

**PLANNING COMMISSION  
STAFF REPORT**

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**Date:** October 16, 2019

**To:** Reno City Planning Commission

**Subject:** **6.2. Staff Report (For Possible Action): Case No. LDC18-00065 (Reno Gateway Business Park) - A request has been made for a special use permits for: 1) commercial development adjacent to residential residentially zoned property; and 2) cuts in excess of 20 feet in depth and/or fills in excess of ten feet in height. The ±27.9 acre site is located within the City of Reno Sphere of Influence (SOI) on the south side of Interstate 80, ±650 feet southwest of the Mogul off ramp. The site is zoned Industrial in Washoe County. The site has a City of Reno Master Plan land use designation of Mixed Employment. bjo**

**From:** Brook Oswald, Associate Planner

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**Ward #:** 5

**Case No.:** LDC18-00065 (Reno Gateway Business Park)

**Applicant:** Riverview Estates Properties, LLC

**APN Number:** 038-172-14 and 038-181-01

**Request:** A request has been made for a special use permits for: 1) commercial development adjacent to residentially zoned property; and 2) cuts in excess of 20 feet in depth and/or fills in excess of ten feet in height.

**Location:** The ±27.9 acre site is located within the City of Reno Sphere of Influence (SOI) on the south side of Interstate 80, ±650 feet southwest of the Mogul off ramp. The site is zoned Industrial in Washoe County. The site has a City of Reno Master Plan land use designation of Mixed-Employment.

**Proposed Motion:** Based upon compliance with the applicable findings, I move to approve the special use permit, subject to conditions.

**Recommended Conditions of Approval:**

All conditions shall be met to the satisfaction of Community Development 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 applicant shall apply for all building permits for the project within 18 months from the date of final approval, and continuously maintain the validity of those permits, or this approval shall be null and void.
3. The applicant, developer, builder, property or business owner, 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 readily available upon demand by City staff.
4. Prior to issuance of any permit, the applicant shall provide plans for improving Mogul Road by upgrading the road to a Washoe County truck route standard from the Mogul Road/I-80 eastbound entrance ramp (Entrance 7) intersection to the most westerly project site entrance/exit. Design shall include, but not be limited to, curb and gutter, sidewalk, pedestrian ramps, and AC Paving. All improvements shall be to the approval of the City of Reno Fire and Community Development Departments. The applicant is required to coordinate with the Nevada Department of Transportation (NDOT) Permit Office for requirements associated with the proposed project and how the new project will impact NDOT's facilities and right-of-way and for any required occupancy permit (access management, hydraulic design and drainage facilities, intersection control evaluation, leases, etc.). The applicant will be required to provide improvements to the Mogul I-80 Exit 7 interchange ramp terminus and improvements to the right turn slip ramp to accommodate adequate turning radius for heavy vehicle traffic (WB67 semitrailers) to Mogul Road. The applicant will also be required to provide intersection improvements at Mogul Road at the south side of the interchange including additional/new traffic control devices, lighting, thermoplastic/high visibility striping, improved delineation of the Mogul Road interchange and evaluation of turning paths for heavy vehicle traffic and resultant minor geometric improvements necessary to have the intersection operate with increased industrial traffic, all to the satisfaction of NDOT.
5. The use of outdoor storage including material and/or vehicle storage is prohibited on the entire project site. Recreational vehicle storage is allowed if enclosed in a building or vehicles are fully screened and covered from public view.
6. All truck traffic associated with the flex industrial warehouse use shall utilize the I-80 Interchange 7 to access the site. All lease agreements for the industrial flex warehouse spaces shall contain language that prohibits truck traffic on Silva Ranch Road and West 4<sup>th</sup> Street east of the Interstate 80/westbound Exit 7 intersection.
7. Prior to the issuance of a building permit, the applicant shall have plans approved demonstrating that all exterior site lighting will utilize state of the art LED and certified dark skies lighting techniques; and will comply with the lighting standards in the residential adjacency portion of code [Reno Municipal Code (RMC) 18.12.304(e)]

regarding pole height, fixture shielding, directing light downward, light spill containment and provision of an updated site lighting photometric plan. Plans shall demonstrate the following:

- a. Site lighting in the mini-warehouse area will be wall mounted below the second story. Any pole lighting used shall not exceed 12 feet in height.
  - b. Site lighting in the flex industrial area shall not exceed 12 feet in height along the frontage and sides of warehouse buildings. Lighting height in all dock areas shall not exceed 20 feet in height.
8. Prior to issuance of any building permit containing walls (e.g. retaining walls, screening walls, etc.), the plans shall demonstrate that an anti-graffiti coating will be applied to the walls.
  9. Prior to the issuance of any building permit, excluding grading, the applicant shall submit plans that demonstrate all required and proposed fencing is metal and open view.
  10. Prior to the issuance of each permit, the applicant shall have an approved construction management and access plan. This plan shall address project phasing, including utilities and infrastructure, and shall demonstrate adequate access to adjacent properties will be perpetuated and maintained during construction.
  11. Hours of construction shall be limited to between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday. There shall be no construction on Sundays. Idling of vehicles shall be prohibited outside of the allowable hours of construction. This condition shall not apply to dust control and storm water management operations. 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 residences shall be submitted and approved to the satisfaction of Administrator.
  12. Prior to the issuance of any building permit, excluding grading, the applicant shall demonstrate that the design of the site access conforms with the recommendations in the preliminary traffic study and any updates or addenda thereto inclusive of:
    - a. Mogul Road/Project Driveway intersections shall be designed with single ingress and egress lanes and sign control at the driveway approaches.
    - b. Project driveways on Mogul Road shall be located in a manner that provides a minimum spacing of 50 feet from adjacent driveways and intersections.
  13. Prior to the issuance of any building permit, the applicant will be required to submit a design exception letter that has been approved and signed by the City Engineer allowing

the applicant to construct the western most driveway as proposed if the final design does not comply with driveway spacing standards.

14. Prior to the issuance of any building permit, excluding grading, the applicant shall submit plans that demonstrate that the color of all building materials comply with an earth tone palette consistent with the surrounding landscape.
15. Prior to the issuance of any building permit, excluding grading, the applicant shall submit plans that demonstrate a minimum landscape area of ten feet in width along the entirety of the industrial flex building frontages and a minimum five feet in width shall be provided between the building the associated sidewalk and drive. This area shall contain enhanced landscape and a combination of evergreen and deciduous columnar trees. All trees shall have a minimum height of ten feet at planting.
16. Prior to the issuance of any building permit, excluding grading, the applicant shall submit plans that demonstrate that all roofing material conforms to anti-glare industry standards. All rooftop mechanical systems shall be consolidated and properly screened from roadway and scenic views.
17. Prior to the issuance of any building permit, excluding grading, the applicant shall submit plans that demonstrate the landscape and naturalized area south of the loading docks shall have berming and/or a wall to fully screen truck headlights from surrounding areas. Enhanced native landscaping shall be provided on the berm or to the south of the wall to further mitigate the impacts of the associated dock area. Plantings shall be predominately evergreen and be planted in natural groupings and extend along the entire southern boundary of the flex industrial docks. Irrigation shall be provided to all trees. Evergreens shall be a minimum of five feet tall.
18. Prior to the issuance of any building permit, the applicant shall demonstrate that a noxious weed monitoring and adaptive management plan has been prepared ensuring consistent monitoring, prevention, and removal by the property manager. This plan shall be implemented and enforceable throughout the life of the project.
19. Prior to the issuance of any building permit, excluding grading, the applicant shall submit plans that demonstrate dock sign location and language. Dock sign language shall limit idle times to loading and unloading activities. Trucks shall not idle once docked. Overnight and extended idling is prohibited.
20. Prior to the issuance of any business license, the applicant shall submit an Employee Trip Reduction Program (ETRP), including an implementation schedule for the use of the buildings in accordance with the requirements of the Regional Transportation Commission (RTC), to the satisfaction of City staff. The ETRP shall be reviewed for

effectiveness by RTC staff on a yearly basis and updated as necessary. The ETRP shall be continuously maintained and operated throughout the life of the project.

21. Prior to the issuance of any building permit, excluding grading, the applicant shall submit plans that demonstrate the architecture and style of the signage is in context to the rural surroundings. One freestanding sign shall be allowed for the entire project site and shall not exceed 25 feet in height. The freestanding sign shall be illuminated with down lighting and decreased to 50 percent of the standard lighting levels between the hours of 10:00 p.m. and 7:00 a.m. Individual wall signs associated with buildings will meet standards defined RMC 18.16 (Signs) for sign area. Individual wall sign lighting shall not be internally illuminated and be limited to down lighting allowed during the hours of 7:00 a.m. to 10:00 p.m.
22. Prior to issuance of a grading permit, the applicant shall have final grading plans approved demonstrating that the edges of all created cut and fill slopes will be feathered and rounded to properly transition into the adjacent undisturbed slopes. All created slopes exceeding 20 feet in height shall provide horizontal and vertical changes to vary the flat-engineered look to these slopes by incorporating a mixture of 2:1, 3:1 and 4:1 slopes. Talus slopes, embedded boulders, landscaping, rockery walls or other similar methods can also be used to break up these slopes. All areas disturbed by project grading shall be landscaped or revegetated with a seed mix consistent with the adjacent undisturbed slopes.

**Background:** The subject site consists of two parcels totaling  $\pm 27.9$  acres that are located on the south side of Interstate 80 off Exit 7 in the Mogul area. The properties are located within Reno's Sphere of Influence (SOI), are designated Mixed Employment per the City's Master Plan, and have a Washoe County Industrial zoning designation. The subject site was also designated Industrial under the City's previous Master Plan. As such, both jurisdictions have anticipated the site would be developed with industrial uses.

The site is currently vacant and has been disturbed through various fill piles and cuts that have occurred over time. With the exception of the fill piles, the site contains slopes ranging from five to 15 percent. Both an existing billboard and overhead high voltage electrical lines are located on the site and are proposed to be retained in place. Interstate 80 lies to the north of the project site and two railway lines are located along the southern portion of the site.

In January of 2003, the City of Reno and Washoe County entered into an inter-local agreement, which granted the City of Reno jurisdictional land use authority (i.e. building permits, entitlements, etc.) for properties located within its unincorporated SOI. This authority allows municipalities to ensure that developments anticipated to be annexed within the 20 year horizon

are built to cohesive urban standards.

The applicant's representative requested removal of the City's ETJ from the subject site to facilitate an industrial park and mini-storage facility that would be reviewed, processed, and permitted in Washoe County. The primary rationale for this request was that the site is bordered by the unincorporated community of Mogul to the north and Union Pacific Railroad track parcels to the south, east, and west. This configuration makes future annexation of the site highly unlikely unless the parcels were incorporated through a City initiated annexation. The request to remove the City's ETJ from the site was heard at the January 10, 2018 City Council meeting and the Council determined the parcels should remain in the City's SOI and be subject to Reno land use authority.

The Planning Commission considered a request to establish an industrial park consisting of two buildings providing ±344,000 square feet of industrial flex space on October 3, 2018. The project proposed a central industrial building totaling ±260,000 square feet and a western building totaling ±84,000 square feet. Commissioners expressed concerns regarding public outreach, the scale of the project buildings, and traffic. Traffic concerns related to the design of the I-80 Interchange and lack of comments from the Nevada Department of Transportation (NDOT). The Commission continued the item to allow the applicant additional time to address these concerns. Official comments have been received from NDOT and City of Reno staff has had discussions with NDOT representatives regarding the impact of the revised project on NDOT facilities, project-related improvements, and NDOT permitting. The applicant also worked with NDOT staff, but requested a continuance on March 20, 2019 to further address neighborhood concerns.

The applicant has revised the project to include a mini-warehouse and five industrial business park buildings proposed to accommodate a mix of office, manufacturing and warehouse uses (**Exhibit A**). The mini-warehouse will consist of one and two story units that provide ±105,500 square feet of storage space. A ±1,400 square foot office with managers quarters is also planned on the second floor. The revised project includes smaller buildings and a reduced number of truck bay doors compared to the original request. The new proposal reduces the mass and bulk of the project buildings and the reduced square footage and mix of uses has reduced the traffic impacts. The mini-warehouse portion of the project has not changed from the original submittal except that recreational vehicle storage has been added to the western portion of the project site.

Public outreach efforts to-date regarding the project are summarized below:

- A letter was sent to neighboring residential properties in (October 5, 2018) and the applicant's representative stated that no correspondence was received from the community. Staff received no public comment related to the letter.
- The original project was presented at two Ward 5 Neighborhood Advisory Board meetings (April 2018 and May 2018).

- A community meeting with the Verdi Community Council was held on Tuesday, January 29, 2019.
  - City planning and engineering staff was in attendance
  - Approximately 45-55 community members in attendance
  - Applicant has maintained an ongoing dialogue with two different attendees from the community meeting
  - Additional conference calls with members from the Verdi Community Council
  - Verdi Community Council and surrounding residents have been notified of the previous planning commission meeting and the upcoming meeting
- The applicant requested that the noticing radius for the project be extended from the required 750 foot noticing radius to a 1,200 foot noticing radius.
- A neighborhood meeting was held on June 12, 2019 at which the applicant presented revised plans.
  - Approximately 70-80 community members were in attendance
  - The new plan was presented that reduced building massing and traffic

The following analysis is based on the revised proposal. The staff report for the previous proposal has however been attached as an electronic file for reference.

**Analysis:** Per RMC, all SUP findings a through h must be made in order to approve this request. The following is an analysis of each of the required SUP findings as they relate to a request to establish a mini-warehouse and industrial business park on a site that is located adjacent to residentially zoned property and requires cuts greater than 20 feet in height and fills greater than 10 feet in depth.

**a. The proposed use is compatible with existing surrounding land uses and development.**

Land Use Compatibility: An existing mini-warehouse exists southeast of the project site. The applicant has proposed to construct a mini-warehouse directly north of the existing storage units. The similar use will correspond in function and scale and an onsite manager quarters will promote safety and security in the general area. Substantial grading is proposed to accommodate the western mini-warehouse buildings and provide access to the flex warehouses. This will further limit the visibility from the interstate.

As shown in the table below, properties located to the south and east of the site are located in the City's SOI and are designated Public Facility in the previous Master Plan. These properties are owned by the Union Pacific Railroad. All access to the site is off of Mogul Road and the

applicant has easements through the railroad property to access the project site. Properties to the south of the site are located in the City’s SOI and have Master Plan Land Use designations of Parks/ Recreation/Open Space (PROS), Unincorporated Transition, and Public Facility. The properties with the PROS Land Use designation are owned by Washoe County, used by the public as open space, and have the potential to be developed park areas in the future.

AREA DESCRIPTION			
	LAND USE	MASTER PLAN DESIGNATION	ZONING
NORTH	Residential	Suburban Residential (Washoe County)	Low/Medium Density Suburban (Washoe County)
SOUTH	Vacant and Mini Warehouse	Industrial Public Facility (City of Reno)	Industrial Public Facility (Washoe County)
EAST	Railway Interstate 80	Public Facility (City of Reno)	Public Facility (Washoe County)
WEST	Vacant Interstate 80	Suburban Residential (Washoe County)	Public Facility (Washoe County)

There is a State Scenic Overlook approximately 90 feet north of the site that overlooks the Truckee River and associated open space. To limit visual impacts, no outdoor storage or related activities shall be permitted on the project site unless properly screened and covered (**Condition 5**). Due to project impacts (lighting, truck headlights, and the visual impacts of the parking lot) on surrounding properties, the scenic byway, and the greenway corridor, the area along the western portion of the site should have a landscape berm and enhanced native landscaping. Boulders and rocks should be incorporated and disturbed areas should be graded to appear natural and reseeded with native plant material. The applicant has provided cross sections and visual simulations to demonstrate how the grade of the highway limits the potential impacts on the scenic overlook (**Exhibits A and B**).

The grade of Interstate 80 is substantially higher than the proposed site grading. An analysis of the contours and proposed grading indicated that Interstate 80 is approximately 40 feet higher at the western end of the site and tapers to approximately ten feet above the eastern end of the site. The buildings will front Interstate 80 and all truck loading and unloading will predominately occur towards the interior side of the project site.



Washoe County residential zoning districts are located to the north of the project site across Interstate 80. The project site itself is buffered from having direct impacts on the residences by the expanse of the interstate highway and large grading changes. Although the interstate noise and light levels have a direct impact on the residences, there were concerns about the potential impacts due to increased truck traffic along Exit 7 and West 4<sup>th</sup> Street. The applicant conducted a sound study in this area which concluded that the adjacent residences would not be impacted more than the current freeway noise (**Exhibit C**). Additional truck traffic through the existing residential neighborhood will have a direct impact on residences and all truck traffic related to the flex industrial spaces should be limited to the interchange area (**Condition 6**).

**b. The project is in substantial conformance with the Master Plan.**

The project was submitted on May 2, 2018 prior to the certification of the ReImagine Reno Master Plan and is reviewed under the previous Great City Master Plan. Although this site is being reviewed under the previous Master Plan, it is worth noting that the current ReImagine Reno land use designation for the site is Mixed-Employment with conforming zoning districts of Industrial, Industrial Business, Industrial Commercial, Professional Office and Planned Unit Development.

As proposed and with recommended conditions the project is consistent with the following applicable Master Plan policies and objectives: C&R-2: City should pursue annexation and amendments to the SOI and propose measures for annexation of islands of County land; C&R-4: City should pursue properties receiving of benefitting from City services; C&R-5: City should pursue growth pattern which is fiscally responsible in order to maintain and possible improve existing levels of service for current residents and future generations; T-1: City should encourage pedestrian and bicycle access to employment centers; T-10: City shall support efforts to reduce air pollution from vehicle emissions; P-1: Safe access and circulation should be safe, convenient, and logical and minimize impacts on adjoining roads; CD-6: Hours of operation and general activity levels shall be sensitive to surrounding uses; SD-8: City should reduce noise impacts in existing and new developments through building placement, construction methods landscaping and use of walls; and, SD-14: City should encourage landscaping over other forms of stabilization.

**c. There are or will be adequate services and infrastructure to support the proposed development.**

Public Safety: The Reno Police Department provided a Crime Prevention Through Environmental Design report (CPTED) (**Exhibit D**). The report states that high visibility of the area will promote natural surveillance and reduce criminal activity. LED lighting with 90 degree cutoff and uniform spread with IES standards should be used (**Condition 7**). The report also

recommends that graffiti abatement plans should also be in place as the types of buildings proposed are conducive to graffiti (**Condition 8**). The report also recommends that all fencing be open view and metal which is more difficult to defeat and provide visibility into the site (**Condition 9**).

The Reno Fire Department noted that the closest fire station to the site is Station 11, located at 7105 Mae Anne Avenue, which has a six minute response time. Station 5, located at 1500 Mayberry Drive, is the next nearest fire station with a response time of eleven minutes. All development will be required to comply with the adopted edition of the International Fire Code as amended and adopted by the City of Reno at the time development is proposed. Such compliance includes, but is not be limited to, fire department access, fire sprinkler systems, fire alarm systems and fire hydrant placement.

Public & Private Improvements: All necessary utilities to serve the project are located in the proximity of the subject site and/or can be extended to the project. Public infrastructure required to serve the site (i.e. sewer, water, power) will be further reviewed through grading permit, site plan review and/or building permit processes.

The preliminary sewer report indicates that the onsite sanitary sewer system will be designed to accommodate the development. Offsite sanitary sewer capacities will need to be determined with the final sewer report. The final sewer report will be required to provide an analysis that shows that sewer capacity is available to a sewer interceptor to accommodate this development. The improvement plans shall include any offsite improvements to increase capacity, if needed, based upon the final sewer report. Required sewer conveyance and treatment is anticipated to be provided by the City of Reno's Truckee Meadows Water Reclamation Facility (TMWRF). A sewer will serve letter from the City of Reno will be required prior to the issuance of any permit that requires a sewer hookup.

There are no proposed connections to the City of Reno storm drain system. The project will have an on-site storm drainage system routed to two detention basins. The proposed onsite storm drain system consists of valley gutters and curb and gutters that will intercept sheet flow runoff from drainage areas and direct the flow to an onsite detention system and direct flow to the natural flows of the Truckee River. A preliminary hydrology report was submitted with the original application documentation which appears to adequately address on and off site storm water flows per PWD. With submittal of any building permit application, the applicant will be required to provide plans and final hydrology reports to address all storm water flows in accordance with the Public Works Design Manual and the Truckee Meadows Regional Drainage Manual (TMRDM) which depicts the overall on-site and off-site contributing drainage basins and addresses on-site and off-site storm water flows, detention, and facility capacities for the pre-development and post-development site conditions. The final hydrology report must account for both the peak and volume of storm water flows generated by the 5-year and 100-year storm

events. All drainage channels located on the site are required to be privately owned and maintained by the owner, or equivalent entity responsible for drainage improvements. An operations and maintenance manual must also be reviewed and approved by the City of Reno. The applicant shall have an encroachment permit from NDOT for any facility or improvement encroaching upon State right-of-way and for any drainage disposed on State right-of-way.

No major drainage ways are located nearby or affected by the project. The Highland Ditch traverses along the northwest side of the site for a quarter mile; however, it will remain undisturbed and outside the limits of the project.

There are several existing dirt access roads located on the proposed project site. There have not been any existing easements identified, but before a permit is issued the applicant should ensure that any existing easements which encumber the site are relinquished or relocated. According to the preliminary site design public sewer and storm drain facilities are located within private property. If any portion of the public sewer and storm drain facilities are to be located within a private street section or common area an easement meeting the requirements set forth in the City of Reno Public Works Design Manual (PWDM) will be required.

The site design proposes very steep slopes near the westerly access at Mogul Road. The applicant should be required to follow grading design requirements per the PWDM and to the approval of the City of Reno Fire and Community Development Departments. The design also calls for a retaining wall with a significant vertical drop of  $\pm 19$  feet along the access road surrounding the north and west sides of the proposed mini-storage units without guardrail or a barrier that would prevent traffic or pedestrians from falling over the edge. The applicant will be required to submit a professional design for the type of retention wall and materials that will be used in the construction of the retaining wall inclusive of a barrier with adequate strength to prevent pedestrians or traffic from departing off the edge of the roadway.

The applicant should be required to have an approved construction management and access plan with each permit (**Condition 10**). Hours of construction associated with this proposed development will be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday (**Condition 11**). Prior to the approval and any permit the applicant will need to have a City of Reno Storm Water Permit to address storm water pollution prevention on the site.

**d. The proposal adequately mitigates traffic impacts of the project and provides a safe pedestrian environment.**

Traffic, Access and Circulation: The applicant submitted an updated trip generation letter that reflects the current proposal to replace the preliminary traffic report (**Exhibit E**). The trip generation letter indicates the redesigned project will reduce the number of average daily trips (ADT) from 1,283 to 617, the number of AM Peak Hour Trips (PHT) from 102 to 68, and the

number of PM PHT from 118 to 75. This is an approximate reduction of  $\pm 52\%$  for overall daily trips and  $\pm 35\%$  for AM and PM PHT. Prior to the issuance of any permit, the applicant needs to develop a plan to address the traffic mitigation (**Condition 12**).

The site will be accessed from two proposed driveways along Mogul Road. The proposed access located on the westerly side of Mogul Road does not meet the City of Reno access management standards. Prior to any building permit, the applicant should be required to submit a design exception letter to be signed and approved by the City Engineer allowing the applicant to construct the driveway as proposed (**Condition 13**).

Site circulation design, traffic control devices, and operational characteristics of the common use driveways, on-site drive aisles, emergency accesses, fire access lanes, and parking areas are designed in accordance with the Public Works Design Manual (PWDM) and the parking layout is consistent with RMC 18.12.1104 (Parking Lot Design and Construction).

The applicant is required to provide plans for improving Mogul Road and upgrading it to a Washoe County truck route standard from the bottom of I-80 westbound exit ramp/Mogul Road to the most westerly project site entrance/exit. Design should include but not be limited to, curb and gutter, sidewalk, pedestrian ramps and AC Paving. All improvements should be to the approval of City of Reno Fire and Community Development Departments.

Automobiles and trucks will primarily utilize I-80 on and off-ramps to access the project site. Based on NDOT feedback, the applicant will be required to provide improvements to the ramp terminus and improvements to the right turn slip ramp to accommodate adequate turn radius for heavy vehicle traffic (WB67 semitrailers) to Mogul Road (**Condition 4**). The applicant will also be required to provide intersection improvements at Mogul Road at the south side of the interchange including additional/new traffic control devices, lighting, thermoplastic/high visibility striping, improved delineation of the Mogul Road interchange and evaluation of turning paths for heavy vehicle traffic and resultant minor geometric improvements necessary to have the intersection operate with increased industrial traffic, all to the satisfaction of NDOT (**Condition 4**). As part these improvements, the applicant will be required to obtain any required occupancy permit (access management, hydraulic design and drainage facilities, intersection control evaluation, leases, etc.). Any non-permanent activities or temporary traffic control such as placement of cones, static signs, and portable electronic signs within the Department right-of-way will require a temporary occupancy permit. Any truck haul operations that access the state highway system will require a temporary permit and coordination with NDOT.

In addition, NDOT has completed improvements to the eastbound on-ramp from Mogul to I-80. These improvements include an auxiliary lane from the eastbound Mogul on-ramp to the 4th Street off-ramp that enhance traffic merging and reduce weaving movements.

The applicant has provided pedestrian access through the site and it is anticipated that the applicant will apply for a sidewalk waiver along Mogul Road due to issues with the railroad owned parcel and associated easement provided the necessary widths to construct the roadway and sidewalk sections. Sidewalk waivers are granted by the Public Works Department. If the waiver is not granted the applicant will be required to provide sidewalk along Mogul Road.

**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.**

All buildings proposed meet articulation standards as outlined in RMC 18.12.301 (Generally Applicable Site and Building Design Standards). The project proposes using concrete tilt up construction for the flex warehouse buildings. A combination of block and metal materials is proposed for the mini-warehouse portion of the site. The buildings should be constructed with material that blends with the surrounding environment and that are compatible with the rural character and scenic landscape of the area (**Condition 14**). The industrial flex buildings that front Interstate 80 propose little to no landscape. To limit the overall impacts of the flex industrial warehouse spaces landscape areas shall be provided in the front and side. Enhanced landscape should be provided in these landscape areas to break up the large wall spaces and great visual interest (**Condition 15**).

The applicant has provided a general parking analysis based on the assumed tenants of the project. A detailed parking analysis will be provided for the final site design through the plan review process and will meet all off-street parking requirements for each associated use. The final plans will also require bicycle parking spaces (**Condition 1**).

All mechanical equipment and trash receptacles must be adequately screened from view per standard code. Additionally visual impacts of the flex warehouse and mini-warehouse roof tops should be mitigated. Light glare from the buildings and rooftops should be minimized by use of proper materials. Large expanses of roofing material should be shielded when possible from roadway view through parapets and other design mechanisms. Roof top mechanical equipment should be consolidated in areas when possible and properly shielded from roadway views for safety and aesthetic reasons (**Conditions 16**).

All exterior site lighting is required by code to be directed downward and shielded. In order to protect views of the night sky, state of the art dark skies lighting techniques are recommended. Additionally, lighting in the area should be designed to reduce impacts to the highway corridor, public open spaces, and residences. Lighting fixture heights and hours of operation should be reduced to minimize glare and overall light pollution on the surrounding area (**Condition 7**).

The south loading dock areas will have associated berming and/or walls, landscape, naturalized slopes and native vegetation to minimize truck and site lighting impacts on the surrounding public lands and residences (**Condition 17**).

The proposed project has several areas that will be disturbed during construction operations. Newly disturbed areas are highly susceptible to invasive species and a protocol shall be established to reduce invasive and the spreading to surrounding open spaces and public lands (**Condition 18**).

**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.**

The project site is bordered by a railway to the south and Interstate 80 to the north and is not anticipated to have increased impacts over the noise and vibration from vehicular traffic and trains already present. Smoke, fumes and pollution associated with vehicular and truck traffic are compounding issues and impact neighboring uses and neighborhoods. To reduce the impacts the applicant should limit truck idling onsite and post appropriate signage to alert drivers of these restrictions (**Condition 19**). An employee trip reduction program is also recommended share to reduce vehicle miles, promote alternative methods of transportation, reduce air and noise pollution, and minimize traffic impacts on surrounding neighborhoods (**Condition 20**).

Construction hours shall be limited and controlled to prevent noise, glare, and dust disturbance and the related impacts on surrounding residential properties (**Condition 11**).

**g. Project signage is in character with project architecture and is compatible with or complementary to surrounding uses.**

The applicant has proposed signage that is compatible with the architecture and the rural character and surrounding landscape (**Exhibit F**). To reduce overall impact to the surrounding areas and maintain the character of the surrounding area the entire proposed project site should be limited to one free standing sign that does not exceed 25 feet in height. Lighting type and hours will be limited to further support the compatibility with residential uses, view sheds and interface to public lands (**Condition 21**).

**h. The structure has been designed such that the window placement and height do not adversely affect the privacy of existing residential uses.**

The windows identified on the buildings are oriented toward the north, and blocked by the grade associated with the I-80 Corridor. Noting this, no privacy impacts to existing residences will occur.

Special use permits for cut slopes of 20 feet or greater in depth or a fill slope ten feet or greater in height

**a. The slopes can be treated in a manner which does not create negative visual impacts.**

The project site and surrounding area has been significantly disturbed through the associated railroad, I-80 corridor and utility projects, and onsite fill piles and cuts over the course of several years. The project proposes cuts greater than 20 feet in height. One cut is associated with fill that has been deposited on the site. The other cut is to accommodate the mini-ware house use. The cut leads to a large wall sections and staff has safety concerns with vehicular and pedestrian circulation in this area. Additional large cuts are associated to accommodate retention in place of the large overhead power lines and 2:1 slopes are proposed. Additional fill areas greater than ten feet in height are proposed along the south border of the project to accommodate the dock area and onsite storm water detention (**Exhibit A**). These large, uninterrupted steep slopes are not in character with the surrounding natural landscape and are difficult to revegetate to prevent erosion. The steep slopes should contain various slopes, rock walls and other retention to facilitate native landscape (**Condition 22**).

**b. The grading is necessary to provide safe and adequate access to the development.**

The applicant has proposed grading of the site in a manner that will offer safe pedestrian and truck access and circulation to the site.

General Code Compliance: As proposed and with the recommended conditions of approval, the project is consistent with RMC requirements.

Agency Comments and Other Reviewing Bodies: (**Exhibit D**): Comments of agencies and other bodies that reviewed this request include:

- Reno Police Department
- Washoe County Community Services Department
- Regional Transportation Commission
- Nevada Department of Transportation

Their comments have been addressed in the body of the staff report.

Public Input: All public comment and written correspondence associated with the request is included as **Exhibit G**. Any additional comments or correspondence received after the submittal of the staff report will be forwarded to the Planning Commission.

Neighborhood Advisory Board: The original project was reviewed by the Ward 5 Neighborhood Advisory Board on April 10, 2018 and May 22, 2018. No comment forms were received.

**Legal Requirements:**

RMC 18.06.405(e)(1)	Special Use Permit
RMC 18.06.405(e)(3)	Special Use Permits for Cut Slopes of 20 Feet or Greater in Depth or Fill Slopes Ten Feet or Greater in Depth.

**Findings:**

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 cut slopes of 20 feet or greater in depth or a fill slope ten feet or greater in height. In addition to the general findings in subsection (1) above, special use permits for cut slopes of 20 feet or greater in depth or a fill slope 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:**

- Display Maps (PDF)
- Exhibit A- Site, Grading and Utility Plans (PDF)
- Exhibit B- Photo Simulation of Scenic Overlook (PDF)
- Exhibit C- Noise Analysis Report (PDF)
- Exhibit D- Agency Comments & Other Reviewing Bodies(PDF)
- Exhibit E-Trip Generation Letter (PDF)
- Exhibit F- Freestanding Sign (PDF)
- Exhibit G- Public Outreach and Comments (PDF)
- Original Staff Report