

**PLANNING COMMISSION
STAFF REPORT**

Date: January 18, 2023

To: Reno City Planning Commission

Subject: (For Possible Action) LDC22-00077 (Peavine Employment Center MSPR) - A request has been made for a major site plan review to allow: 1) disturbance of a major drainageway; and, 2) grading resulting in cuts deeper than 20 feet and/or fills greater than ten feet in height. The ±210.52 acre site is generally located to the southeast of the intersection of Red Rock Road and Trail Drive. The site has a zoning of Specific Plan District (SPD) and Master Plan land use designations of Mixed-Employment (ME) and Parks, Greenways, and Open Space (PGOS).

From: Brook Oswald, Associate Planner

Ward #: 4

Case No.: LDC22-00077 (Peavine Employment Center MSPR)

Applicant: PDC Reno/LV/PHX LPIV, LLC

APN: 081-031-27, 28, 29, 30, 31, 32, 33, 34, 35, 39, 48, 49, & 50

Request: **Major Site Plan Review:** To allow for: 1) disturbance of a major drainageway; and, 2) grading resulting in cuts deeper than 20 feet and/or fills greater than ten feet in height.

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

Proposed Motion: Based upon compliance with the applicable findings, I recommend that Planning Commission approve the major site plan review, subject to conditions listed in the staff report.

Summary: The ± 210.52 acre project area consists of 13 parcels generally located south of the Red Rock Road and US-395 interchange. The site is proposed to be mass graded to facilitate access and create pad sites for future development of industrial buildings. The backbone roadway is proposed to impact major drainage ways (**Exhibit C**). Key project issues and staff analysis focused on: 1) compatibility; 2) grading; and 3) availability of public services, utilities and infrastructure. With all recommended conditions of approval, the proposed site design meets or exceeds all code

standards and addresses applicable findings. Staff recommends approval, subject to the conditions outlined in the staff report.

Background: In March of 2022, the Reno City Council approved an annexation of approximately 170 acres of land (ANX22-00001 - Redrock Road/Trail Drive Annexation) and zoning of Specific Plan District (SPD) Peavine Employment Center and Master Plan land use designation of Mixed Employment (ME) and Parks Greenways and Open Space (PGOS) on the annexed land and approximately 50 additional acres (LDC22-00018 (Peavine Employment Center)). The project was determined to be in conformance with the Regional Plan by the Truckee Meadows Regional Planning Commission for the Master Plan amendment and Project of Regional Significance.

The Peavine Employment Center SPD zoning handbook is based on the Mixed Employment (ME) zoning district standards and requirements. An SPD allows for modified lot and building standards, land uses, design standards and, compatibility and buffering provisions that demonstrate additional benefits over the base zone district. The associated SPD handbook includes: a statement of purpose explaining rationale for SPD zoning; the base zoning district upon which the proposed SPD is based; and the proposed modifications from standard zoning district requirements. Future development will meet all ME zoning district standards and requirements when not modified in the SPD handbook (**Exhibit B**).

Discussion: The project is an extension of the developing logistic employment corridor to the north and utilizes available lands to support the economic balance of the region. The current request is unique in that a mass grading is proposed and not a site specific development project. Future development may not require further discretionary review and it is recommended that specific site design and requirements be conditioned with this request to ensure the intent of the SPD Handbook and compatibility with surrounding uses that may not be addressed with individual building permits.

Analysis:

Compatibility: Surrounding adjacent and nearby uses are vacant land, a private zoo, and large lot Washoe County residences. US-395 separates the project site from residential, commercial, and industrial development to the north. Existing single family neighborhoods and planned multifamily development north of US-395 freeway are supportive of employment areas. The SPD handbook provides open space buffer areas adjacent to existing residences and requires screening between adjacent uses to minimize impacts (**Condition 5**). To reduce light and glare impacts all lighting shall comply with dark sky standards and poles should be limited to a maximum height of 20 feet (**Condition 6**). The proposed mass grading is anticipated to reduce overall grading timelines and associated impacts. Minor impacts to surrounding properties are anticipated during construction and hours of construction should be limited (**Condition 7**).

The SPD based ME zoning generally has less intense uses than allowed in the Industrial and Industrial Commercial zoning districts and does not allow asphalt or concrete batch plants, mining operations, railway yard or shop, septic tank service, transfer station, and wrecking yard, salvage yard, or junk yard. The SPD restricts the area closest to the interchange for commercial use and restricts less residentially compatible uses within the development. The proximity of the US-395 interchange, central roadway backbone, and required buffering and screening limit overall impacts on surrounding properties. Truck traffic is largely anticipated to be limited to the extension of Red Rock Road and the US-395 interchange. Discretionary review will be required if future nonresidential development occurs within 300 feet of County residential zoned property.

Public Services: The standards of station distribution, response times, inter-local agreements, private fire protection measures, and concurrency management requirements are adequate to ensure emergency services can be provided to future development facilitated by this request. The estimated response time to Fire Station 10 is four minutes, which is approximately 1 mile away from the project location. Truckee Meadows Fire Protection District operates Fire Station 44 on Silver Lake Road approximately 2.5 miles from the project site.

The proposed plans indicate paved roadways with direct access on Red Rock Road and a paved secondary emergency access from Mar Mac Way to North Virginia Street. Early Suppression Fast Response (ESFR) systems and standards for requirement are incorporated into the SPD handbook. The project is located within a Wildland-Urban Interface (WUI) area and future development will follow requirements set forth in the State's adoption of the Wildland-Urban Interface Code under NRS Chapter 477 and NAC Section 477.281 (**Condition 8**).

Infrastructure: The subject site is vacant and all services necessary to serve future development can be extended to the site. The nearest City of Reno sewer is located north of US-395 near the intersection of Red Rock Road and Silver Lake Road. This project will be required to extend the sewer main along Red Rock Road, under US-395 in order to access sanitary sewer services. The Reno Stead Water Reclamation Facility is undergoing an expansion to double capacity needs and would be anticipated to provide adequate service in the future.

The project is not currently within the Truckee Meadows Water Authority (TMWA) service area. TMWA has plans to extend a water line along North Virginia Street near the project site and a preliminary analysis was conducted for the proposed project. A will serve letter has been issued for the site, water can be provided, and the project area would be annexed into the service area. **Condition 9** ensures that adequate water service will be provided to the site and appropriate dust control permitting is obtained.

All other necessary utilities to serve the development will need to be contracted and extended to the project site and include: electric and gas by NV Energy and telecom by AT&T or Charter Communications.

Grading and Drainage: The overall site is largely undeveloped with approximately 177 acres sloped at 15% or less. Portions of the site have been disturbed by extraction activities. Steep slopes and major drainage ways are proposed to be avoided or minimally impacted and maintained in open space (**Condition 10**). Grading will be required to provide safe and adequate access, minimize environmental damage, facilitate the reduction of importing and exporting soil, limit visual scarring and reduce impacts to water quality. Storm water facilities will be designed to meet the enhanced standards of the North Valley's area.

The cuts are expected to be up to 55 feet in depth with fills anticipated to be up to 55 feet in height. A total of 1,500,000 cubic yards is anticipated to be cut and 1,500,000 cubic yards is anticipated to be filled (**Exhibit D & Condition 11**). To mitigate alterations and potential erosion or runoff caused by excess cuts and fills, the site will be treated with either formal landscaping or revegetated with a native seed mix (**Condition 12**). Earthwork is expected to balance at time of final design. The site is being preliminarily designed to accommodate future development pads and retaining walls have not been incorporated. Final design of each pad site may incorporate walls to assist with reduced grading and improved esthetics (**Condition 13**). Varying slopes will be utilized throughout the site to break up monotonous slope appearances.

The proposed site consists of several natural drainages that originate on the north slope of Peavine Mountain and flow from south to north, crossing through the site and discharging to culverts within the NDOT right-of-way at N Virginia Street. Two of the existing drainages qualify as Major Drainageways and will be left in their natural condition (with the exception of new roadway crossings). Flow patterns will be kept in their current alignment, with detention and retention incorporated throughout the site. On-site private storm drain and open channel systems will convey flows to pre-developed discharge points.

Access and Circulation: The organized planning effort of the SPD ensures roadways associated with development are analyzed and cumulative impacts are mitigated. An initial traffic study was provided and indicated that roadway improvements are anticipated. Nevada Department of Transportation (NDOT) meetings with Regional Transportation Commission (RTC) and City staff indicated that an Intersection Control Evaluation (ICE) is currently being conducted at Red Rock Road and North Virginia Street to determine the required roadway improvements for the project. NDOT has begun improvements to the US-395 freeway in the North Valley area. The project will widen the freeway between North McCarran Boulevard and Stead Boulevard and is anticipated to improve traffic flows on the surrounding roadways networks.

Master Plan Amendment: The Master Plan is a legislative planning document with respect to the City's vision, goals, and policies relative to such matters as population, housing, streets, and resource use, which is governed by NRS Sections 278.150 to 278.250. The project has a Master Plan land use designation of Mixed Employment. The proposed amendments are supportive of the following Master Plan policies:

- City Wide Policy 1.1B Community Development
- City Wide Policy 1.2B: Modern Industrial Hub
- City Wide Policy 2.1B Concurrency Management System
- City Wide policy 2.1G: Federal and State Roadways
- City Wide Policy 2.2B: Underutilized Properties

The City portion of project has is classified as a Foothill Neighborhood per the Structure Plan. It is anticipated that the Master Plan will be updated to the Industrial Logistic Employment Area designation.

Public and Stakeholder Engagement: The project was reviewed by various City divisions and partner agencies, and comments were incorporated into the project analysis (**Exhibit E**). The project was presented at the Ward 4 Neighborhood Advisory Board and no comments were received from members of the public. No comments have been received at the time of publication of the staff report. Future comments will be forwarded to the Planning Commission as received.

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

1. The project shall comply with all applicable City codes, plans, reports, materials, etc., as submitted. In the event of a conflict between said plans, reports, materials and City codes, City codes in effect at the time the application is submitted, shall prevail.
2. The owner or developer shall apply for a building permit for the entire project within 24 months of the date of approval of the major site plan review application and maintain the validity of that permit, or the major site plan review approval shall be null and void.
3. Prior to the issuance of any building permit or business license associated with this project, the applicant shall attach a copy of the final approval letter. The approval letter shall accompany a narrative provided by the applicant that describes how the requested permit addresses each of the approved conditions of approval.
4. The applicant, developer, builder, property owner, or business proprietor, as applicable, shall continuously maintain a copy of this approval letter on the project site during the

construction and operation of the project/business. The project approval letter shall be posted or made readily available upon demand by City staff.

5. Prior to the issuance of a grading or site improvement permit, as required by the SPD Handbook, the applicant shall construct a 6-foot tall screening wall along the north side of Trail Drive where non-residential development is adjacent to existing residential to reduce impacts on surrounding properties and uses during grading and construction activities.
6. Prior to the approval of a site improvement permit, the applicant shall submit site improvement plans demonstrating that adequate street lighting will be provided at all on-site intersections and pedestrian crossings. Plans shall demonstrate that all street and development lighting meet the Dark Skies requirements and poles shall be limited to a maximum of 20 feet in height, shielded and in an architectural style that is complementary to the industrial complex.
7. Hours of construction, including grading and future vertical development, shall be limited to between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday and between the hours of 8:00 a.m. and 6:00 p.m. on Saturday. There shall be no construction on Sundays, excluding dust control and Storm Water Pollution Prevention Plan measures. A note to this effect shall be placed on the title sheet of all building permit plan sets and a sign shall be posted at the construction site. If the construction hours need to be varied for the pouring of concrete slabs, a plan detailing the construction operations and provisions to minimize impacts on nearby residential areas shall be submitted and approved to the satisfaction of the Administrator.
8. Prior to the approval of a final map, the applicant shall provide plans that demonstrate that all landscaping complies with the International Wildland Urban Interface Code as adopted by the Nevada State Fire Marshal's Office by reference in NAC 477.281.
 - a) The Reno Fire Department requires that the vegetation management plans be submitted to the State Forester first and then the approved plans along with any comments shall be submitted to the City of Reno for review per Section B101.1.
 - b) The developer shall establish and the Property Owners Association or equivalent organization shall be tasked to maintain requirements regarding establishment and maintenance of fuel modification zones.
 - c) The development and private roadways shall not be gated or obstructed. If gated fire access shall be provided.
 - d) All temporary access roads will be constructed in accordance with permanent fire department access roads standards. The fire access road may be an engineered, compacted base material, and is to be maintained to support fire trucks as a drivable

surface throughout the construction process. Construction activity may be prohibited by the Fire Department for failure to service and maintain fire apparatus access roads.

9. Prior to the issuance of a grading permit, the applicant shall demonstrate that adequate water service can be provided to the site subject to the satisfaction of the Administrator. Additionally, the applicant shall obtain a dust control permit from the Washoe County Air Quality Department.
10. Prior to issuance of the first grading permit, all areas designated as open space will be designated as permanent open space. The applicant shall deed restrict and/or dedicate the land to an open space land trust. All open space areas are to remain as open space in perpetuity. Prior to approval of a certificate of occupancy, the applicant shall provide suitable documentation that a public use easement has been recorded to allow the public to use the open space. The open space shall be maintained by the property owner, a property owner association, land trust or their designee. Signs shall be included at the terminus of the open space on applicant's property that clarify the end of the designated open space and adjacent private property.
11. Prior to the approval of a grading permit, the applicant shall provide phasing plans that clearly demonstrate stockpiling areas, areas of disturbance, soil remediation timelines, and how impacts to surrounding properties and residences will be mitigated during grading and other related activities to the satisfaction of the Administrator.
12. Prior to the approval of a grading permit, the applicant shall demonstrate that a noxious weed monitoring and adaptive management plan has been prepared to address construction concerns and ensure ongoing consistent monitoring, prevention, and removal. This plan shall be implemented and enforceable throughout the life of the project. All disturbed naturalized and open space areas shall be planted with native vegetation/seed mixes and be irrigated for a minimum of two years.
13. Prior to the issuance of any grading permit, the applicant shall have plans approved that demonstrate the color of the retaining walls and riprap will match the surrounding natural landscape and will be treated with Permeon or similar product. The riprap shall be backfilled with soil and revegetated to the approval of the Development Services Department. The grading permit shall detail the retaining wall installation and specifications for construction be provided. All significant walls/wall sections shall be rockery, masonry block, or similar methods that will give the appearance of natural materials and slopes should be graded to have a natural and undulating appearance.

Findings:

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

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

Major Site Plan Review: In addition to meeting the criteria in Section 18.08.304(e), *Approval Criteria Applicable to all Applications*, the following findings shall be made prior to granting a major site plan review permit:

- a. The proposed design is compatible with surrounding development;
 - b. The proposed design is consistent with applicable development standards;
 - c. Public services and facilities are available to serve the project, or will be provided with development;
 - d. The characteristics of the project as proposed and as may be conditioned are reasonably compatible with the types of development permitted in the surrounding area; and
 - e. The approval will not be materially detrimental to the public health, safety, or welfare.
- The factors to be considered in evaluating this application shall include:
1. Property damage or nuisance resulting from noise, smoke, odor, dust, vibration, or illumination; and
 2. Any hazard to persons and property.

Limits on Grading (Cut and Fill): For developments ten acres or more in area, the following findings shall be made prior to granting a major site plan review, in addition to the general major site plan review 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.

Attachments:

Exhibit A – Case Maps

Exhibit B – Peavine Employment Center Handbook

Exhibit C – Site Plan

Exhibit D – Grading and Utility Plans

Exhibit E – Agency Comments