

**PLANNING COMMISSION
STAFF REPORT**

Date: May 1, 2024

To: Reno City Planning Commission

Subject: Staff Report (For Possible Action – Recommendation to City Council): Case No. LDC24-00045 (Santerra Quilici Properties Condition Amendment) - A request has been made to amend Condition No. 20 associated with LDC21-00017 (Santerra-Quilici Properties). The requested modification would delete the requirement for a temporary residential fire station and replace it with a requirement for a \$300,000 contribution to the City of Reno for a fire truck. The overall ±1,164.59 acre site is located to the south and east of Interstate 80, southwest of Boomtown Garson Road, to the south of the Meridian 120 South projects and is designated within the Mortensen-Garson Overlay District (MGOD) and is within the Mortensen-Garson Neighborhood Plan.

From: Jeff Foster, Associate Planner

Ward #: 5

Case No.: LDC24-00045 (Santerra Quilici Properties Condition Amendment)

Applicant: David Cochran, Reno Fire Department

APN: 038-030-10, 038-221-15, 038-221-01, 038-190-48, 236-012-01, 236-011-04 through 236-011-06, 236-021-01 and 236-021-02

Request: **Modification of Condition of Approval:** To amend Condition No. 20 associated with LDC21-00017 (Santerra Quilici Properties) to delete the requirement for a temporary residential fire station and replace it with a requirement for a \$300,000 contribution to the City of Reno to help pay for a fire truck.

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

Proposed Motion: Based upon compliance with the applicable findings, I move to recommend that City Council uphold staff recommendations.

Summary: The tentative maps and special use permits for Santerra Quilici Properties were reviewed by City Council on appeal as one agenda item and approved with conditions on March 24, 2021. Adopted conditions of approval are included as **Exhibit B**. The proposed modification

would amend Condition No. 20 regarding a temporary residential fire station. The key issue is public safety, which is discussed below. Staff recommends a modification to Condition No. 20.

Background: The original Mortensen-Garson plan was adopted by City Council in 2001 and ultimately implemented through an approved Settlement Agreement between the City and Washoe County. This agreement resulted in a detailed Development Handbook allowing for up to 3,000 homes and ±300 acres of commercial and industrial development, with standards including hillside development, points of access, ridgeline protection, wildland interface, grading and drainage, tentative locations of future fire stations and schools, etc. While this agreement expired in 2012, the Mortensen-Garson Overlay District (MGOD) was adopted into City code through the MGOD standards and corresponding base zoning. Three planning areas were defined within the MGOD and the Santerra Quilici Properties are located within a portion of MGOD Planning Area 3.

The Planning Commission heard the project on December 16, 2020, and voted to deny the tentative map and special use permits (refer to summary in the City Council staff report and Planning Commission minutes). The denial was appealed to Council and on March 24, 2021, Council approved the tentative map and special use permits with modifications including the addition of conditions 19-22. Excerpts of the City Council and Planning Commission staff reports and minutes are included as **Exhibit C**.

Analysis: The applicant is requesting to amend Condition No. 20 regarding a temporary residential fire station. Per Reno Municipal Code (RMC), all general, tentative map and special use permit findings must be made in order to approve this request. The existing condition and proposed amendment, as requested by the applicant, are outlined below:

Existing Condition No. 20:

“Prior to the issuance of a certificate of occupancy for the 25th residence within the Project, Developer shall provide for the temporary use of an appropriately modified single-family home or commercial building (the “Residential Station”) for purpose of housing a two-person public safety crew and collocated ambulance, police, fire and/or EMS equipment. The Residential Station shall provide direct access to a collector or an arterial road at a specific location to be mutually agreed upon by Developer and the City prior to approval of the first final map and shall be available for use until the City acquires or constructs a fire station with a six-minute response time to the Project.”

Applicant Requested Amendment to Condition No. 20:

“Prior to issuance of the first certificate of occupancy for a residential unit within the Project, the applicant shall contribute \$300,000 to the City of Reno for a fire truck.”

Discussion:

The general area is surrounded by U.S. Forest Service and Bureau of Land Management (BLM) land and historically has had occasional fires. During previous fires, response has been a joint effort by the City of Reno, Truckee Meadows Fire Protection District (TMFPD), US Forest Service, Bureau of Land Management (BLM) and sometimes other local jurisdictions, which is typical for fires in High Hazard Wildland-Urban Interface areas.

The closest City fire station to the subject site is Station #11 at 7105 Mae Anne Avenue, with an updated estimated response time of nine (9) minutes (6.2 miles). City Station #19, located at 2105 Hawk Meadows Trail, has an estimated response time of 13 minutes (7.9 miles). The site is located within the geographic boundary for automatic aid, which means the nearest fire station (Truckee Meadows Fire Protection District Station #40) is required to respond to fire calls for service. The estimated response time for this station, located at 10201 West Fourth Street, is six (6) minutes (3.7 miles). The added protection of automatic aid provides temporary fire protection until such time as the permanent City fire station is constructed. While there is no specific timeline for construction of the permanent fire station, RMC Section 18.02.603(c)(15) stipulates that prior to recordation of the first final map in Planning Area 3, a ± 2.9 acre public facility site be dedicated to the City for a future fire station. Acceptance of the ± 2.9 acre site, on the south side of the Boomtown Garson Road interchange, was approved by City Council on February 28, 2024.

The intent of Condition No. 20 was to convert a house into a temporary fire station, served by a two-man crew that could respond to medical calls but would not respond to fire calls, until such time as the permanent City fire station is constructed. This type of fire station is equipped with an ambulance/medical vehicle but is not equipped with a fire truck. The cost of a new fire truck can range from \$200,000 to over \$2,000,000, depending on the type. The cost of a fire ambulance varies but is less than \$300,000; the proposed \$300,000 contribution is based on what it would cost the City to pay for an ambulance to serve the temporary residential fire station.

Several other conditions of approval were adopted to address overall fire safety and protection. Condition No. 5 requires a contribution of \$1,608 per residential unit and \$1,608 per 1,000 square feet of commercial building area to be collected and applied toward capital improvements for fire facilities to serve the project. These amounts may be adjusted if the actual costs to construct fire facilities necessary to serve the project exceed the amount estimated at the time of tentative map approval. With $\pm 1,225$ units approved for the Santerra Quilici development, this equates to approximately \$1,969,800 in fire fee contributions from residential development, which will be used to help fund the new permanent fire station. Other projects in the Verdi area, including Stan Lucas and Meridian 120 South, also have the same fire fee contribution requirement. Condition No. 6 requires a vegetation management plan to be approved by the State Forester Fire Warden and City (this has been completed). Condition No. 7 requires a secondary emergency access.

Condition No. 19 requires all homes within the Santerra Quilici development to have fire sprinklers.

Application materials request amendment to Condition No. 20 as a temporary residential fire station is no longer the desire of the City. Staffing a two-man crew may create a hardship that is dependent on the City budget and finances. The temporary fire station would require new or reallocated Fire Department staff, equipment, and vehicles, which may be needed or better served in other areas.

Staff Recommendation: Neither staffing of the temporary residential fire station nor vehicles/equipment is included in the City's budget. The proposed modification will better serve the Fire Department's needs and the combination of fire-related conditions is in conformance with City of Reno Master Plan Policy 6.1A "Fire and Medical Emergency Response." Based on the discussion above, including the other conditions of approval that address fire safety and protection, staff recommends the following amendment to Condition No. 20:

~~"Prior to the issuance of a certificate of occupancy for the 25th residence within the Project, Developer shall provide for the temporary use of an appropriately modified single family home or commercial building (the "Residential Station") for purpose of housing a two-person public safety crew and collocated ambulance, police, fire and/or EMS equipment. The Residential Station shall provide direct access to a collector or an arterial road at a specific location to be mutually agreed upon by Developer and the City prior to approval of the first final map and shall be available for use until the City acquires or constructs a fire station with a six minute response time to the Project. Prior to issuance of the first certificate of occupancy for a residential unit within the Project, the applicant shall contribute \$300,000 to the City of Reno to help pay for a new fire truck."~~

Public and Stakeholder Engagement: The request was reviewed by various City divisions and partner agencies. No comments of concern were received. The application was scheduled to be reviewed at the Ward 5 Neighborhood Advisory Board (NAB) meeting on April 9, 2024, but the meeting was canceled. The applicant notified the Verdi Township Citizens Advisory Board and the Ward 5 NAB about the request and two comments in opposition were received. A courtesy notice was sent to surrounding property owners upon initial submittal of the project and two comments in opposition were received (**Exhibit D**). Any future comments will be forwarded to the Planning Commission as they are received.

Recommended Conditions of Approval: All conditions shall be met to the satisfaction of Development Services staff, unless otherwise noted.

1. Condition No. 20 of LDC21-00017 per **Exhibit B**, Santerra Quilici Properties Decision Letter, shall be amended as follows:

~~“Prior to the issuance of a certificate of occupancy for the 25th residence within the Project, Developer shall provide for the temporary use of an appropriately modified single-family home or commercial building (the “Residential Station”) for purpose of housing a two-person public safety crew and colocated ambulance, police, fire and/or EMS equipment. The Residential Station shall provide direct access to a collector or an arterial road at a specific location to be mutually agreed upon by Developer and the City prior to approval of the first final map and shall be available for use until the City acquires or constructs a fire station with a six minute response time to the Project. Prior to issuance of the first certificate of occupancy for a residential unit within the Project, the applicant shall contribute \$300,000 to the City of Reno to help pay for a new fire truck.”~~

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

Tentative Map: Approval of tentative maps shall be subject to the approval criteria in Section 18.08.304(e), *Approval Criteria Applicable to All Applications*, and criteria set forth in NRS Section 278.349(3), as follows:

- a) Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal;
- b) Availability of water which meets applicable health standards and is sufficient in quantity for the reasonably foreseeable needs of the subdivision;
- c) Availability and accessibility of utilities;
- d) Availability and accessibility of public services such as schools, police protection, transportation, recreation and parks;
- e) Conformity with the zoning ordinances and master plan, except that if any existing zoning ordinance is inconsistent with the master plan, the zoning ordinance takes precedence;
- f) General conformity with the governing body's master plan of streets and highways;
- g) Effect of the proposed subdivision on existing public streets and the need for new streets or highways to serve the subdivision;
- h) Physical characteristics of the land such as floodplain, slope and soil;
- i) Recommendations and comments of those entities and persons reviewing the tentative map pursuant to NRS 278.330 to 278.3485, inclusive;
- j) Availability and accessibility of fire protection, including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires, including fires in wild lands; and
- k) Submission by the subdivider of an affidavit stating that the subdivider will make provision for payment of the tax imposed by chapter 375 of NRS and for compliance with the disclosure and recording requirements of subsection 5 of NRS 598.0923, if applicable, by the subdivider or any successor in interest.

Special Use Permit: General special use permit findings. Except where specifically noted, all special use permit applications shall require that all of the following general findings be met, as applicable.

- a) The proposed use is compatible with existing surrounding land uses and development.
- b) The project is in substantial conformance with the master plan.
- c) There are or will be adequate services and infrastructure to support the proposed development.
- d) The proposal adequately mitigates traffic impacts of the project and provides a safe pedestrian environment.
- e) The proposed site location and scale, intensity, density, height, layout, setbacks, and architectural and overall design of the development and the uses proposed, is appropriate to the area in which it is located.
- f) The project does not create adverse environmental impacts such as smoke, noise, glare, dust, vibrations, fumes, pollution or odor which would be detrimental to, or constitute a nuisance to area properties.

- g) Project signage is in character with project architecture and is compatible with or complementary to surrounding uses.
- h) The structure has been designed such that the window placement and height do not adversely affect the privacy of existing residential uses.

Special Use Permit: Special use permits for hillside development. In order to approve a special use permit for hillside development, the decision-making body shall make the general special use permit findings and the following additional findings:

- a) The proposed project mitigates environmental degradation, including slope failure, erosion, sedimentation, and stormwater run-off;
- b) The proposed project utilizes grading practices that are appropriate for hillsides and designed to minimize the visibility of unsightly scarring;
- c) The proposed project provides open space based on hillside constraints;
- d) The proposed project adheres to applicable hillside development design standards and to master plan provisions related to development in sloped areas; and
- e) The proposed project's site layout and design features adequately mitigate potential visual impacts of development near prominent ridgelines and within other visually prominent areas.

Special Use Permit: Special use permits for cuts and/or fills. In addition to the general special use permit findings above, special use permits for cut slopes of 20 feet or greater in depth or fill slopes ten feet or greater in height shall require that one of the following findings be made:

- a) The slopes can be treated in a manner which does not create negative visual impacts.
- b) The grading is necessary to provide safe and adequate access to the development.

Attachments:

- Exhibit A. Case Maps**
- Exhibit B. LDC21-00017 Santerra Quilici Properties Decision Letter**
- Exhibit C. LDC21-00017 Santerra Quilici Properties City Council and Planning Commission Staff Reports (Excerpts) and Minutes**
- Exhibit D. Public Comments**