately provide wildlife resource information in the vicinity of the proposed project the NDOW delineated an area of interest that included a four-mile buffer around the project area you provided on November 30, 2023. Wildlife resource data was queried from the NDOW databases based on this area of interest. The results of this analysis are summarized below.

Big Game – Occupied mule deer distribution only exists within the 4-mile buffer area surrounding the project area and is not present within the project area. No known occupied elk, pronghorn antelope, or bighorn sheep distributions exist within the project area or surrounding 4-mile buffer area. Please refer to the attached maps for details regarding big game distributions relative to the proposed project area.

Greater Sage-Grouse – There is no known greater sage-grouse habitat within the project area or surrounding 4-mile buffer as classified by the Nevada Sagebrush Ecosystem Program (<https://sagebrusheco.nv.gov/>). Greater sage-grouse activity in the project area and/or surrounding 4-mile buffer has been documented by 208 tracking locations generated by at least 3 radio-marked birds.

Raptors – Various species of raptors, which use diverse habitat types, may reside in the vicinity of the project area. American kestrel, California spotted owl, Cooper's hawk, Swainson's hawk, bald eagle, barn owl, burrowing owl, ferruginous hawk, flammulated owl, golden eagle, great horned

owl, long-eared owl, merlin, northern goshawk, northern harrier, northern pygmy owl, northern saw whet owl, osprey, peregrine falcon, red-tailed hawk, rough-legged hawk, sharp-shinned hawk, short-eared owl, turkey vulture, and western screech owl have distribution ranges that include the project area and/or surrounding 10-mile buffer.

The following raptor species have been directly observed within the project area.

Raptor Species Common Name		
American kestrel		

Raptor species are protected by State and Federal laws. In addition, bald eagle, burrowing owl, California spotted owl, ferruginous hawk, flammulated owl, golden eagle, northern goshawk, peregrine falcon, prairie falcon, and short-eared owl are NDOW species of special concern and are target species for conservation as outlined by the Nevada Wildlife Action Plan. Per the *Interim Golden Eagle Technical Guidance: Inventory and Monitoring Protocols; and Other Recommendations in Support of Golden Eagle Management and Permit Issuance* (United States Fish and Wildlife Service 2010).

We have queried our raptor nest database to include raptor nest sites within ten miles of the proposed project area. There are 5 known raptor nests within the project area and/or surrounding 10-mile buffer.

Nest Type	Nest Substrate	Nest Size	Last Visit Date	Last Occupied Species	Last Occupied Date
Burrow			07/29/1977	Burrowing owl	07/29/1977
Stick nest			01/01/1980	Northern goshawk	01/01/1980
Cavity	cliff		04/17/2018	Other	04/17/2018
Stick nest			03/02/1978	Red-tailed hawk	03/02/1978
Stick nest			06/22/2012		

Other Wildlife Resources – No water developments are present within the project area. Lahontan cutthroat trout (LCT) watershed(s) are present within the project area.

The following wildlife species have been observed directly within the project area.

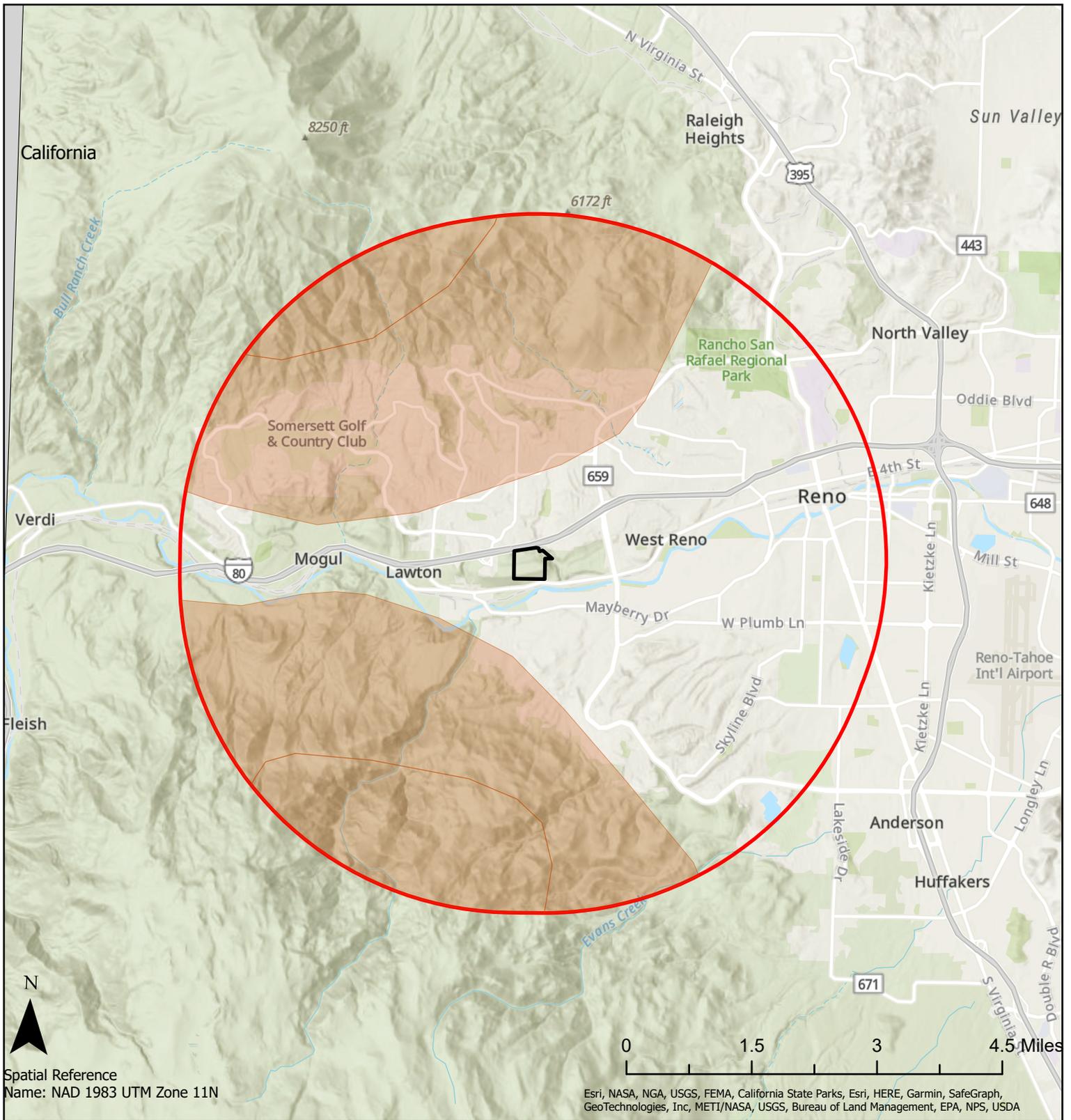
Common Name	ESA	State	SWAP SoCP
American kestrel		Protected	

The proposed project area may also be in the vicinity of abandoned mine workings, which often provide habitat for state and federally protected wildlife, especially bat species, many of which are protected under NAC 503.030. To request data regarding known abandoned mine workings in the vicinity of the project area please contact the Nevada Division of Minerals (<http://minerals.state.nv.us/>).

The information provided is based on data stored at our Reno Headquarters Office and does not necessarily incorporate the most up to date wildlife resource information collected in the field. Please contact the Habitat Division Supervising Biologist at our regional offices to discuss the current environmental conditions for your project area and the interpretation of our analysis. Furthermore, it should be noted that the information detailed above is preliminary in nature and not necessarily an identification of every wildlife resource concern associated with the proposed project. Consultation with the Supervising Habitat biologist will facilitate the development of appropriate survey protocols and avoidance or mitigation measures that may be required to address potential impacts to wildlife resources.

Federally listed Threatened and Endangered species are also under the jurisdiction of the United States Fish and Wildlife Service. Please contact them for more information regarding these species.

If you have any questions regarding the results or methodology of this analysis, please do not hesitate to contact us as (775) 688-1500 or via email at NDOWdata@ndow.org.



Legend

- Mule Deer Distribution
- Project Area 4-mile Buffer
- Project Area

Mule Deer Distribution near the Heiser SPD Project

December 01, 2023



No warranty is made by the Nevada Department of Wildlife as to the accuracy, reliability, or completeness of the data for individual use or aggregate use with other data.



Roy Flores <floresr@reno.gov>

7/11/22 DRM - Sewer Capacity comments, pt. 2

Roy Flores <floresr@reno.gov>

Fri, Jul 29, 2022 at 3:19 PM

To: James Pehrson <pehrsonj@reno.gov>, Michael Mischel <mischelm@reno.gov>, Frank Peralta <peraltaf@reno.gov>, Joseph Winter <winterj@reno.gov>

Cc: Catie Harrison <harrisonc@reno.gov>, Dustin Waters <watersd@reno.gov>

Good afternoon,

Please see sewer capacity comments below from Utility Services in reference to the 7/11/22 DRM.

Comments below are limited in scope to Sanitary Sewer capacity only, for City Owned Assets. Please reach out to Utility Services with any project specific questions related to Sanitary or Storm Sewer, as required, throughout the project review/approval process. Public Works will provide a separate set of comments as needed

LDC23-00003 (Heiser Master Plan Amendment and Rezoning) APN: 039-161-10

The proposed Master Plan and Zoning Map amendment will significantly increase development density potential than what was anticipated for in the sanitary sewer long range master planning. Significant sanitary sewer capacity upgrades to the existing system, that could also include upgrades to the interceptors, at the expense of the developer may be necessary to serve the underlying development. The applicant is encouraged to reach out to the sewer capacity group as early as possible in the planning process to discuss the development's preliminary sanitary sewer peak design flows.

Please let me know if you have questions or would like to discuss.

Thank you,

**Roy Flores, P.E., M.P.A.***Senior Civil Engineer*

Utility Services Department

775-393-1020 (o) or 775-962-3637 (m)

FloresR@Reno.Gov

1 E. First St., Reno, NV 89505

Reno.Gov | Connect with us:     

INITIAL REVIEW MEMORANDUM

TO: Leah Piccotti, City of Reno

FROM: Chris Tolley, TMRPA

DATE: December 12, 2023

SUBJECT: REVISED: TMRPA initial review of the City of Reno case LDC23-00003 (Heiser MPA)

This memorandum provides the revised Truckee Meadows Regional Planning Agency's (TMRPA) initial review comments regarding the subject case (LDC23-00003), 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.

This memorandum has been updated to reflect the revised proposal of change the land use on the 85.2 acre site from Large-Lot Neighborhood (LL) to 62.1 acres of Suburban Mixed-Use (SMU) and 23.1 acres of Parks, Greenways, and Open Space (PGOS). The original proposal sought to change the land use on the subject site from Large-Lot Neighborhood (LL) to Suburban Mixed-Use (SMU). This memorandum also includes information about Project of Regional Significance (PRS) thresholds, based on the Fiscal Impact Analysis (FIA) included with the application package.

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 Large-Lot Neighborhood (LL) to Suburban Mixed-Use (SMU)**, and; 2) a zoning map amendment from Large Lot Residential – 1 acre (LLR1) to Mixed-Use Suburban (MS). The ±85.2 acre site is located south of Interstate 80, ±1,320 feet east of Exit 9 (Robb Drive)

[TMRPA notes: **bolded text** identify 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.

Finally, the FIA included with the application package identifies a potential subsequent project, which includes 1,000 apartment units and 200,000 square feet of industrial. The 1,000 apartment units would exceed the PRS threshold of “Housing by not less than 625 units” (and possibly exceed other related thresholds), and require conformance review as a PRS. Regional Planning staff encourages the property owner/applicant to contact TMRPA regarding the City of Reno Master Plan Amendment and any subsequent development proposal.

Regional Plan policies for consideration in the analysis

PG 4 – Affordable Housing Strategies

RF 3 – Density Requirements and Nonresidential Standards

RF 11 – Compatibility Factors

PF 1 – List of Facilities and Service Standards

PF 11 – Regional Utility Corridor and Sites Regional Plan Amendment Requirements

NR 3 – Development Constraints Area

NR 5 – Natural Slopes greater than 15% and less than or equal to 30%

RC 9 – Conformance Review Findings

Data and information related to Regional Plan implementation

Regional Land Designation: Tier 2

Regional Utility Corridor: A Regional Utility Corridor is located on the southeastern corner of the property

Development Constraint Areas (DCA): DCA slopes 30% and up

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

None at this time

Other information for review

None at this time

TMRPA Staff Notes

None at this time

Revised: TMRPA Initial Review Memo
City of Reno case LDC23-00003
Page 3

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.

Leah Piccotti

From: Matt Brezina
Sent: Wednesday, December 6, 2023 2:40 PM
To: Leah Piccotti
Subject: RE: Heiser SPD - LDC23-00003

Hi Leah,

Sorry for my slow response. Your presentation at Council today reminded me about this request, great job today!

This developer uses park and open space figures based on infill, does this count as infill development as it hasn't been previously developed? If not, my response needs to reflect new development area suggestions. How does this look for a response? If you feel it's appropriate, I can put it on a letter head. Let me know, thanks!

The City of Reno Master Plan (Relmagine Reno) states that a developer should meet the park service level of 2 acres of parks and 7 acres of open space per 1,000 residents for infill development. Development project LDC23-00003 should be required to provide 4 acres of parks and 14 acres of open space based on the estimated occupancy of 2,000 residents.

The Master Plan and Zoning Amendment handbook for this project states that no parks are proposed, and open space will be incorporated between the intended building areas. Referencing the developer's Master Plan Map (P. 28) and the Slope Map (P. 58), the majority of the open space is reserved for areas with slopes at or greater than 30%, deeming them unusable for recreational purposes. Additionally, all surrounding properties are privately owned, eliminating the possibility trail connectivity to the regional trails network.

The Parks and Recreation Department does not support the development's limited attempt to include appropriate parks and recreational opportunities to the area.

From: Leah Piccotti <PiccottiL@reno.gov>
Sent: Friday, December 1, 2023 10:28 AM
To: Matt Brezina <BrezinaM@reno.gov>
Subject: Heiser SPD - LDC23-00003

Good Morning Matt,

I have been assigned to process this application for an 85 acre mixed use SPD. I apologize if you've already answered these questions or provided a formal response, but the planner previously assigned to this case is on leave. I'm trying to quickly figure out where we are in the review process because the application is agendized for the December 20th Planning Commission.

There are several Master Plan policies related to access to parks, but it doesn't look like this development is proposing any parks, nor are there any parks in close proximity. Also, I know Parks has their own new parks master plan.... that is likely fresh on Council's mind. How does this relate to that? I know it's short notice, but could you please provide formal comments to me by Wednesday the 6th.

Here's [a link to the case](#).

Again, I apologize for the short notice and any input is greatly appreciated.

Thank you,
Leah



Leah Piccotti
(She/Her/Hers)
Associate Planner
Development Services
775-334-2178 (o) 775-870-5531 (c)
Piccotti@Reno.Gov
1 E. First St., Reno, NV 89505

Reno.Gov | Connect with us:     