

**PLANNING COMMISSION
STAFF REPORT**

Date: April 26, 2018

To: Reno City Planning Commission and Washoe County Planning Commission

Subject: **4.2. Staff Report (For Possible Action – Recommendation to Washoe County Commission and Reno City Council): Washoe County Resolution No. _____ and City of Reno Resolution No. 02-17 Case No. LDC17-00043 (Echeverria Peavine Property) – A request has been made by Peavine Investors, LLC to amend the Reno-Stead Corridor Joint Plan (RSCJP). The RSCJP is a master plan that is under the joint jurisdiction of Washoe County and the City of Reno and requires approval by both entities for any changes. If approved, the proposed amendment would remove ±559.3 acres from the RSCJP area and re-designate it with only a City of Reno Master Plan Land Use designation. The applicant is also requesting an amendment to the City of Reno Master Plan Land Use Designation from Special Planning Area/Reno-Stead Corridor Joint Plan/High Density Rural (5 to 2.5 acre minimum lot size) on ±143.0 acres (between 29 and 57 dwelling units) and Special Planning Area/Reno-Stead Corridor Joint Plan/General Rural (1 dwelling unit per 40 acres) on ±416.3 acres (maximum 10 dwelling units) to City of Reno Single Family Neighborhood (SF) (2 to 8 dwelling units per acre) on ±373.3 acres (between 747 and 3,004 dwelling units), Suburban Mixed Use (SMU) on ±145.5 acres, and Parks Greenways and Open Space (PGOS) on ±40.5 acres. The ±559.3 acre site (APNs 081-031-39 and 081-024-08) is located ±1,700 feet south of the US 395 and Red Rock Road interchange and has City of Reno and Washoe County zoning designations of Large Lot Residential-2.5 Acres (LLR2.5) and General Rural (GR), respectively. This request to amend the RSCJP requires joint hearings before the City of Reno and Washoe County and will result in a Truckee Meadows Regional Plan Amendment if adopted. hrm**

From: Heather Manzo, Assistant Planner

Ward #: 4

Case No.: LDC17-00043 (Echeverria Peavine Property)

Applicant: Peavine Investors, LLC

APN Number: 081-031-39 and 081-024-08

Request: A request has been made by Peavine Investors, LLC to amend the Reno-Stead Corridor Joint Plan (RSCJP). The RSCJP is a master plan that is under the joint jurisdiction of Washoe County and the City of Reno and requires approval by both entities for any changes. If approved, the proposed amendment would remove ±559.3 acres from the RSCJP area

and re-designate it with only a City of Reno Master Plan Land Use designation. The applicant is also requesting an amendment to the City of Reno Master Plan Land Use Designation from Special Planning Area/Reno-Stead Corridor Joint Plan/High Density Rural (5 to 2.5 acre minimum lot size) on ±143.0 acres (between 29 and 57 dwelling units) and Special Planning Area/Reno-Stead Corridor Joint Plan/General Rural (1 dwelling unit per 40 acres) on ±416.3 acres (maximum 10 dwelling units) to City of Reno Single Family Neighborhood (SF) (2 to 8 dwelling units per acre) on ±373.3 acres (between 747 and 3,004 dwelling units), Suburban Mixed Use (SMU) on ±145.5 acres, and Parks Greenways and Open Space (PGOS) on ±40.5 acres.

Location: The ±559.3 acre site (APNs 081-031-39 and 081-024-08) is located ±1,700 feet south of the US 395 and Red Rock Road interchange and has City of Reno and Washoe County zoning designations of Large Lot Residential-2.5 Acres (LLR2.5) and General Rural (GR), respectively. This request to amend the RSCJP requires joint hearings before the City of Reno and Washoe County and will result in a Truckee Meadows Regional Plan Amendment if adopted.

If approved, authorize the chairs of the Washoe County Planning Commission and City of Reno Planning Commission to sign resolutions to this effect and to forward their recommendations on to the Washoe County Commission and Reno City Council for possible approval.

Proposed Motions: **Washoe County Planning Commission:** Based upon compliance with the applicable considerations, I move to certify the resolution for the proposed amendment to the Reno Stead Corridor Joint Plan for submission to the Washoe County Commission and authorize the Chair to sign the resolution on behalf of the Washoe County Planning Commission.

Reno Planning Commission: Based upon compliance with the applicable considerations, I move to adopt the amendment to the Master Plan by resolution to 1) amend the Reno Stead Corridor Joint Plan to remove the subject site from the joint plan; and 2) re-designate the subject site with only City of Reno Master Plan designations and recommend that the Reno City Council adopt this Master Plan amendment by resolution, subject to conformance review by the Regional Planning Agency.

Background: The Reno-Stead Corridor Joint Plan (RSCJP) was originally adopted in 1996 as an effort to jointly set a framework for growth and development in the area for residents, property owners, Washoe County, and the City of Reno. The RSCJP was significantly amended in 2010 as a response to requests from the Citizen Advisory Board and the Neighborhood

Advisory Board to improve communications related to development within the area. The 2010 plan also incorporated the updates to the City of Reno Master Plan and the Washoe County Comprehensive Plan. The joint planning process integrated citizen input gathered at numerous workshops and public meetings into the plan. Citizens, landowners, and both the City of Reno and Washoe County Planning Commissions helped shape the land use plan and policies that address important land use relationships. The RSCJP amendment will also need to be certified by the Reno City Council and Washoe County Commission. Since the original adoption of the plan, the City of Reno has processed all discretionary development and ministerial approvals within the sphere of influence. Washoe County administers all discretionary development and ministerial approvals for lands outside of the City's sphere of influence. The policies contained in the joint plan are designed to preserve desired community characteristics as the area matures during the 20-year plan period.

The joint plan area is generally described as bounded to the west by Red Rock Road, to the north by properties around Tholl Road, to the east by the community of Golden Valley, and to the south by the neighborhoods of Horizon Hills and Anderson Acres as shown in **Exhibit A**. Approval of this amendment will reduce the RSCJP area by ±559.3 acres, remove this property from the requirements of the Plan and re-designate the subject property with ReImagine Reno Master Plan Land Use designations. A discussion of the effects of this amendment on the RSCJP policies is provided below in the Reno-Stead Corridor Joint Plan section of this report. Additionally, an analysis of the request to re-designate the site to ReImagine Reno Master Plan designations and how the request relates to Master Plan considerations is discussed throughout this report. The following is a link to the City of Reno ReImagine Reno website where the Master Plan can be downloaded: <http://www.reimaginereno.us/>.

The subject site was annexed into the City of Reno in 2009 and currently has a Master Plan land use designation of Special Planning Area/Reno-Stead Corridor Joint Plan with sub land use designations of High Density Rural (5 to 2.5 acre minimum lot size) on ±143.0 acres and General Rural (1 dwelling unit per 40 acres) on ±416.3 acres. With the exception of a ranch house and associated barns, the subject site is currently vacant.

The two subject parcels are separated by the Union Pacific Railroad (UPRR) tracks. The north parcel (APN 081-031-39) has a zoning designation of Large Lot Residential – 2.5 acres (LLR2.5). The south parcel currently does not have City of Reno zoning. Based on the current Master Plan designation of Special Planning Area/Reno Stead Corridor Joint Plan/General Rural, the site would translate to City of Reno Unincorporated Transition – 40 Acres (UT40). It is anticipated that future development of the site will require additional entitlements that include at a minimum a zoning map amendment that conforms to the Master Plan designations. Additional entitlements may be required with future requests to develop the site.

The applicant is requesting a Master Plan amendment to remove the property from the joint plan and re-designate it with City of Reno designations that have been adopted as part of the ReImagine Reno Master Plan. The ReImagine Reno plan was adopted by Reno City Council on December 13, 2017 and was found in conformance by Truckee Meadows Regional Planning Commission on March 26, 2018. The requested amendment is to re-designate the site to Suburban Mixed-Use (SMU) on ±373.3 acres, Single-Family Neighborhood (SF) (2 – 8 du/ac) on ±145.5 acres and Parks, Greenways and Open Space (PGOS) on ±40.5 acres. This request does not include a zoning map amendment nor is development proposed at this time. The applicant has noted this request is intended to set the framework to accommodate future development that will allow for a mix of housing types and employment opportunities located near the U.S. 395 and Red Rock Road interchange.

The following tables identify the existing and proposed Master Plan Land Use designations and conforming zoning districts for the site.

Land Use Designation (Existing)	Conforming Zoning Districts	Current Acreage
Special Planning Area/Reno Stead Corridor Joint Plan/High Density Rural	LLR2.5	±143.0
Special Planning Area/Reno Stead Corridor Joint Plan/General Rural	UT40	±416.3
TOTAL ACREAGE:		559.3

Land Use Designation (proposed)	Conforming Zoning Districts	Proposed Acreage
Suburban Mixed Use (SMU)	MU, MF30, NC, AC, CC, PO, GO, PUD	±373.3
Single Family Neighborhood (SF) (2-8 du/ac)	SF15, SF9, SF6, PUD	±145.5
Parks, Greenways and Open Space (PGOS)	OS, PF, PUD	±40.5
TOTAL ACREAGE:		559.3

This request for a Master Plan amendment requires joint hearings by the Reno and Washoe County Planning Commissions and the Reno City Council and Washoe County Commission, and will also need to be reviewed for conformance with the Truckee Meadows Regional Plan prior to final certification. In addition, approval of this request will result in a Regional Plan amendment to alter the boundary of the RSCJP. The Regional Plan amendment must be approved prior to the conformance review for the requested Master Plan amendment and will be reviewed by the Truckee Meadows Regional Planning Commission and the Truckee Meadows Regional Governing Board.

Analysis: The ReImagine Reno Master Plan outlines seven Evaluation Criteria (EC) which are applicable to Master Plan amendments. These criteria are listed below and the elements of the requested Master Plan amendment that support these criteria are discussed in various sections of the following analysis.

- 1) The proposed amendment is consistent with the overall intent of the Master Plan;
- 2) The proposed amendment is required based on changed conditions or further studies;
- 3) The proposed amendment is compatible with the surrounding area;
- 4) Strict adherence to the current goals and policies of the Master Plan would result in a situation neither intended by nor in keeping with the other guiding principles, goals and policies;
- 5) The proposed amendment will not have a negative effect on adjacent properties or on transportation services and facilities;
- 6) The proposed amendment will have a minimal effect on service provision and/or is compatible with existing and planned service provision and future development of the area; and
- 7) The proposed amendment will not cause detriment to the public health, safety and general welfare of the people of Reno.

Land Use Compatibility: Land uses surrounding the subject site consist of undeveloped federal lands to the west, south and southeast. Both vacant and developed larger lot single-family residential is located to the north and northwest. The lands to the south and southwest are not within the RSCJP and have a Washoe County Master Plan designation of Open Space. Although the Master Plan Land Use designation for properties to the east is General Rural, the properties which are located adjacent to North Virginia Street are zoned Single Family Residential – 15,000 Square Feet (SF15), Single Family Residential – 6,000 Square Feet (SF6) and LLR2.5. Properties further south and adjacent to the subject site to the east are zoned OS and Industrial. The proposed land use designation of SMU provides for low to moderate residential densities, but encourages concentrated nodes of higher-intensity residential development at major intersections and near existing or planned transit stations. The SMU land use designation would be compatible with the existing Medium Density Suburban (MDS) to the northeast and provide an adequate transition between the existing High Density Rural (HDR) to the north and the proposed SF to the south. The proposed OS is compatible with all surrounding land uses and would protect two existing major drainageways **(MPA EC 3 & 5)**.

The application materials note that the vacant parcels located between the proposed SMU areas and North Virginia Street/Red Rock Road were acquired by a single investment group for the purpose of future development. The proposed SMU designation would offer opportunities for employment and service opportunities for the surrounding residential areas, is large enough to provide adequate buffering in the future, is grade separated from existing residential, and is

located in close proximity to US 395, North Virginia Street, Red Rock Road, and the Railroad. The portion of the site proposed for SMU is an ideal candidate for a mix of future non-residential and residential development. In addition to the parcels assembled north of the proposed SMU that could provide for future commercial development, there are already commercial uses in this area including the Sierra Safari Zoo, which identifies itself as the largest zoo in the state. With the close proximity to the U.S. 395/Red Rock Road interchange, it is not clear whether these vacant parcels will be developed with residential uses in the future.

It is worth noting that the entire site is located within the Cooperative Planning Area. Any future development will be required to take into consideration the Cooperative Planning Overlay standards that are outlined in RMC 18.08.404 (Cooperative Planning Area Overlay District). These standards include, but are not limited to, additional compatibility standards such as lot matching or buffering between existing properties and proposed development, specific lighting requirements, protection of significant hydrologic resources and specific site design guidelines **(MPA EC 1, 3, 4, 5 & 7)**.

Two major drainageways that drain areas of 100 acres or more cross the subject site. Both major drainageways run through the site from south to north **(Exhibit B)**. Approximately 76% of the site consists of slopes between 0 and 15% **(Exhibit C)**. Slopes equal or greater than 30% are located on approximately 5.7% of the site. The applicant has proposed PGOS on the majority of the 30% slopes and drainageways. The proposed PGOS corridors follow topography and range between 80 and 300 feet in width. Preservation of or impacts to major drainageways and steep slopes will be addressed during the review of any special use permit or tentative map proposed to develop the site **(MPA EC 1, 3 & 4)**.

The site is located approximately 1/3 of a mile from the U.S. 395 and Red Rock Road interchange. The site's proximity to the freeway makes its location convenient for access from surrounding areas.

The application materials note that future plans for the site may include a zoning map amendment with an associated Planned Unit Development (PUD) handbook. Should a PUD request come forward, the request will take into consideration the surrounding character and standards for development of the site. The applicant has noted that it is anticipated that future plans for the site will include a variety of housing options based on the *Housing Demand Forecast and Needs Assessment* study that was prepared for the City of Reno in August 2016. Key takeaways from the study are discussed in the Master Plan Amendment section of this report below. The applicant has noted that future plans will also include a mixture of commercial uses to help provide a residential/nonresidential balance for the site and also provide live/work opportunities within the North Valleys. Should the need for schools or park sites be identified

through review of a future development request, the applicant anticipates accommodating these uses on the subject site.

The applicant has stated that the requested Master Plan amendment is intended to be the first step in order to develop a comprehensive PUD for submittal at a future date. The applicant has noted that they are committed to working with the City, surrounding property owners and members of the community to develop a comprehensive development plan that will benefit the surrounding community (MPA EC 1, 2, 4 & 7).

Public Safety: Reno Fire Department comments noted that Station 9 located at 14005 Mt. Vida is the closest Reno fire station to serve the subject site with a response time of approximately ten to 12 minutes to the site. Station 10 is located at 5250 North Virginia Street and has a response time of between ten and 13 minutes. The Fire Department has a goal in suburban areas to provide emergency response within eight minutes. Current response times are not adequate to serve the subject site today. Since this request does not include a proposal to develop the site it should be noted that future proposals to develop this site will need to address concerns identified by the Fire Department, as provided in **Exhibit D** of this report in order to meet Concurrency Management System requirements.

All future 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 (MPA EC 6 & 7).

The Reno Police Department operates from a central headquarters concept and officer resources are currently deployed from one location in downtown Reno. As such, response times from the central part of the City to locations on the urban periphery generally fail to meet the expectations of the community. Future development may be required to incorporate police facilities to serve City of Reno residents located in the North Valleys.

The requested Master Plan amendment notes a density potential between 747 and 3,004 residential dwelling units as well as opportunities for additional residential or nonresidential uses within the proposed SMU Master Plan land use designation. Based on the number of possible dwelling units, an additional 1,900 - 7,700 additional residents could reside within subject site at build out. It is estimated that an additional two to 11 officers may be required in order to adequately police a development of this size. Current staffing levels are below that of the national average as noted in the Police Department memo attached to this report. Should additional staffing be made available in the future to accommodate this and other development within the area, concerns related to response time and may be mitigated (**Exhibit D**) (MPA EC 6 & 7).

Schools: The subject site is currently zoned for Silver Lake Elementary School, Cold Springs Middle School, and North Valleys High School. With the recent passage of WC-1, it is anticipated that the Washoe County School District will be constructing new schools to serve a growing student population within the North Valleys. The proposed Master Plan Amendment would not generate students at this time and would not add to existing overcrowding issues. Future development allowed under the proposed Master Plan Amendment would most likely create the need for a new elementary school. The applicant has expressed their desire to work with the Washoe County School District in the future to identify a school site for an elementary school if and when a future entitlement is proposed. The proposed SF Master Plan designation would allow for civic uses such as a school site.

Public Improvements: All of the parcels being proposed for a Master Plan Amendment are undeveloped, with the exception of a ranch house and associated outbuildings. The nearest City of Reno sanitary sewer infrastructure is located approximately one mile north of the project area at Moya Boulevard and Red Rock Road. Any future development will be required to extend the sewer infrastructure to the closest tie in point. While there remains sewer treatment capacity at the Reno Stead Wastewater Reclamation Facility (RSWRF) today, any future project will be required to obtain a sewer will-serve letter prior to the issuance of any permit or recordation of a final map. Determination of available sewer capacity at RSWRF will be made at the time of application for a subdivision final map or building permit requiring sewer service. The City of Reno Public Works staff is currently in the process of completing a capital improvement project to increase the sewer capacity of the RSWRF from two million gallons per day (MGD) to four MGD. It is anticipated that this capital project to provide additional sewer treatment will be complete by the end of 2021. Future development of the subject site will be required to meet City of Reno standards for sewage disposal.

As noted in the Land Use Compatibility section of this report, there are two major drainageways that run through the site. The site is also located within a closed basin. Future development of the site will be required to meet City of Reno standards for mitigation of increases in storm drainage flows including the design of detention and retention facilities in accordance with the Truckee Meadows Regional Drainage Manual.

The area is not currently within the Truckee Meadows Water Authority (TMWA) retail service area. Any future development of the parcels will require the project area to be annexed into the TMWA retail service area. Preliminary discovery was completed by TMWA which indicated that TMWA will serve the project in the future upon annexation into its service territory and the developer will be required to complete construction of off-site improvements (MPA EC 1, 6 & 7).

Access, Traffic, and Circulation: A traffic impact analysis was provided with the application

materials. The analysis recommends off-site improvements to North Virginia Street, Red Rock Road, the US 395/Red Rock Road interchange and the US 395/Stead Boulevard interchange. Once future developments are identified for the project site, staff recommends that additional traffic analysis and recommendations be refined to support the proposed projects. Future development, or redevelopment, of the parcels will be required to meet City of Reno and Regional Transportation Commission (RTC) access management and level of service standards. While this application is not associated with a specific project, the application materials anticipates future plans to develop the site will include two crossings at the UPRR tracks (**Exhibit E**). Future proposals to develop the portions of the site utilizing railroad crossings will need to be coordinated with UPRR. Any future project which proposes access across the UPRR right-of-way will need to demonstrate that appropriate easements and/or agreements from the UPRR are in place.

According to the applicant's traffic impact analysis, the most likely development of the parcels would be the construction of ±445.5 acres of single-family housing, 60 acres of general office, and 16 acres of commercial/retail. The preliminary traffic analysis provided with the application indicates this level of development would generate approximately 1,867 AM peak hour trips (PHT), 2,517 PM PHT and 23,319 Average Daily Trips (ADT) per the Institute of Transportation Engineers (ITE) trip generation manual. This level of development traffic meets the minimum number of PHT to require that a traffic impact study be presented with a future development application. The application suggests two access points to the project, the first at Lenco Avenue on the western side of the project parcels, and the second at Mar Mac Street on the eastern side of the project parcels. A more detailed traffic impact study will be required with the future project applications and it is anticipated that significant off-site improvements will be required at that time to support the development. Future proposals to develop the subject site will need to provide information related to not only local and regional roads, but also the impact of development on federal and state roadways as noted in Master Plan Goal 2.1G (Federal and State Roadways).

With future development or redevelopment, Regional Road Impact Fees (RRIF) will be collected to address the development's proportional impact on the regional roadway network. From the existing application materials presented, there is no indication that the requested Master Plan Amendment will have any adverse effect/impact to City infrastructure facilities beyond existing use (**MPA EC 1, 5, 6 & 7**).

Master Plan Amendment: The North Valleys has seen an increase in the warehousing industry the past few years and areas located to the north of the subject site are identified as Industrial/Logistics and Airport Transportation Employment Areas in the Reimagine Reno Master Plan. The need for affordable work force housing will be essential to create a more desirable live/work environment for the North Valleys. The requested amendment is anticipated

to support the employment industries that are choosing to locate in the North Valleys and provide housing options available at a variety of price points. The proposed Master Plan amendment to remove the project area from the RSCJP and amend the underlying land use is consistent with the recent changes in the North Valleys as well as and the findings of the *Housing Demand Forecast and Needs Assessment* (housing study). Specifically, the housing study identified a need for a greater variety of housing types than have been built in Reno over the past 10-15 years. Due to income limitations, changing preferences and demographic shifts, there is a need for more small-lot single family, townhome, condominium and multifamily housing options.

Parks, Greenways and Open Space (PGOS): This designation is appropriate for lands that have been identified for conservation and recreation purposes. The size and type of land characteristic of this designation is varied, and this designation would be compatible with all other Master Plan Land Use designations.

Single Family Neighborhood (SF): The Master Plan characterizes the SF land use as primarily a single-family designation with densities between two and eight du/ac. Characteristics of development within this designation are primarily single family detached homes with a variety of lot sizes.

Suburban Mixed Use (SMU): The SMU designation serves to primarily provide a diverse mix of commercial and residential uses. The size, density and mix of uses will vary depending on access and the character of areas surrounding the site. Secondly, SMU is intended to provide for medium to high density residential, civic and government uses as well as public spaces and uses that are warranted by the surrounding community needs. This designation includes a variety of conforming zoning districts, as outlined in the Background section of this report.

Master Plan Policy Framework: As proposed, the request appears to be consistent with the following applicable ReImagine Reno Master Plan guiding principles, goals and policies:

GP1: Resilient Local & Regional Economy

- Goal 1.2: Support a diverse and stable economic base.

GP2: Responsible & Well Managed Growth

- Policy 2.1B: Concurrency Management System. Infrastructure and facilities will need to be addressed with future development proposals to demonstrate that adopted Concurrency Management System policies are met. This includes construction of improvements by the developer where infrastructure and facilities are not currently available to serve the site. Future proposals will need to demonstrate that development is proposed in a manner that the City can provide and maintain requisite levels of service.

- Policy 2.1G: Federal and State Roadways. Ensure impacts to federal and state roadways associated with proposed development are analyzed, understand the cumulative impacts of land use decisions upon these roadways and time development approvals to maintain desired levels of service.
- Goal 2.3: Ensure effective, efficient, and equitable delivery of City services and infrastructure. New development will be required to pay the cost for public improvements that are necessary to serve the site. Future proposals will be required to address public safety, park and recreational and infrastructure needs in association with planned future development.

GP4: Vibrant Neighborhoods & Centers

- Goal 4.1: Encourage a diverse mix of housing options to meet the needs of existing and future residents of all ages, abilities, and income levels.
- Goal 4.2: Promote the development of new neighborhoods that offer a range of lifestyle options and amenities that meet the short- and long-term needs of the community.
- Goal 4.4: Encourage the creation of walkable community/neighborhood centers that provide a variety of services and amenities.
- Goal 4.5: Encourage pedestrian and bicycle connections as part of new development and integrate into established neighborhoods.

GP5: Well-Connected City & Region

- Goal 5.1: Continue to develop a balanced, well-connected transportation system that enhances mobility for all modes.
- Goal 5.4: Encourage the use of transit, car or van pools, bicycle, walking, and other forms of alternative transportation.

GP6: Safe, Healthy, and Inclusive Community

- Goal 6.3: Support active lifestyles among residents of all ages.

GP7: Quality Places and Outdoor Recreation Opportunities

- Goal 7.1: Conserve and protect Reno's natural resources and environment.
- Goal 7.2: Establish an interconnected network of open space, greenways, and trails.
- Goal 7.3: Maintain access to public lands at the urban/rural interface.

Foothill Neighborhood Design Principles:

- N-FN.6: Drainages. Existing drainageways on the subject site will be preserved with Open Space.
- N-FN.7: Wildlife Corridors. Existing wildlife corridors will be preserved with Open Space.

- N-FN.8: Transitions to Unincorporated County/Open Space. Land use designations are consistent with surrounding area, and open space corridors are carried through the site creating continuous access to Peavine.
- N-FN.9: Access to Public Lands. Access to Peavine and adjacent land owned by the USA is maintained through open space corridors.
- N-FN.10: Network Connections. The close proximity of the site to US 395, Red Rock Road and N. Virginia Street corridors create the opportunity for bicycle/pedestrian/transit connectivity to the North Valleys employment centers.
- N-FN.11: Internal Connections.
- N-NF.16 Emergency Secondary Access. The mix of land use designations will help support a safe major rail road crossing (under or over pass) that can be used by autos and multi-modal options. This will allow the existing at grade to remain as secondary emergency access providing multiple crossing over the railroad, which currently does not exist in this area.

Reno Stead Corridor Joint Plan (RSCJP): The RSCJP is nearly 20 years old and has not been recently revisited to support future housing demand or the employment uses planned for the North Valleys. The area within the RSCJP is non-contiguous, contains areas where Washoe County land use is not consistent with City of Reno zoning, and has not been aligned to support the new policy framework set forth in the Reimagine Reno Master Plan. Acknowledging these factors, Implementation Strategy 2.4e in the new Master Plan encourages the City of Reno to work with its regional partners to evaluate sunseting the RSCJP.

The request to remove the subject site from the RSCJP and apply City of Reno Master Plan land use designations will allow for residential densities greater than one unit per 40 acres that assist in meeting workforce housing needs in the North Valleys. In addition, the ReImagine Reno Master Plan policy framework addresses relevant elements of the RSCJP without the RSCJP actually needing to be in place (**MPA EC 1, 3, 4 & 5**). The following analysis discusses the request in relation to the RSCJP policies.

RSCJP Conservation Policies: (C.1 Hillside Development) - The subject site does not meet the threshold for Hillside Development as 77% of the site is less than 15% slopes, making a majority of the site appropriate for development. (C.2 Protect Drainageways) - The steeper slopes within the site are along the two major drainageways and are proposed to be preserved with the PGOS Land Use. (C.3 Visual Features....Neighborhood Integrity) – Site development is not proposed at this time. If approved, future development will be reviewed utilizing the City of Reno Master Plan.

RSCJP Land Use Policies: (LU.3 Compatibility of New Development with Existing Residential Communities) - The existing residential to the north is 2.5 to 5 acre lots, some of which is

undeveloped or unoccupied housing. Some commercial uses also exist within the residential area, including the Sierra Safari Zoo. The proposed MPA would be consistent with those existing uses as the adjacent parcel would include SMU allowing a range of density including low density. Additionally, the subject site is in an area that would be graded separated from existing residential, is near vacant properties, and close to the Red Rock Road/US 395 interchange. The SMU designation is also large enough to provide appropriate buffering in the future. The SF (2-8 du/ac) designation is proposed for the southern parcel. This designation allows a variety of residential zoning districts that would allow for compatible density transitions from surrounding designations including residential and open space. The southern parcel is surrounded by vacant land to the east and land owned by United States of America to the south and west. The subject site is located within the Cooperative Planning Area and will be subject to compliance with the Cooperative Planning Area standards which include lot matching, use and density buffering. (LU.5 Maintain Non-Vehicular Access to Public Lands) - Two major drainageways are proposed to be preserved as open space corridors, which will also serve as non-vehicular access to Peavine Mountain, located to the south of the subject site. (LU.6 Encourage mixed uses, integrate a diversity of residential neighborhoods, neighborhood centers, employment, shopping, and recreation activities) - The proposed MPA would create a mix of density opportunities for diversifying neighborhoods, and would also allow for future neighborhood commercial centers, as well as civic uses such as a school site and park. The proposed OS designation would create recreation opportunities by maintaining access to Peavine.

RSCJP Parks and Open Space Policies: (PSF.1 Preservation of desirable open space) - Two major drainageways within the subject site are proposed to be preserved as Open Space corridors.

The ReImagine Reno Master Plan guiding principles, goals and policies address many of the policies that are currently included in the RSCJP. The proposed Master Plan amendment to remove the subject site from the RSCJP and allow for residential densities greater than one unit per 40 acres will assist in meeting workforce housing needs in the North Valleys. The requested amendment offers a transition from undeveloped public land to higher intensity uses within close proximity to U.S. 395 and is intended to compliment and support the surrounding area. Future development patterns will be required to provide use buffers and/or lot matching to existing surrounding uses in conformance with the Cooperative Planning Area standards.

Master Plan Amendment Considerations: The following summarizes the required Master Plan considerations.

Considerations For the Planning Commission:

- (a) Bears relation to the planning and physical development of the City;

Response: The subject property is in the Reno City limits and will be served by TMWA water and City sewer in the future. The property is located near the Red Rock Road/US 395 interchange, and North Virginia Street. The property is ideally situated to meet employment and/or housing needs to continue fostering a jobs/housing balance in the North Valleys/Stead area. The proposed Master Plan land use designations would allow for a mix of single-family, multi-family and neighborhood commercial uses to help support employment opportunities planned for the North Valleys and near North Virginia Street and Red Rock Road. A mix of housing options will further support a greater variety of housing types in the City to help meet future demand.

- (b) Is so prepared that it may be adopted by the City Council as a basis for the physical development of the City.

Response: The intent of the MPA is to ensure future development of this large land holding provides a mix of land uses including open space, residential and non-residential uses that supports a balance between residential and employment options while promoting compatibility with the surrounding properties. The MPA also establishes land use designations that foster live/work opportunities in the North Valleys, and provide opportunities for future development that supports the housing and employment demands for the City of Reno and the region over the next 20 years. The existing land use designations of GR and HDR does not support the types of housing and employment needed in the City of Reno, especially in the North Valleys. The subject site is in an ideal location for future development in the North Valleys should necessary infrastructure and facilities be available to serve the site.

Considerations For the City Council:

- (a) As may be applied practically to the physical development of the City for a reasonable period next ensuing will:
1. Serve as 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;

Response: The property is located in an area that has been growing in an orderly manner. Residential, non-residential and employment generating development has recently occurred in the Stead/Red Rock Road corridor, and both north and south of U.S. 395. In addition, TMWA is currently preparing to extend the Vidler water pipeline from its current terminus to its existing system in North Virginia Street, which will eventually extend the North Virginia Street line into Cold Springs in front of the subject site. Plans for the site to sewer to the Reno Stead Wastewater Reclamation Facility have been coordinated with the City of Reno with higher densities included in the recent North

Valleys Sewer Master Plan update. RTC also has anticipated orderly growth and expansion of roadways in the North Valleys over the next five to 20 years to serve future growth and development in this area.

The proposed MPA will allow for orderly planning and design of natural site features. The topography of the subject site is ideal for development with 77% of the site less than 15% slopes. The two major drainageways/open space corridors are intended to be preserved and it is anticipated that these corridors will maintain access to Peavine. The proposed MPA respects the natural resources and provides land use designations that will help the North Valleys grow in a responsible manner to meet future housing and employment demands, is compatible with existing uses, and will help maintain the character of the area.

2. Conform to the adopted population plan and ensure an adequate supply of housing, including affordable housing; and

Response: The proposed MPA will allow for a mix of residential, neighborhood center, and employment generating uses that support a jobs/housing balance and workforce housing opportunities. The existing designations of GR and HDR are low density single family options, which are not affordable and do not meet the need for more diverse housing types over the next 20 years. The proposed MPA will allow for a mix of density ranging from single-family housing at two du/ac to higher density housing options which may include multifamily residential development to help meet the housing demand.

3. Form a basis for the efficient expenditure of funds relating to the subjects of the City of Reno Master Plan.

Response: The property is already within the City of Reno boundaries and is in close proximity to the Red Rock Road/US 395 Interchange where City services are already being provided or are proposed in the future. The property will be served by TMWA water through the Vidler pipeline which will be extended to North Virginia Street, and west to Cold Springs in the near future. The City of Reno currently provides police and fire services to the North Valleys and Stead areas, as well as the subject site. Fees and taxes related to the development of the property will enhance the City's funds to continue to provide services in this area.

Neighborhood Meeting: In accordance with NRS 278.210, the applicant noticed and held a neighborhood meeting at 150 Mer Mac Street, a vacant residence located adjacent to the subject site, on February 20, 2018 to explain the Master Plan amendment to area neighbors. Sixteen citizens attended the meeting. Comments noted that future development of the site with the proposed Master Plan designations would include opportunities for future park sites, fire stations

and schools. Comments also noted that if the request were to be approved, impacts of future development on surrounding properties should be taken into consideration. Noted neighbor concerns related to dark skies lighting, maintaining a rural environment for neighbors, adequate buffers between existing uses and development of this site, energy efficient development, crime prevention, environmental and wildlife considerations, industrial uses, traffic mitigation and infrastructure and service provision. Since there are not currently plans to develop the site, the information provided at the neighborhood meeting related to the requested Master Plan amendment.

General Code Compliance: Project related code compliance will be addressed when development is proposed for the site.

Other Reviewing Bodies (Exhibit D):

Washoe County Community Services: Washoe County staff comments and concerns are summarized below and are attached to this staff report as part of **(Exhibit D)**. Washoe County Planning comments note that while the subject site may be removed from the RSCJP, future development of the site should be developed in a manner that mitigates the impact of development on surrounding properties. Comments note that development abutting existing residential development should be required to provide buffer areas, which could include lot width matching or open space buffers. In addition, graduated building heights to prevent overshadowing of the abutting residential properties should be addressed at the time development is proposed. Washoe County staff also recommends that steep slopes be preserved and protected to prevent potential environmental and scenic degradation of hillsides and ridgelines, and that future development of the site should not include excessive and unnatural grading methods. Washoe County noted that the existing access points to the site, Lenco Avenue and Mer Mac Street, are currently private and not improved to meet development standards. As development is proposed to occur, access to the site will need to be provided that meet standards for development.

Washoe County Engineering staff noted the following:

- Paved access to the area will benefit the immediate neighborhood that is adjacent to North Virginia Street. The potential for a grade separated railroad crossing and a collector road system that connects other neighborhoods east and west of these properties, south of the railroad will provide a safety benefit to a much larger area.
- The paved section of Copperfield Drive is under Washoe County maintenance per approved Board of County Commissioners item 97-829 (from North Virginia to 1,520 feet south). Washoe County would not allow the use of this section of Copperfield Road at the north end of these properties to be used as haul or construction access during grading, site development or construction of the site.

Regional Transportation Commission (RTC): This project was reviewed by RTC staff and a comment letter dated January 24, 2017 was provided to the City of Reno. RTC recommended that any future projects provide access to North Virginia Street, an arterial with moderate access control, in accordance with the recommended spacing table provided. Additionally, it was recommended that any development be required to meet all the conditions necessary to complete roadway improvements to maintain policy Level of Service (LOS) standards. Lastly, it was recommended that new development be encouraged to construct pedestrian and bicycle facilities as well as designing improvements in conformance with ADA specifications.

Nevada Department of Transportation (NDOT): NDOT staff provided a comment letter to the City of Reno dated February 2, 2017. NDOT recommended coordinating proposed modifications of any UPRR crossings with the NDOT Rail Planning Office. It was also noted that any development which includes or is adjacent to the at-grade crossing should include design of a locking emergency access gate. Regarding future traffic impacts to the immediate area, NDOT recommends additional analysis of the functionality and possible design mitigation of the Red Rock Road and Stead Boulevard interchanges. Additionally, it was recommended that any drainage modifications that may impact NDOT drainage facilities be reviewed by NDOT prior to final approval.

Public Input: A letter was received dated April 24, 2017 from an owner of a property that abuts the subject site to the west. The letter indicates that the property owner would prefer land abutting her property be designated for industrial rather than residential uses. The letter further states that residential development on the subject site should be developed with larger lots at a minimum of 15,000 square feet in size (**Exhibit F**).

Joint Neighborhood Advisory Board (NAB)/Citizen Advisory Board (CAB) Meeting: This project was reviewed by the Ward 4 NAB in a joint meeting with the North Valleys CAB on January 16, 2018. A joint meeting agenda and minutes were prepared by Washoe County and are attached as **Exhibit G**. The minutes for this item note comments related to traffic, water, density and compatibility. Staff invited those in attendance to provide input by completing the NAB project review forms. One comment received noted the density ranges in the requested Master Plan Amendment were too dense for the area and would have an impact on wildlife habitat and create sewer capacity concerns. A copy of their comment is attached to this report (**Exhibit H**).

AREA DESCRIPTION			
	LAND USE	MASTER PLAN DESIGNATION	ZONING
NORTH	Sierra Safari Zoo & Vacant Parcels	Special Planning Area/Reno Stead Corridor Joint Plan/High Density Rural	Washoe County HDR
SOUTH	Federal Lands	Washoe County Open Space	Washoe County OS
EAST	Vacant	Special Planning Area/Reno Stead Corridor Joint Plan/General Rural	Washoe County GR & Reno OS & SF15
WEST	Federal Lands & Vacant	Special Planning Area/Reno Stead Corridor Joint Plan/General Rural & Washoe County Open Space	Washoe County OS

Legal Requirements:

RMC 18.05 Master Plan Amendments
NRS 278.150 Master Plan

Master Plan Considerations:

For the Planning Commission:

- (a) Bears relation to the planning and physical development of the City; and
- (b) Is so prepared that it may be adopted by the City Council as a basis for the physical development of the City.

For the City Council:

- (a) As may be applied practically to the physical development of the City for a reasonable period next ensuing will:
 - 1. Serve as 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;

2. Conform to the adopted population plan and ensure an adequate supply of housing, including affordable housing; and
 3. Form a basis for the efficient expenditure of funds relating to the subjects of the City of Reno Master Plan.
- (b) Master plan amendments shall not be in effect prior to the Truckee Meadows Regional Planning Commission finding the master plan amendments conform to the Truckee Meadows Regional Plan.

Attachments:

- Washoe County Planning Commission Resolution (PDF)
- Display Maps (PDF)
- Exhibit A - Corridor Plan Map (PDF)
- Exhibit B - Major Drainageways (PDF)
- Exhibit C - Slope Map (PDF)
- Exhibit D - Agency Comments (PDF)
- Exhibit E - Anticipated Project Access (PDF)
- Exhibit F - Public Input (PDF)
- Exhibit G - Joint NAB-CAB Agenda and Minutes (PDF)
- Exhibit H - NAB Comments (PDF)

Resolution No. 02-17

RESOLUTION ADOPTING AMENDMENT TO MASTER PLAN, PLANNING CASE NO. LDC17-00043, ±559.3 ACRES OF PROPERTY, FROM SPECIAL PLANNING AREA/RENO-STEAD CORRIDOR JOINT PLAN/HIGH DENSITY RURAL (5 TO 2.5 ACRE MINIMUM LOT SIZE) ON ±143.0 ACRES (BETWEEN 29 AND 57 DWELLING UNITS) AND SPECIAL PLANNING AREA/RENO-STEAD CORRIDOR JOINT PLAN/GENERAL RURAL (1 DWELLING UNIT PER 40 ACRES) ON ±416.3 ACRES (MAXIMUM 10 DWELLING UNITS) TO CITY OF RENO SINGLE FAMILY NEIGHBORHOOD (SF) (2 TO 8 DWELLING UNITS PER ACRE) ON ±373.3 ACRES (BETWEEN 747 AND 3,004 DWELLING UNITS), SUBURBAN MIXED USE (SMU) ON ±145.5 ACRES, AND PARKS GREENWAYS AND OPEN SPACE (PGOS) ON ±40.5 ACRES LOCATED ±1,700 FEET SOUTH OF THE US 395 AND RED ROCK ROAD INTERCHANGE, AND FURTHER DESCRIBED IN PLANNING CASE NO. LDC17-00043, 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 April 26, 2018, 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. LDC17-00043 (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 applied to the development of the city for a reasonable period of time next ensuing, subject to conformance review of the Regional Planning Commission.

Upon motion of Commissioner _____, seconded by Commissioner _____, the foregoing Resolution was passed and adopted this ____ day of _____, 20__, by the following vote of the Commission:

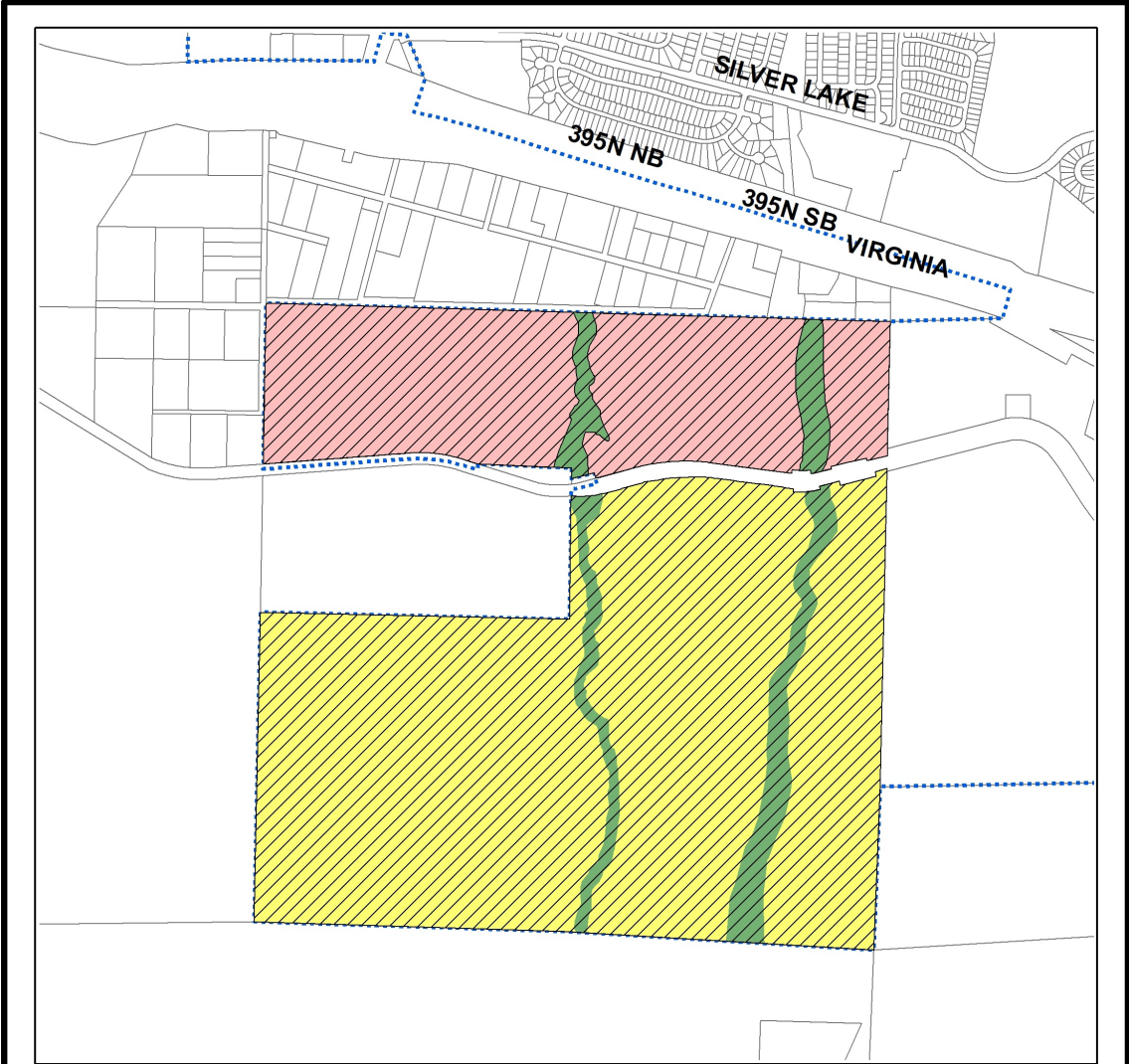
AYES: _____
 NAYS: _____
 ABSTAIN: _____ ABSENT: _____

APPROVED this ____ day of _____, 20__.

 CHAIRPERSON

ATTEST:

PLANNING MANAGER
 RECORDING SECRETARY



LDC17-00043

(Echeverria Peavine Property)




From: Special Planning Area/Reno-Stead Corridor Joint Plan/High Density Rural (5 to 2.5 acre minimum lot size) on ±143.0 acres (maximum 57 dwelling units) and Special Planning Area/Reno-Stead Corridor Joint Plan/ General Rural (1 dwelling unit per 40 acres) on ±416.3 acres (maximum 10 dwelling units)

To: City of Reno Single Family Neighborhood (SF) (2 to 8 dwelling units per acre) on ±373.3 acres (maximum 3,004 dwelling units), Suburban Mixed Use (SMU) on ±145.5 acres, and Parks Greenways and Open Space (PGOS) on ±40.5 acres.



City Limits



0 375 750 1,500
Feet

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Map Produced: April, 2018



Community Development Department

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



RESOLUTION OF THE WASHOE COUNTY PLANNING COMMISSION

ADOPTING AMENDMENT TO THE WASHOE COUNTY MASTER PLAN, RENO-STEAD CORRIDOR JOINT PLAN, (CITY OF RENO PLANNING CASE NUMBER LDC17-00043) (ECHEVERRIA PEAVINE PROPERTY), AND RECOMMENDING ITS ADOPTION TO THE BOARD OF COUNTY COMMISSIONERS

Resolution Number 18-____

Whereas, In accordance with NRS 278.150, the Washoe County Master Plan was adopted by the Washoe County Planning Commission and the Washoe County Board of County Commissioners as a long-term general plan for the physical development of the County;

Whereas, 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 Board of County Commissioners, and based on the recommendations of the Planning Commission, the Board of County Commissioners 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 county for a reasonable period of time next ensuing (NRS 278.220);

Whereas, Master Plan Amendment, Case Number LDC17-00043, came before a joint meeting of the City of Reno Planning Commission and the Washoe County Planning Commission for a duly noticed public hearing on April 26, 2018;

Whereas, the planning commissions heard public comment and input from both staff and the public, as well as the applicant, regarding the proposed master plan amendments; and

Whereas, the Washoe County Planning Commission gave reasoned consideration to the information it received regarding the proposed master plan amendments;

Whereas, the Washoe County Planning Commission has made the following findings necessary to support adoption of the proposed Master Plan Amendment Case Number LDC17-00043, as set forth in NRS chapter 278 and Washoe County Code Chapter 110 (Development Code), Article 820:

Washoe County Code Section 110.820.15 (d) Master Plan Amendment Findings

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
2. Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.

- 3. Response to Change Conditions. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
- 4. Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.
- 5. Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the City and guides development of the City based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.
- 6. Effect on a Military Installation. The proposed amendment will not affect the location, purpose and mission of the military installation; and,

Whereas, the Washoe County Planning Commission approved this resolution and these recommendations by a vote of at least 2/3 of the total membership of the Washoe County Planning Commission.

Now, therefore, be it resolved that pursuant to NRS 278.02786 and NRS 278.210(3):

Subject to approval by the Washoe County Board of County Commissioners and a finding of conformance with the Truckee Meadows Regional Plan, the Washoe County Planning Commission does hereby recommend adoption of Master Plan Amendment Case Number LDC18-00043, comprised of the map as included at Exhibit A to this resolution, descriptive matter and other matter intended to constitute the amendments as submitted at the public hearing noted above; and,

A certified copy of this resolution shall be submitted to the Board of County Commissioners and any appropriate reviewing agencies in accordance with NRS 278.220.

ADOPTED on April 26, 2018

WASHOE COUNTY PLANNING COMMISSION

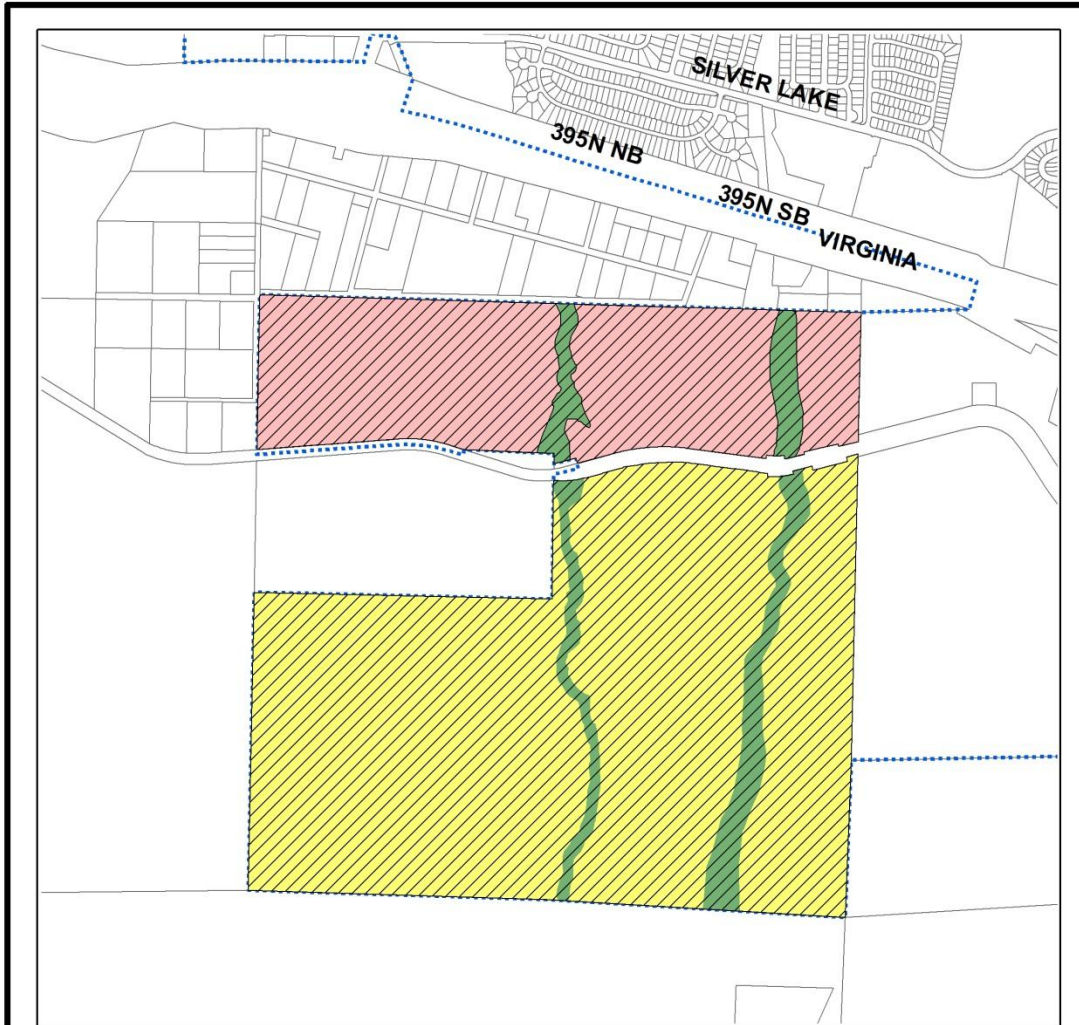
ATTEST:

Trevor Lloyd, Secretary

Sarah Chvilicek, Chair

Attachment: Exhibit A – LDC17-00043 Master Plan Amendments Map

Exhibit A, LDC17-00043 Master Plan Amendment Map



LDC17-00043

(Echeverria Peavine Property)



From: Special Planning Area/Reno-Stead Corridor Joint Plan/High Density Rural (5 to 2.5 acre minimum lot size) on ±143.0 acres (maximum 57 dwelling units) and Special Planning Area/Reno-Stead Corridor Joint Plan/ General Rural (1 dwelling unit per 40 acres) on ±416.3 acres (maximum 10 dwelling units)

To: City of Reno Single Family Neighborhood (SF) (2 to 8 dwelling units per acre) on ±373.3 acres (maximum 3,004 dwelling units), Suburban Mixed Use (SMU) on ±145.5 acres, and Parks Greenways and Open Space (PGOS) on ±40.5 acres.

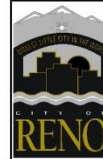


City Limits



0 375 750 1,500
Feet

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Map Produced: April, 2018




Community Development Department

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



**LDC17-00043
(Echeverria Peavine Property)**

-  Subject Site
-  City Limits



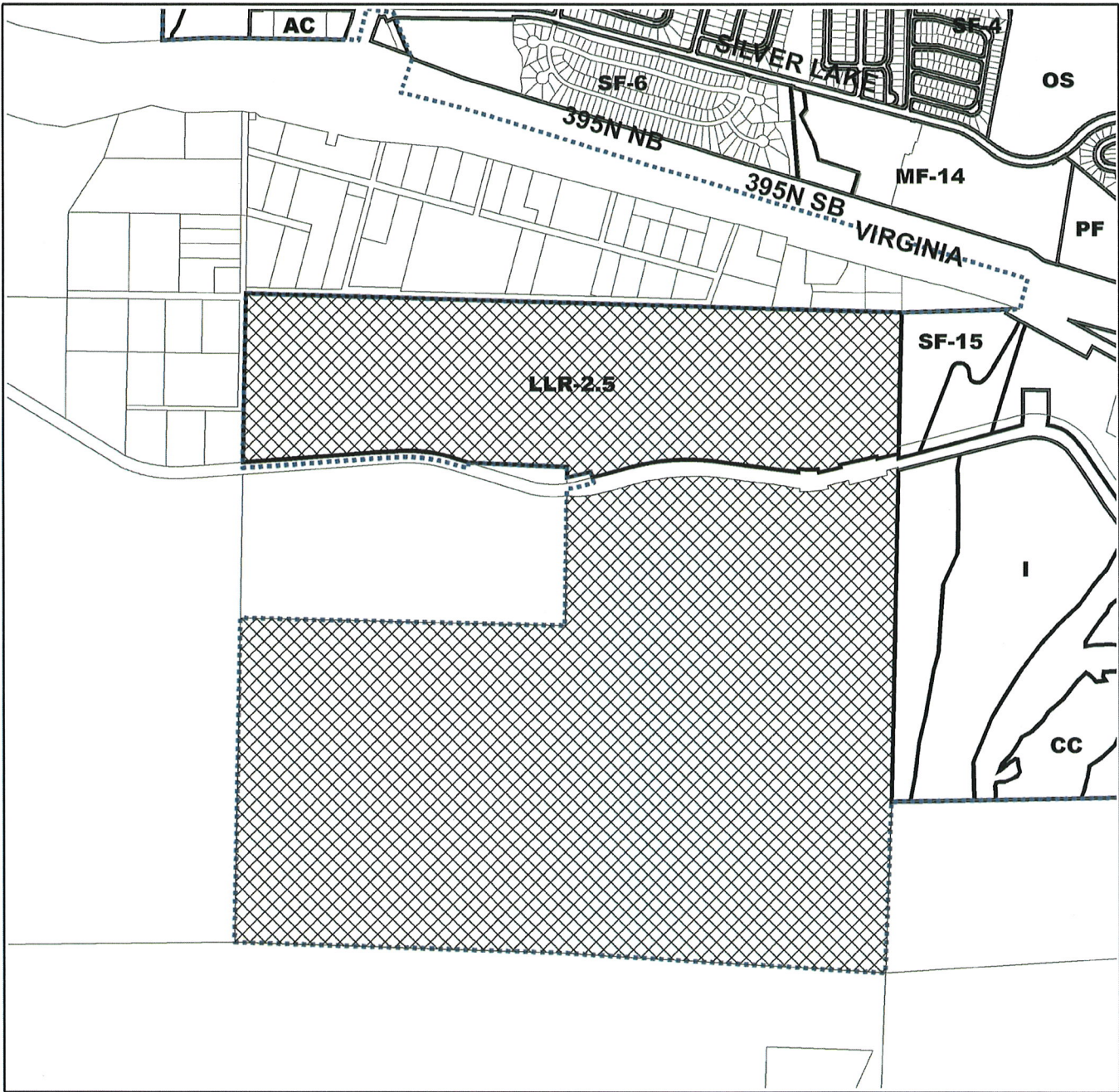
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LDC17-00043 (Echeverria Peavine Property)

-  Subject Site
-  City Limits



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Map Produced: January, 2017



Community Development Department


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

Attachment: Display Maps (7736 : LDC17-00043 (Echeverria Peavine Property))



LDC17-00043 (Echeverria Peavine Property)

-  Subject Site
-  City Limits



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Map Produced: January, 2017



Community Development Department

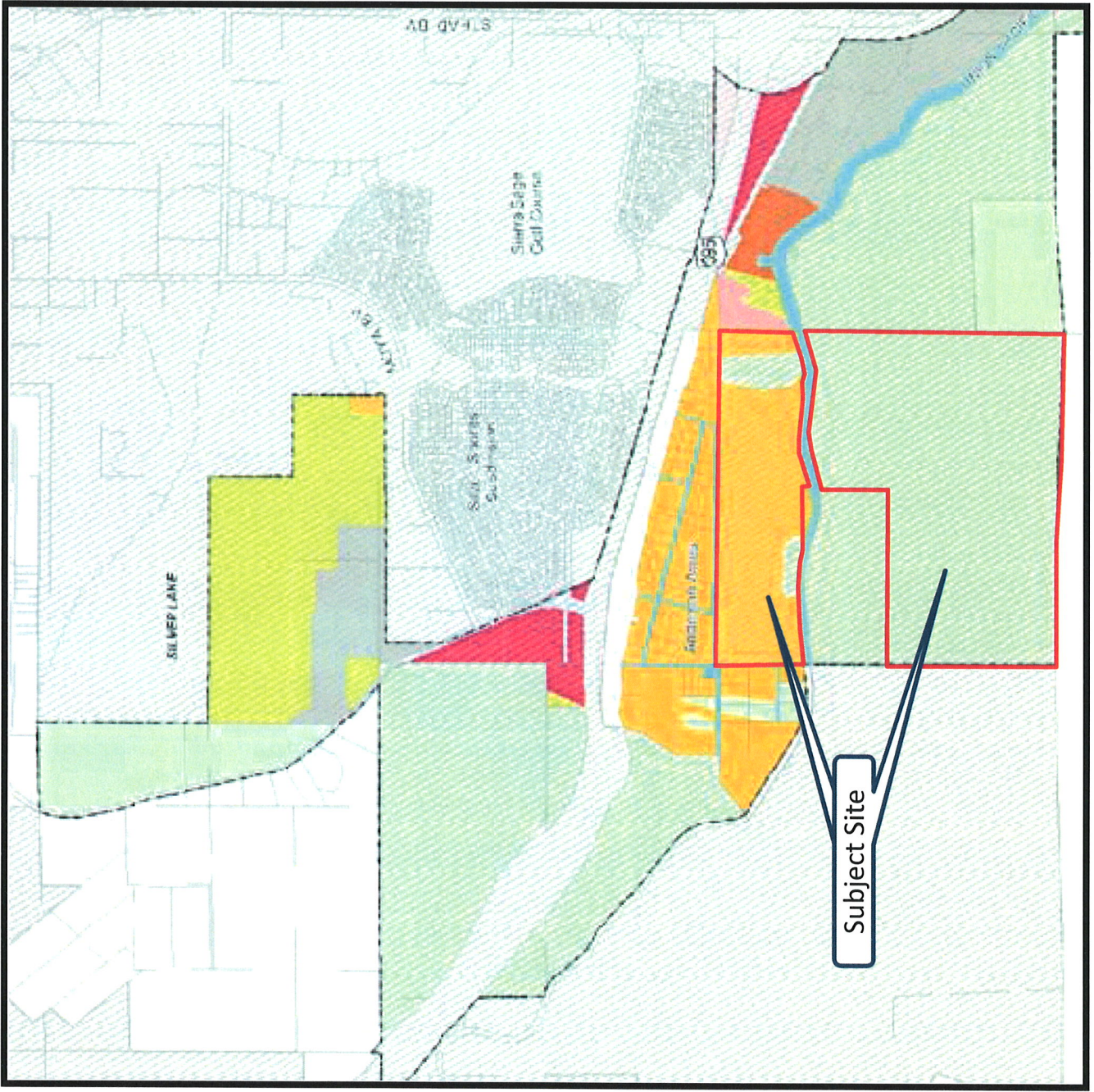
1 East 1st Street Phone: 321-8309
P.O. Box 1900 Fax: 334-2043
Reno, NV 89505 www.reno.gov

Attachment: Display Maps (7736 : LDC17-00043 (Echeverria Peavine Property))

Reno - Stead Corridor Joint Plan

PLANNED LAND USE

- JOINT PLAN BOUNDARY
- HIGH DENSITY RURAL
5 - 2.5 acre lots
- LOW DENSITY SUBURBAN/
RURAL RESIDENTIAL
2.5 - 1 acre lots
- MEDIUM DENSITY SUBURBAN/
SUBURBAN RESIDENTIAL
1 - 3 du/acre
- HIGH DENSITY SUBURBAN/
LOW DENSITY RESIDENTIAL
3 - 7 du/acre
- GENERAL COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC FACILITIES
- PARKS & RECREATION
- OPEN SPACE
- GENERAL RURAL
- CITY OF RENO EXERTED
SPHERE OF INFLUENCE





Major Drainageways
 Echeverria Peavine Property: Master Plan Amendment
 January 2017

Attachment: Exhibit B - Major Drainageways (7736 : LDC17-00043 (Echeverria Peavine Property))



WASHOE COUNTY

COMMUNITY SERVICES DEPARTMENT

Planning and Building

1001 EAST 9TH ST
PO BOX 11130
RENO, NEVADA 89520-002
PHONE (775) 328-6100
FAX (775) 328.6133

4.2.f

February 14, 2018

To: City of Reno
Heather Manzo, Assistant Planner

From: Eva Krause, AICP, Planner

Subject: LDC17-00043 (Echeverria Peavine Property)

Washoe County staff has reviewed the proposal to remove the subject parcels identified as the Echeverria Peavine Property LDC17-00043. While removal of the property from the Reno-Stead Corridor Joint Plan, would mean they are no longer subject to the plan's policies, it does not lesion the impact to the surrounding communities. The following are issues that stand out as important concerns of the community that should be address as part of the master plan amendment or taken into consideration when new development is proposed on these properties.

Land Use

The introduction to the Reno-Stead Corridor Joint Plan states:

The joint plan respects the environmental constraints as well as existing and adjoining planned land uses.

Development constraints such as sloped terrain in excess of 15 percent, drainage channels, 100-year flood hazards, floodways area and potential wetlands should be considered when assigning land uses. The inclusion of the drainage channels in the open space is a good method for protection of these areas from development. Additional areas with slopes in excesses of 30% should also be designated for open space or designated at a lower density, with restrictions on ridgeline development.

The north and west sides of APN 081-031-39 abuts existing residential development. This area is proposed to be designated SMU which will permit mixed-use and multifamily development up to 30 unit/acres.

Per LU.3 New development adjacent to established residential communities should be compatible. A gradual transition to higher intensity lands use shall be provided.

Attachment: Exhibit D - Agency Comments (7736 : LDC17-00043 (Echeverria Peavine Property))



INTEGRITY



EFFECTIVE COMMUNICATION



QUALITY PUBLIC SERVICE

Memo to: Heather Manzo
Subject: RSJCP LDC17-00043 (Echeverria Peavine Property)
Date: February 23, 2018
Page: 2

The policies contained in the joint plan are designed to preserve desired community characteristics as the area matures. The proposed mixed use with high density residential development is a significant change to the community character. Removing these properties from the Joint Corridor plan does not alleviate the properties from considering the impact to the surrounding community, nor eliminate the need to mitigate these impacts. Any development abutting existing residential development should be required to provide buffer areas, which could include lot width matching or open space buffers. In addition, graduated building heights to prevent overshadowing of the abutting residential properties will still need to be addressed.

Conservation

According to the application submitted if the property is designated as Reno Master Plan, the Reno hillside ordinance would not apply. While that may be the case, much of the property is steeply sloped and should be preserved and protected to prevent potential environmental and scenic degradation of hillsides and ridgelines. Any development on these properties needs to be regulated to prevent excessive cuts and unnatural manipulations of the hillsides.

In addition, Washoe County Staff noted on Page 4 of the application under *Topography*, states "The proposed industrial designation is within an area". The sentence ends, and the statement is not finished. There is no mention of industrial zoning in the Land Use Compatibility table. Is this a typo, or are industrial uses permitted in the Suburban Multi Use area? If permitted, it needs to be made clear that the master plan would include industrial uses adjacent to the residential areas.

Access, Traffic and Circulation

The applicant identifies access as Lenco Avenue and Mer Mac Street. While these are existing private streets that connect to the property, any major development will require new roads built to the appropriate standards, with additional access in and out of the developed area. The proposed master plan amendment will impact the rural landscape of the surround area. Any new development should take into consideration the impacts of higher and denser development as well as the need for additional transportation improvements.

Washoe County Engineering staff provided additional comments on transportation and access issues:

- Paved access to the area will benefit the immediate neighborhood that is adjacent to N. Virginia Street. The potential for a grade separated railroad crossing and a collector road system that connects other neighborhoods east and west of these properties, south of the railroad will provide a safety benefit to a much larger area.

Memo to: Heather Manzo
Subject: RSJCP LDC17-00043 (Echeverria Peavine Property)
Date: February 23, 2018
Page: 3

- Any future development shall not use Copperfield Road at the north end of these properties shall not be use as haul or construction access during grading, site development or construction of the properties. The paved section of Copperfield Drive is under Washoe County maintenance per approved BCC board item 97-829 (from N. Virginia to 1520 feet south).

xc: Trever Lloyd



RENO FIRE DEPARTMENT
FIRE PREVENTION BUREAU

**INTEROFFICE
MEMORANDUM**

CITY OF RENO

Date: 04/12/18
From: Tray Palmer, Fire Marshal
To: Heather Manzo, Assistant Planner
Subject: LDC17-00043 (Echeverria Peavine Property)

Dear Heather,

In regards to the proposed above Land Development Case:

The closest fire stations to this project would be Station 9 (single engine company) located at 14005 Mount Vida Street and Station 10 located at 5250 N. Virginia Street. The current response time from Station 9 would be 10 – 12 minutes. The response time from Station 10 would be 10- 13 minutes.

The Standards of Cover Study presented by Emergency Services Consulting International group in 2011 outlines the City of Reno “First Due Response Objective” as the following:

1. The first fire department response unit will arrive at a fire or medical emergency in an urban area within six (6) minutes from time of dispatch at least 85 percent of the time.
2. The first fire department response unit will arrive at a fire or medical emergency in a suburban area within eight (8) minutes from time of dispatch at least 85 percent of the time.

The Study also set a performance goal that would maintain travel time to emergencies so that the time from initiation of response to arrival at incident is within 4 minutes 30 seconds 85 percent of the time in the urban zone and within 6 minutes 30 seconds 85 percent of the time in the suburban zone.

As presented, all development in this area, including residential housing, would require the installation of fire sprinkler systems to mitigate the fire response time in excess of 8 minutes. However, it should be noted that fire sprinklers would not mitigate the response time for medical emergencies. Medical response to this area will have a higher response time as compared to the rest of the city. This delay in response will not align with the “First Due Response Objective” noted above for medical emergencies. As the density in future development increases, the need for a fire station in this area will also increase.

The proposed site is in a Moderate to High Fire Wildland-Urban Interface Area. The development would have to follow requirements set forth in the States adoption of the Wildland-Urban Interface Code under NRS 477 and NAC 477.281. A vegetation management plan must be submitted to the Reno Fire Department and the State Forester Firewarden for review and approval as part of the plans required for a permit.



RENO FIRE DEPARTMENT
FIRE PREVENTION BUREAU

**INTEROFFICE
MEMORANDUM**

CITY OF RENO

All other requirements must follow the International Building Code and Fire Code as adopted at the time of building plan submittal. This includes water supply, hydrant locations, and fire access.

This project is located in a district with a high call volume for the Fire Department. There is already a significant burden on resources in the city due to current limitations affecting staffing and fire equipment. Given current Department staffing levels and the demands on our resources, the Department is concerned about the ability to provide adequate service to this area.

Please contact me if you have any further questions. Thank you.

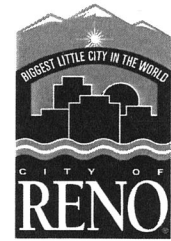
Sincerely,

Tray Palmer, Fire Marshal



Reno Police Department

Memo



Date: April 11, 2018

To: Heather Manzo- Assistant Planner

From: Mac Venzon- Deputy Chief of Police

Subject: Echeverria Peavine Property – LDC 17-00043

Heather,

In response to your request for further clarification related to the Master Plan Amendment (MPA) request regarding the Echeverria Peavine Property (LDC-17100043), I can offer you the following:

The proposed MPA requests an adjustment from the Washoe County land use designation of HDR to designations of SFN, SMU and PGOS. Any development proposal consideration that impacts the outer boundaries of our current City limits generally raises the level of concern for our ability to provide police services in the timely manner that the community expects.

In the current case, it is not the MPA that causes any concern, rather the geographic location of the property in question. As you are aware, the Reno Police Department operates from a central headquarters concept; meaning that we deploy resources from one location in the downtown core of the City. As such, response time from the central location is typically longer to the outer-most ends of the City and generally fails to meet the expectations of the members of the community.

While we understand no PUD has been developed, the transition from HDR to SFN for 375 acres, and SMU for 145 acres allows for the potential of an additional 750 to 3000 dwelling units. Utilizing previous formulas, those 750-3000 DU's will equate to an additional 1,900-7,700 additional residents and therefore require an additional 2 to 11 officers in order to adequately police a new development of this size.

Reno PD will always do what is needed to serve the citizens of Reno. That said, adding additional homes or citizens does add additional demand on services. Currently, the Police Department is staffed at 1.33 officers per 1000 residents, that is low compared to the national average and the west coast average.

Nationally the average is just under 2.0 per 1000, and in the west (a more comparable average) it is 1.77 per 1000. We would like to see our staffing increased city-wide to 1.5 Officers per 1000 residents. Based on the number of new citizens that that could potentially move into the

Echeverria Peavine project, the realization of additional of officers could mitigate our concerns related to response time.

CPTED Review Cover Sheet

Date Received	1/18/2017
Case Number	LDC 17-00043
Project Name	Echeverria Peavine Property
Project Address	1700 Ft South of Intersection of US395 & Red Rock Rd
Applicant/Developer	Peavine Investors, INC
App/Developer Phone Number	786-4800
Contact Name	Wood Rodgers, INC Derek Kirkland
Contact Phone Number	823-4068
Type of Review	Master Plan Amendment
Calls for Service request	Darla Hernandez
CPTED Lieutenant	Lt Shaw
Case Planner	Heather Manzo
Due back to Comm Development	1/25/2017
Your Name	Cochelle Scheiner
Date Completed	1/18/2017
Date Returned to Planning	3/22/2017

Examples of Reviews

Abandonment	Site Plan Review
Annexation	Special Use Permit
Boundary Line Adjustment	Tentative Map
master Plan Amendment	With Maintenance District
Minor Deviation	Variance
Parcel Map	Zoning Map Amendment
Reversion to Acreage	Cooperative Plan Amendment



Reno Police Department
CPTED Review Memorandum
 March 21, 2017

To: City of Reno, Business License Division

Business Name: Echeverria Peavine Property CPTED #: LCD17-00043

Address: 1700 Ft South of Intersection of US395 & Red Rock Rd

Completed by: Sgt. Clark #9727

The following document is submitted for your consideration. The ideas, contents herein are the opinions of the listed, qualified Crime Prevention through Environmental Design (CPTED) Police Officer, and are based on CPTED Principles and Factors. Implementation of the recommendations in no way guarantees a crime-free project. Recommendations listed are designed to make the applicant aware of certain issues which may arise and present possible solutions.

Natural Surveillance (Concept focuses on increased visibility):

*****Master Plan Amendment – to Master Plan mixed housing types existing HDR, Open Space protecting drainage ways on 559 acres. ***This development will impact police response times.

Trees need to be trimmed to six to eight feet from the ground for visibility. Shrubs and plants need to be pruned to three feet tall.

Natural Access Control (Concept that focuses on entry & exit points):

*****Master Plan Amendment – to Master Plan mixed housing types existing HDR, Open Space protecting drainage ways on 559 acres. ***This development will impact police response times.

The plan should allow for satisfactory ingress, egress, and lighting for pedestrian to Parking areas.

Territorial Reinforcement (Concept of clearly defining ownership over space):

*****Master Plan Amendment – to Master Plan mixed housing types existing HDR, Open Space protecting drainage ways on 559 acres. ***This development will impact police response times.

Suggest a 6 foot fence with privacy slats around defining the ownership of the property. We suggest a plan to deal with graffiti abatement on fence and property.

Maintenance and Management (Concept focuses on how Mgmt. runs/maintains property):

*****Master Plan Amendment – to Master Plan mixed housing types existing HDR, Open Space protecting drainage ways on 559 acres. ***This development will impact police response times.

Construction considerations:

Use Double Cylinder Deadbolts with three inch screws

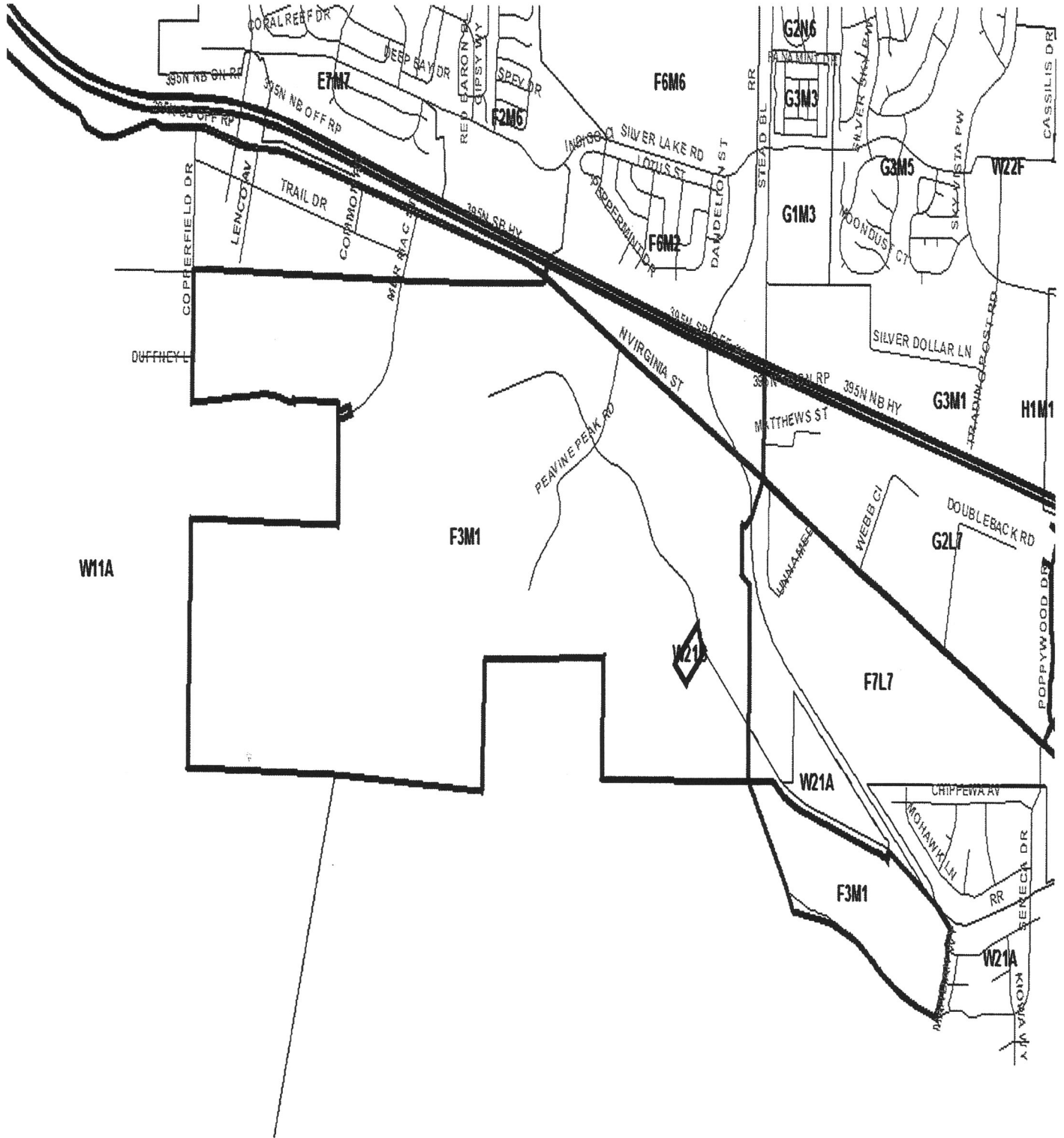
Security strike plates with three inch screws

Door hinges with pins

180 degree door peep hole

Additional window locks and slider locks

Develop preplanned neighborhood watch



	Total	09	10	11	12	13	14	15	16	17
Total	946	164	126	124	113	82	124	80	128	5
1DOWN	1	0	0	0	0	0	0	1	0	0
1DOWNP	2	0	1	1	0	0	0	0	0	0
911B	2	0	0	0	0	0	0	1	1	0

	Total	09	10	11	12	13	14	15	16	17
911C	13	2	0	1	6	2	0	1	1	0
AB	1	0	0	0	0	0	0	1	0	0
ABVEH	3	1	0	1	0	0	0	0	1	0
ACC	9	0	0	0	0	0	0	4	4	1
ACCEX	1	0	0	0	0	0	0	1	0	0
ACCNI	6	1	0	0	0	1	2	0	2	0
ACCP	31	9	2	4	2	5	9	0	0	0
ADW	3	0	0	1	0	0	2	0	0	0
ALARMP	35	11	0	2	8	2	2	6	4	0
ANIMAL	3	1	1	0	1	0	0	0	0	0
AREACK	53	3	6	10	14	5	5	4	6	0
ATL	5	0	1	0	0	1	0	1	2	0
BURGC	3	1	0	2	0	0	0	0	0	0
BURGR	1	0	0	0	1	0	0	0	0	0
BURGV	4	0	0	0	3	0	1	0	0	0
BUSCK	3	0	1	0	0	2	0	0	0	0
C5	1	0	1	0	0	0	0	0	0	0
CHILD	1	0	0	0	0	0	0	1	0	0
CIVIL	6	2	0	1	0	1	0	0	2	0
CIVPRB	4	0	0	0	0	0	1	2	1	0
DISTR	3	0	1	1	0	0	0	1	0	0
DOP	3	1	1	0	0	0	0	1	0	0
DRUNK	3	0	1	1	1	0	0	0	0	0
DUI	11	3	0	1	0	4	1	2	0	0
EMS	3	0	0	0	0	0	0	2	1	0
EMSP	8	2	3	0	1	1	1	0	0	0
FAMDST	6	1	0	0	0	0	2	1	2	0
FIGHT	1	0	0	0	0	0	0	1	0	0
FIRE	5	2	0	2	0	1	0	0	0	0
FRAUD	1	1	0	0	0	0	0	0	0	0
GTA	2	0	0	0	2	0	0	0	0	0
GTAR	10	1	3	2	0	0	2	1	1	0
HAIL	8	0	1	1	2	1	2	1	0	0
JUVPRB	3	0	0	0	0	0	2	1	0	0

	Total	09	10	11	12	13	14	15	16	17
LARC	3	1	1	0	0	0	0	1	0	0
MENTAL	1	0	0	0	0	1	0	0	0	0
NARC	1	0	1	0	0	0	0	0	0	0
OTHER	5	1	1	0	0	1	0	1	1	0
OUTAG	18	1	1	3	3	1	3	4	2	0
P	1	0	0	0	0	0	1	0	0	0
PINFO	10	1	0	1	2	3	2	0	1	0
PP	1	0	0	0	0	0	1	0	0	0
PROBCK	1	0	0	0	0	0	0	0	1	0
PROP	5	1	0	0	1	1	1	0	1	0
PROW	2	2	0	0	0	0	0	0	0	0
PS	12	2	0	1	0	1	5	3	0	0
SEARCH	6	0	0	2	0	0	0	1	3	0
SHOTS	8	2	0	0	0	2	2	2	0	0
SR	4	0	0	1	1	0	1	0	1	0
SS	14	4	3	3	3	0	0	0	1	0
STALLV	38	3	6	4	6	6	3	3	5	2
SUIC	1	0	0	0	0	0	0	0	1	0
SUICP	3	1	0	0	1	0	1	0	0	0
SUSPC	9	1	0	2	2	0	1	3	0	0
SUSPP	6	0	1	1	0	1	0	1	2	0
SUSPV	15	3	4	1	2	1	1	0	3	0
T	354	65	56	53	35	27	57	17	42	2
TRBUNK	6	1	0	0	0	1	2	0	2	0
TRFPRB	10	1	1	0	3	1	2	0	2	0
UNK	1	0	0	1	0	0	0	0	0	0
UNWANT	7	0	0	0	0	0	1	3	3	0
VACANT	1	0	0	0	0	0	1	0	0	0
VEHCK	102	15	15	19	13	5	6	7	22	0
WARANT	5	0	0	0	0	1	0	0	4	0
WCAAL	13	8	5	0	0	0	0	0	0	0
WCAGEN	1	1	0	0	0	0	0	0	0	0
WCCAT	2	2	0	0	0	0	0	0	0	0
WCDA	8	3	5	0	0	0	0	0	0	0

	Total	09	10	11	12	13	14	15	16	17
WCDOGC	1	1	0	0	0	0	0	0	0	0
WCOTHR	2	0	2	0	0	0	0	0	0	0
WCWELF	1	1	0	0	0	0	0	0	0	0
WELFCK	10	1	1	1	0	3	1	0	3	0

Police Calls for selected area, January 1, 2009 - January 19, 2017 Includes both dispatched and officer initiated calls.


REGIONAL TRANSPORTATION COMMISSION
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

January 24, 2017

FR: Chrono/PL 181-17

Ms. Heather Manzo, Assistant Planner
 Community Development Department
 City of Reno
 P.O. Box 1900
 Reno, NV 89505

LDC17-00043 (Echeverria Peavine Property)

Dear Ms. Manzo,

The Regional Transportation Commission (RTC) has reviewed this request for a Master Plan amendment within the Special Planning Area/Reno Stead Corridor Joint Plan from High Density Rural (5 to 2.5 acre minimum lot size) on approximately 144 acres and General Rural on approximately 419 acres to approximately 75 acres of Medium Density Suburban/Suburban Residential (1 to 3 dwelling units per acre), approximately 16 acres of Open Space and approximately 80 acres of industrial. The project site is located on the east side of Copperfield Drive and south of its intersection with North Virginia Street.

The 2035 Regional Transportation Plan (RTP) identifies North Virginia Street as an arterial with moderate-access control. To maintain arterial capacity, the following RTP access management standards need to be adhered to:

Access Management Standards-Arterials ¹ and Collectors							
Access Management Class	Posted Speeds	Signals Per Mile and Spacing ²	Median Type	Left From Major Street? (Spacing from signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways?	Driveway Spacing ³
Moderate Access Control	40-45 mph	3 or less Minimum spacing 1590 feet	Raised or painted w/turn pockets	Yes 500 ft. minimum	No, on 6 or 8-lane roadways w/o signal	Yes ⁴	200 ft./300 ft.

¹ On-street parking shall not be allowed on any new arterials. Elimination of existing on-street parking shall be considered a priority for major and minor arterials operating at or below the policy level of service.

² Minimum signal spacing is for planning purposes only; additional analysis must be made of proposed new signals in the context of planned signalized intersections, and other relevant factors impacting corridor level of service.

³ Minimum spacing from signalized intersections/spacing other driveways.

⁴ If there are more than 60 inbound, right-turn movements during the peak-hour.

The policy level of service (LOS) standard for North Virginia Street is LOS D. Policy LOS for intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridor. This project should be required to meet all the conditions necessary to complete road improvements to maintain policy LOS standards.

A Preliminary Traffic Impact Analysis prepared by Traffic Works and submitted with the application identified future potential roadway connections for the project based on 506.1 acres of single family housing and 80 acres industrial/warehousing. Access to North Virginia Street is anticipated via existing connections with Lenco Avenue and Mar Mac Street. The analysis identified the potential for capacity improvements will be needed to accommodate the project at Red Rock Interchange, Stead Boulevard Interchange and on North Virginia Street. A detailed traffic impact study should be required with the future project application to determine specific improvements required.

RTC Board: Neoma Jardon (Chair) • Ron Smith (Vice Chair) • Bob Lucey • Paul McKenzie • Marsha Berkgigler
 PO Box 30002, Reno, NV 89520 • 1105 Terminal Way, Reno, NV 89502 • 775-348-0400 • rtcwashoe.com

Page 2

LDC17-00043 (Echeverria Peavine Property)

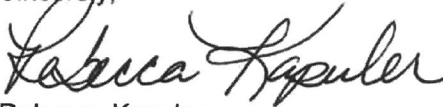
The RTC is currently underway with the North Valleys Regional Transportation study to identify transportation needs and alternative transportation improvements for regional roads in the North Valley's area. For more information please contact Xuan Wang, RTC Project Manager at 775-332-9521 or xwang@rtcwashoe.com.

The land use data in RTC's travel demand model does not include enough household growth in the traffic analysis zone (TAZ) that this property is located in. If this project is approved, we will adjust our travel demand model increasing the land use growth in the TAZ.

The RTP, the RTC Bicycle/Pedestrian Master Plan and the Nevada Department of Transportation Pedestrian Safety Action Plan all indicate that new development and re-development will be encouraged to construct pedestrian and bicycle facilities, internal and/or adjacent to the development, within the regional road system. Also, these plans recommend that the applicant be required to design and construct any sidewalks along the frontage of the property in conformance with the stated ADA specifications.

Thank you for the opportunity to comment on this application. Please feel free to contact me at 775-332-0174 or email me at rkapuler@rtcwashoe.com if you have any questions or comments.

Sincerely,



Rebecca Kapuler
Planner

RK/jm

Copies: Bill Gall, City of Reno Community Development
Claudia Hanson, City of Reno Community Development
Janelle Thomas, City of Reno Community Development
Jae Pullen, NDOT District II
Daniel Doenges, Regional Transportation Commission
Julie Masterpool, Regional Transportation Commission
Tina Wu, Regional Transportation Commission
David Jickling, Regional Transportation Commission
Xuan Wang, Regional Transportation Commission

/381 Echeverria Peavine Property



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

District II
310 Galletti Way
Sparks, Nevada 89431
(775) 834-8300 FAX (775) 834-8319

February 2, 2017

BRIAN SANDOVAL
Governor

RUDY MALFABON, P.E., Director

City of Reno
Department of Planning & Community Development
P.O. Box 1900
Reno, NV 89505

LDC17-00043
Echeverria Peavine Property
US 395/Red Rock Rd. & US395/Stead Blvd.

Attention: Ms. Claudia Hanson, AICP, Planning Manager

Dear Ms. Hanson:

The Nevada Department of Transportation (NDOT), District II has reviewed the request for a Master Plan amendment within the Special Planning Area/Reno Stead Corridor Joint Plan from High Density Rural (5 to 2.5 acre minimum lot size) on ± 143.9 acres and General Rural on ± 418.7 acres to ± 74.4 acres of Medium Density Suburban/Suburban Residential (1 to 3 dwelling units per acre), ± 392.2 acres of High Density Suburban/Low Density Suburban (3 to 7 dwelling units per acre), ± 16.1 acres of Open Space and ± 79.9 acres of Industrial. The ± 563.6 acre site consists of two parcels that are located on the east side of Copperfield Drive, $\pm 1,450$ feet south of its intersection with North Virginia Street. The site has City of Reno and Washoe County zoning designations of Large Lot Residential-2.5 acres (LLR2.5) and General Rural (GR). I have the following comments:

1. The Preliminary Traffic Analysis for Master Plan Amendment provided by Traffic Works dated and signed by Loren E. Chilson, PE states the project has the potential to generate 17,757 daily trips, 1,845 am peak hour trips and 2082 pm peak hour trips at build out. The Master Plan amendment proposes two crossings of the Union Pacific Railroad right of way. One crossing is existing and the proposed crossing is aerial (via structure).
 - 1.1. The Master Plan amendment proposes one aerial crossing over and one at-grade crossing of the Union Pacific Railroad right of way. Modifications to any existing or proposed railroad crossings should be coordinated with the Nevada Department of Transportation Rail Planning Office (775) 888-7464. NDOT requests the existing at-grade crossing be "locked gate" for emergency access only.
 - 1.2. The proposed Master Plan amendment states the proposed development has the potential of generating 17,757 daily trips, 1845 am peak hour trips and 2,082 pm peak hour trips. 75 percent are projected to access US 395 at either Red Rock Road (70% of the 75%) or Stead Boulevard (30% of the 75%). The NDOT requests future traffic studies include analyses at both of these existing interchange locations in the analysis as development process continues.
2. If any development impacts any grading or stormwater facilities near or adjacent to the NDOT right-of-way, Drainage and Stormwater Reports, including a grading plan, and a Drainage Form or stormwater routing information must be submitted to the Permit office. Please contact the Permit Office at (775) 834-8330 for more information.
3. The state defers to municipal government for land use development decisions. Public involvement for Development related improvements within the NDOT right-of-way should be considered during the municipal land use development public involvement process. Significant public improvements within the NDOT right-of-way developed after the municipal land use development public

involvement process may require additional public involvement. It is the responsibility of the permit applicant to perform such additional public involvement. We would encourage such public involvement to be part of a municipal land use development process.

Thank you for the opportunity to review this development proposal. NDOT reserves the right to incorporate further changes and/or comments as the design review advances. I look forward to working with you and your team, and completing a successful project. Please feel free to contact me at (775)834-8300, if you have any further questions or comments.

Sincerely,

DocuSigned by:
Jae Pullen
DC6D2FB6D946439...

2/2/2017

Jae Pullen, PE, PTOE
NDOT DII Engineering Services

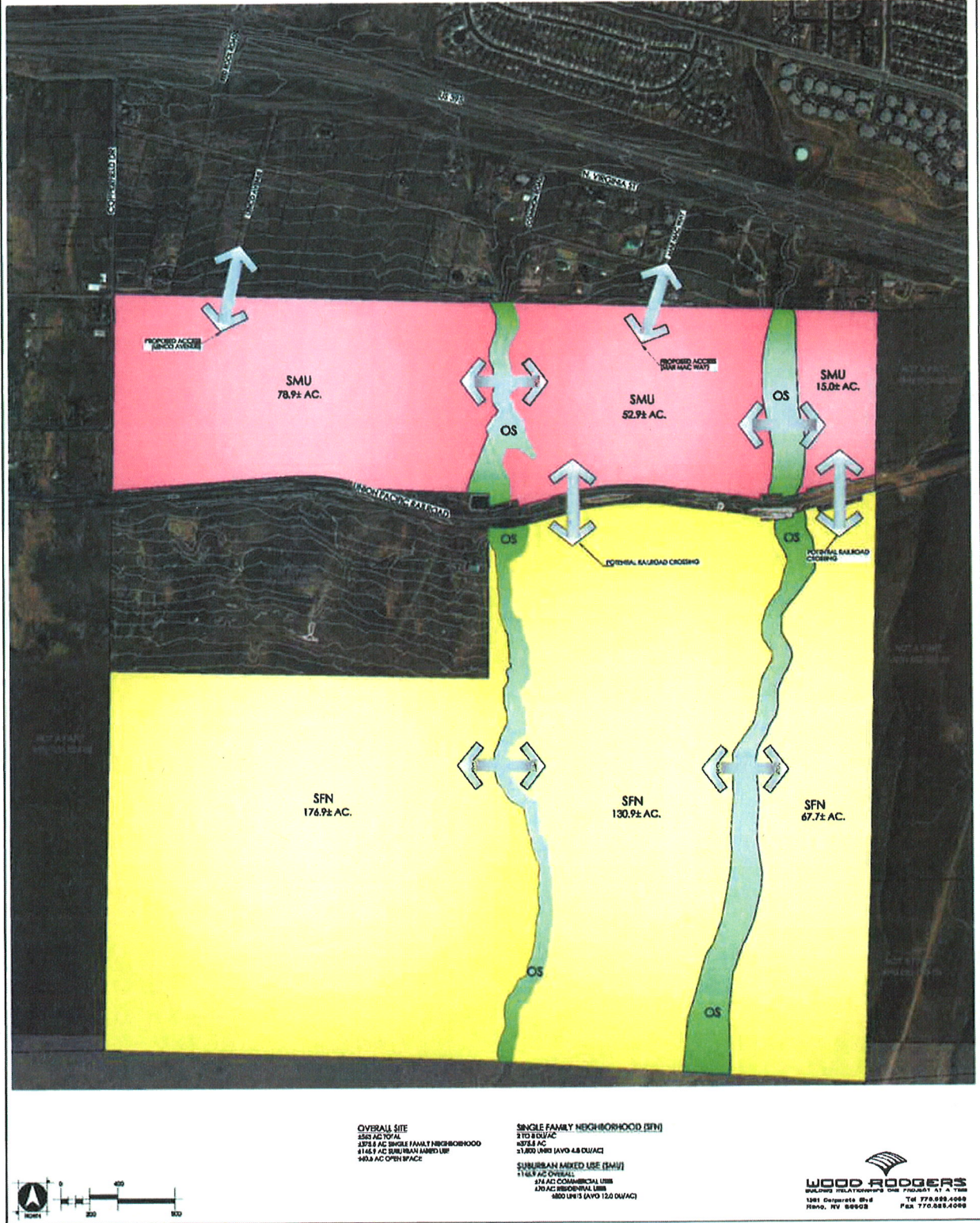
cc: Thor Dyson, District II Engineer
Richard Oujevolk, District Traffic
Heather Manzo, City of Reno
File

DS
TH

Attachment: Exhibit D - Agency Comments (7736 : LDC17-00043 (Echeverria Peavine Property))

CONCEPTUAL LAND PLAN ECHEVERRIA PEAVINE PROPERTY

RENO, NEVADA
OCTOBER 2017



Attachment: Exhibit E - Anticipated Project Access (7736 : LDC17-00043 (Echeverria Peavine Property))



Figure 2

Echeverria Peavine Property
Preliminary Traffic Analysis
Site Plan

Jean Harris
9590 North Virginia Street
Reno, NV 89506
(775) 842-9017
jharris89506@gmail.com

April 24, 2017

Heather Manzo, Assistant Planner
City of Reno
P.O. Box 1900
Reno, NV 89505

Re: Echeverria Peavine Development

Dear Ms. Manzo,

I am in favor of the proposed Industrial/Commercial zoning on the 80-acres that adjoins my 3.1-acre residential parcel zoned Washoe County High Density Rural at 11000 Duffney Lane (APN 081-040-09).

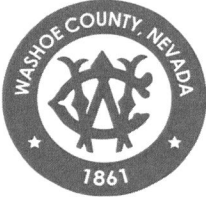
I prefer warehouses as neighbors over the high-density residential development proposed for the remaining 479-acres. In speaking with some of my neighbors, the majority agree.

I trust the City will acknowledge the trend along North Virginia Street to include I/C zoning. With its southern border on the railroad and its already heavily excavated topography warehousing is viable on this site.

On the portion of the project requesting residential zoning I hope the City will approve lot sizes no smaller than 15,000 square feet (1/3 acre) to retain some semblance of the existing rural landscape.

Respectfully,

Jean Harris



Agenda
Joint Meeting
North Valleys Citizen Advisory Board
and City of Reno Ward 4 Neighborhood Advisory Board
Tuesday, January 16, 2018 5:30 p.m. – 7:30 p.m.
Reno-Stead Airport, Meeting Room
4895 Texas Avenue, Reno, NV 89506

<p>Accessibility. The meeting location is accessible to the disabled. If you require special arrangements for the meeting, call the Office of the County Manager, (775) 328-2000, two working days prior to the meeting.</p>
<p>Following the agenda. All number or lettered items on this agenda are hereby designated for possible action as if the words for possible action were written next to each, except for items marked with an asterisk (*). Items on this agenda may be taken out of order, combined with other items, discussed or voted on as a block, removed from the agenda, or moved to the agenda of a later meeting at the discretion of the Chair.</p>
<p>Public comment and time limits. Public comments are welcomed during the Public Comment period for all matters, whether listed on the agenda or not, and are limited to three minutes per person or as designated by the Citizen Advisory Board Chair at the beginning of the meeting. Additionally, public comment will be heard during individually numbered items on the agenda. Persons are invited to submit comments in writing on the agenda items and/or attend and make comment on that item at the Citizen Advisory Board meeting. Persons may not allocate unused time to other speakers.</p>
<p>Forum restrictions and orderly conduct of business. The Citizen Advisory Board is an advisory body providing community comments and recommendations to Washoe County advisory and governing boards. The presiding officer may order the removal of any person whose statement to other conduct disrupts the orderly, efficient or safe conduct of the meeting. Warning against disruptive conduct may or may not be given prior to removal. The viewpoint of a speaker will not be restricted, but reasonable restrictions may be imposed upon the time, place and manner of speech. Irrelevant and unduly repetitious statements and personal attacks which antagonize or incite others are examples of speech that may be reasonably limited.</p>
<p>Responses to public comments. The Citizen Advisory Board can deliberate or take action only if a matter has been listed on an agenda properly posted prior to the meeting. During the public comment period, speakers may address matters listed or not listed on the published agenda. The Open Meeting Law does not expressly prohibit responses to public comments by the Board. However, responses from Citizen Advisory Board members to unlisted public comment topics could become deliberation on a matter without notice to the public. On the advice of legal counsel and to ensure the public has notice of all matters the Citizen Advisory Board will consider, Citizen Advisory Board members may choose not to respond to public comments, except to correct factual inaccuracies, ask for County staff clarification, or ask that a matter be addressed on a future meeting or district forum. Citizen Advisory Board members may do this either during the public comment item or during the following item: "CHAIR/BOARD MEMBER ITEMS"</p>
<p>Posting locations. Pursuant to NRS 241.020, this notice has been posted at the Washoe County Administration Building (1001 E. Ninth Street, Bldg. A); Washoe County Courthouse (75 Court Street), Downtown Reno Library (301 S. Center St.), Sparks Justice Court (1675 East Prater Way), North Valleys Regional Park – Community Building, 8085 Silver Lake Road, Reno, Nevada, Reno-Stead Airport- Meeting Room, 4895 Texas Avenue, Reno, NV and online or notice.nv.gov and www.washoecounty.us/cab.</p>
<p>Support documentation. Support documentation for the items on the agenda, provided to the CAB is available to members of the public at the County Manager's Office (1001 E. 9th Street, Bldg. A, 2nd Floor, Reno, Nevada), Alice McQuone @ 328-2722.</p>

Attachment: Exhibit G - Joint NAB-CAB Agenda and Minutes (7736 : LDC17-00043 (Echeverria Peavine Property))

AGENDA

1. ***CALL TO ORDER**
2. ***ROLL CALL/DETERMINATION OF QUORUM**
3. ***PLEDGE OF ALLEGIANCE**
4. ***PUBLIC COMMENT** – Limited to no more than three (3) minutes and is for either public comment on any action item or for any general public comment. The public may comment on agenda items by submitting a “Request to Speak” form to the chair. Comments are to be addressed to the board as a whole and not directed to or at individuals, presenters, or staff members.
5. **APPROVAL OF JOINT MEETING AGENDA**
 - A. January 16, 2018
6. ***PUBLIC OFFICIAL UPDATES:**
 - A. Update and Discussion from City of Reno and/or Washoe County elected representatives.
7. ***JOINT MEETING BUSINESS**
 - A. Regional Transportation Commission updates on the North Valleys Improvement Project including the construction of improvements to both pedestrian safety and intersection efficiency identified in the North Valleys Corridor study and intersection improvements at Lemmon Drive/US 395 and Red Rock Road/Moya Boulevard - Jeff Wilbrecht, Regional Transportation Commission Project Manager
8. ***DEVELOPMENT PROJECTS-** The following presentations by a City of Reno planner and/or the project’s developer or representative, CAB members and the public will have the opportunity to ask questions about the project and provide feedback. The CAB will not take any action on development projects. CAB members and the public are encouraged to fill out the development project review form with their input. All development project review forms submitted to the community liaison at the NAB/CAB meeting or via the online form (<https://goo.gl/nUA9lj>) will be submitted to the Reno Planning Commission for consideration in the development review process. All forms must be submitted two weeks in advance of the Planning Commission meeting for input to be included in Planning Commission materials. (Approximately 15 minutes)
 - A. LDC17-00043 (Echeverria Peavine Property) – A request has been made 1) to amend the Reno-Stead Corridor Joint Plan to remove ±559.3 acres from the Plan area; and 2) for a City of Reno Master Plan Amendment to re-designate ±143.9 acres of Special Planning Area/Reno-Stead Corridor Joint Plan/High Density Rural (5 to 2.5 acre minimum lot size) and ±418.8 acres of Special Planning Area/Reno-Stead Corridor Joint Plan/General Rural to City of Reno Single Family Neighborhood (2 to 8 du/ac) on ±375.5 acres, Suburban Mixed Use on ±145.9 acres and Parks Greenways and Open Space on ±40.5 acres. The ±559.3 acre site is located ±1,700 feet south of the US 395 and Red Rock Road interchange and has City of Reno and Washoe County zoning designations of Large Lot Residential-2.5 Acres (LLR2.5) and General Rural (GR). This request amends the Reno-Stead Corridor Joint Plan, which requires joint hearings before the City of Reno and Washoe County and will result in a Truckee Meadows Regional Plan Amendment.

Planner: Heather Manzo, Assistant Planner, (775) 334-2668, manzoh@reno.gov

Applicant Representative: Derek Kirkland, Wood Rodgers, (775) 823-4068

Ward Boundary: Ward 4

APNs: 081-031-39 and 081-024-08

Planning Commission Hearing Date: To be determined

B. LDC18-00026 (United Federal Credit Union MPA) - A request has been made for a Master Plan amendment within the Special Planning Area (Reno Stead Corridor Joint Plan). The proposed change is from ± 2.73 acres of Low Density Suburban/Rural Residential (3-7 dwelling units/acre) to General Commercial and ± 0.15 acre of Low Density Suburban/Rural Residential (3-7 dwelling units/acre) to Open Space. The ± 3.6 acre site is located on the west side of Lemmon Drive, ± 403 north of its intersection with Sky Vista Parkway in the Arterial Commercial (AC), Large Lot Residential - 1 acre (LLR1), and Large Lot Residential - 2.5 acres (LLR2.5) zones. Since this is an amendment to the Reno-Stead Corridor Joint Plan, joint hearings before the City of Reno and Washoe County are required.

Planner: Jeff Borchardt, Associate Planner, (775) 677-6882, borchardtj@reno.gov

Applicant Representative: Stacie Huggins, Wood Rogers, (775) 823-5258

Ward Boundary: Ward 4

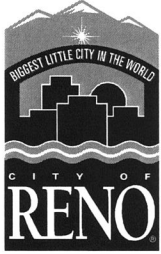
APNs: 086-380-20 & -21

Planning Commission Hearing Date: To be determined

9. *PUBLIC COMMENT – Limited to no more than three (3) minutes. Anyone may speak pertaining to any matter either on or off the agenda. The public are requested to submit a “Request to Speak” form to the Board chairman. Comments are to be addressed to the Board as a whole.

ADJOURNMENT

Ward 4
Neighborhood Advisory Board
Joint Meeting with the North Valleys Citizen
Advisory Board (NV CAB)



DRAFT MEETING MINUTES
Tuesday ~ January 16, 2018
Scheduled Time: 5:30 – 7:30 p.m.
Reno-Stead Airport, Meeting Room
4895 Texas Avenue, Reno, NV 89501

**NORTH VALLEYS CITIZEN
ADVISORY BOARD MEMBERS**

Teresa Aquila
Roger Edwards
Jean Harris, Vice Chair
Ray Lake, Chair
Jennifer Salisbury

NAB – WARD 4 MEMBERS

Corey Bond
Andrew Caudill
Kathleen Eagan
Bryan Harvey
Thomas Hill
Partick Shea
Irene Tudor

Council Liaison: Paul McKenzie

Community Liaison: Cynthia Esparza-Trigueros

1. CALL TO ORDER

Chair Shea of the Ward 4 NAB and Chair Lake of the North Valleys Citizen Advisory Board called the meeting to order at 5:30 p.m.

2. ROLL CALL FOR NORTH VALLEYS CITIZEN ADVISORY BOARD (NV CAB) AND WARD 4 NAB

NV CAB MEMBERS PRESENT: Teresa Aquila, Roger Edwards, Jean Harris and Ray Lake

NV CAB MEMBERS ABSENT: Jennifer Salisbury

WARD 4 NAB MEMBERS PRESENT: Corey Bond, Andrew Caudill, Kathleen Eagan (arrived at 6:25 p.m.), Bryan Harvey, Thomas Hill, Patrick Shea and Irene Tudor

WARD 4 NAB MEMBERS ABSENT: None

WARD 4 NAB POSITIONS VACANT: Four

NV CAB POSITIONS VACANT: Two

CITY COUNCIL LIAISON: Paul McKenzie

COMMUNITY LIAISON: Cynthia Esparza-Trigueros

* Denotes **NON** action item

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ALSO PRESENT: Jeanne Herman – Washoe County Commissioner

A quorum was established for both the Ward 4 NAB and for the North Valleys Citizen Advisory Board (CAB) for this meeting.

3. PLEDGE OF ALLEGIANCE

- 4. PUBLIC COMMENT** – *Limited to no more than three (3) minutes and is for either public comment on any action item or for any general public comment. The public may comment on agenda items by submitting a **Request to Speak** form to the chairperson. Comments are to be addressed to the board as a whole and not directed to or at individuals, presenters or staff members.*

The attachments to these minutes include request to speak forms submitted at the meeting.

5. APPROVAL OF JOINT MEETING AGENDA - For Possible Action

- A. January 16, 2018

It was moved by Ward 4 NAB member Bond, seconded by CAB member Aquila to approve the joint meeting agenda for November 14, 2016 with the aforementioned changes. The motion carried: Ward 4 NAB members Bond, Caudill, Harvey, Hill, Shea and Tudor assenting; Ward 4 NAB member Eagan absent; and four positions vacant. The motion carried: CAB members Aquila, Edwards, Harris and Lake assenting; CAB member Salisbury absent; and two positions vacant.

6. PUBLIC OFFICIAL UPDATES

Reno City Councilperson Paul McKenzie spoke about the Stonegate project and efforts to mitigate the impact of said project. Major concerns include traffic, water and environmental impacts.

County Commissioner Jeanne Herman was also present.

7. JOINT MEETING BUSINESS

- A. Regional Transportation Commission updates on the North Valleys Improvement Project including the construction of improvements to both pedestrian safety and intersection efficiency identified in the North Valleys Corridor study and intersection improvements at Lemmon Dire/US 395 and Red Rock Road/Moya Boulevard – Jeff Wilbrecht, Regional Transportation Commission Project Manager

A presentation was made detailing the three packages in this project. Pedestrian safety is already completed. Signal upgrades are under construction and additional signals and street lane modifications are in the planning stage.

8. DEVELOPMENT PROJECTS *Following presentations by a City of Reno planner and/or the project's developer or representative, NAB members and the public will have the opportunity to ask questions about the project and provide feedback. The NAB will not take any action on development projects. NAB members and the public are encouraged to fill out the development project review form with their input. All development project review forms submitted to the community liaison at the NAB meeting or via the online form (<https://goo.gl/nUA9lj>) will be submitted to the Reno Planning Commission for consideration in the*

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development review process. All forms must be submitted two weeks in advance of the Planning Commission meeting for input to be included in Planning Commission materials. (Approximately 15 minutes)

- A. LDC17-00043 (Echeverria Peavine Property) – A request has been made 1) to amend the Reno-Stead Corridor Joint Plan to remove ±559.3 acres from the Plan area; and 2) for a City of Reno Master Plan Amendment to re-designate ±143.9 acres of Special Planning Area/Reno-Stead Corridor Joint Plan/High Density Rural (5 to 2.5 acre minimum lot size) and ±418.8 acres of Special Planning Area/Reno-Stead Corridor Joint Plan/General Rural to City of Reno Single Family Neighborhood (2 to 8 du/ac) on ±375.5 acres, Suburban Mixed Use on ±145.9 acres and Parks Greenways and Open Space on ±40.5 acres. The ±559.3 acre site is located ±1,700 feet south of the US 395 and Red Rock Road interchange and has City of Reno and Washoe County zoning designations of Large Lot Residential - 2.5 Acres (LLR2.5) and General Rural (GR). This request amends the Reno-Stead Corridor Joint Plan, which requires joint hearings before the City of Reno and Washoe County and will result in a Truckee Meadows Regional Plan Amendment.

Planner: Heather Manzo, Assistant Planner, (775) 334-2668, manzoh@reno.gov
 Applicant Representative: Derek Kirkland, Wood Rodgers, (775) 823-4068
 Ward Boundary: Ward 4
 APNs: 081-031-39 and 081-024-08
 Planning Commission Hearing Date: To be determined

Following a presentation by the City Planner and the Applicant Representative, an extensive discussion was held by the members of the general public and the CAB and NAB members. Primary concerns regarding this project request centered around traffic, water, density, general lifestyle and aesthetic degradation. It was noted that no further action will be taken on this project until the Reno City Council formally adopts the new Master Plan. Comments submitted either on Request to Speak forms or Project Review forms are available from Community Liaison Esparza-Trigueros.

- B. LDC18-00026 (United Federal Credit Union MPA) - A request has been made for a Master Plan amendment within the Special Planning Area (Reno Stead Corridor Joint Plan). The proposed change is from ±2.73 acres of Low Density Suburban/Rural Residential (3-7 dwelling units/acre) to General Commercial and ±0.15 acre of Low Density Suburban/Rural Residential (3-7 dwelling units/acre) to Open Space. The ±3.6 acre site is located on the west side of Lemmon Drive, ±403 north of its intersection with Sky Vista Parkway in the Arterial Commercial (AC), Large Lot Residential - 1 acre (LLR1), and Large Lot Residential - 2.5 acres (LLR2.5) zones. Since this is an amendment to the Reno Stead Corridor Joint Plan, joint hearings before the City of Reno and Washoe County are required.

Planner: Jeff Borchardt, Associate Planner, (775) 677-6882, borchardtj@reno.gov
 Applicant Representative: Stacie Huggins, Wood Rogers, (775) 823-5258
 Ward Boundary: Ward 4
 APNs: 086-380-20 & -21
 Planning Commission Hearing Date: To be determined

This request would bring this property into conformance with current zoning and use and was seen as appropriate in that the size and shape and location of the parcel would not allow or be feasible for other uses. Members of the NAB and CAB expressed that they saw this request as appropriate and reasonable

- C. LDC18-00040 (Mountain View Estates) - A request has been made for: 1) a tentative map to develop a total of 75 lots; and 2) special use permits or townhome development. The ±8.01 acre site is located south of the intersection of Ferrari McLeod Boulevard and Remington Park Drive within the Single

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Family Residential - 4,000 square foot (SF4) zone. The site has a Master Plan land use designation of Mixed Residential.

Planner: Jeff Borchardt, Associate Planner, (775) 677-6882, borchardtj@reno.gov
 Applicant Representative: John F. Krmpotic, AICP, KLS Planning and Design, (775) 852-7606
 Ward Boundary: Ward 4
 APNs: 003-122-27 and a portion of 003-122-18
 Planning Commission Hearing Date: February 7, 2018

Following a presentation by the City Planner and the Applicant Representative, an extensive discussion was held by the members of the general public and the CAB and NAB members. Primary concerns regarding this project request centered around traffic, water, density, general lifestyle and aesthetic degradation. It was noted that no further action will be taken on this project until the Reno City Council formally adopts the new Master Plan. Comments submitted either on Request to Speak forms or Project Review forms are available from Community Liaison Esparza-Trigueros.

- D. LDC18-00043 (Reno-Tahoe Storage Expansion) - A request has been made for a special use permit to expand an outdoor storage facility on a property located adjacent to residentially zoned property. The ±2.90 acre site consists of three parcels located ±340 feet southeast of the intersection of Carson Lane and Orrcrest Drive in the Industrial (I) zone. The site has a Master Plan land use designation of Industrial.

Planner: Brook Oswald, Associate Planner, oswaldb@reno.gov, (775) 326-6635
 Applicant Representative: John Munson, (775) 825-9898
 Ward Boundary: Ward 4
 APNs: 003-084-05, 003-084-16 and 003-084-17
 Planning Commission Hearing Date: February 7, 2018

Following the applicant's presentation, members of the NAB and CAB asked questions about drainage, traffic and lighting. The applicant stated that the owner was going beyond the requirements with this project and anticipated no issues.

9. DEVELOPMENT PROJECT UPDATES – *The following items are to provide an update on action taken by the Planning Commission and/or City Council on development projects previously heard by the Ward 4 NAB. NAB and public comments were submitted via the development project review form to the Reno Planning Commission. (Approximately 5 minutes)*

- A. LDC17-00008 & LDC17-00009 (Stonegate Master Plan and PUD Zoning Map Amendments) - A request has been made for a Planned Unit Development (PUD) on a site that is ±1737.9 acres in size that includes ±5,000 residential units, associated public facilities, open space and nonresidential development. This request includes: 1) a Master Plan Amendment from ±1,034.93 acres of Industrial, ±238.19 acres of Unincorporated Transition, ±412.34 acres of Single Family Residential and ±52.44 acres of Urban Residential/Commercial to ±41.2 acres of Industrial, ±658.2 acres of Mixed Residential, ±215.2 acres of Urban Residential/Commercial, ±338.1 acres of Single-Family Residential and ±485.2 acres of Parks/Recreation/Open Space; 2) a zoning map amendment from ±1034.93 acres of Industrial Commercial (IC), ±118.59 acres of Unincorporated Transition-40 Acre (UT40), ±412.34 acres of Large Lot Residential - 1 acre (LLR1), ±52.44 acres of Arterial Commercial (AC), and ±119.6 acres of Open Space (OS) to PUD; and 3) tentative approval of a PUD Handbook. Four parcels totaling ±1,378 acres in size are located southwest of the US-395/White Lake Parkway interchange, south of the US-395/Frontage Road and east of Sto Lat Lane. Two parcels totaling ±360 acres in size are located on the northwest side of the intersection of US-395 and White Lake Parkway. This request

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is considered a Project of Regional Significance for: (a) housing (exceeds 625 units), (b) traffic (exceeds 6,250 average daily trips), (c) water use (exceeds 625 acre feet per year), (d) sewage (exceeds 187,500 gallons per day), (e) student population (exceeds 325 students) and (f) employment (exceeds 938 employees).

Heather Manzo, Assistant Planner, reported that this project is still being considered by the City Council.

- 10. PUBLIC COMMENT** – *Limited to no more than three (3) minutes and is for either public comment on any action item or for any general public comment. The public may comment on agenda items by submitting a **Request to Speak** form to the chairperson. Comments are to be addressed to the board as a whole and not directed to or at individuals, presenters or staff members.*

Various members of the audience spoke. A majority of the comments expressed concerns with development within the North Valleys area and a concern for lifestyle, views and the environment. Public Comment forms submitted at this meeting are available from Community Liaison Esparza-Trigueros.

Paul McKenzie, Reno City Councilperson, spoke about the potential US 395 project and stated that he believed that it would be phased in based on traffic capacity.

11. ADJOURNMENT (For Possible Action)

It was moved by NAB member Harvey, seconded by CAB member Aquila to adjourn the meeting at 7:37 p.m. The motion carried: Ward 4 NAB members Bond, Caudill, Eagan, Harvey, Hill, Shea and Tudor assenting; no Ward 4 NAB members absent; and four positions vacant. The motion carried: CAB members Aquila, Edwards, Harris and Lake assenting; CAB member Salisbury absent; and two positions vacant.

* denotes NON action item



Ward 4 NAB Project Review Form

The Citizen Input and Review is an opportunity for you to tell us what you think about the plans and projects discussed. We hope the presentations from the developers and City of Reno staff on this project has been beneficial and formative. We will share your feedback and comments with the appropriate City of Reno department and staff. As appropriate, please share your comments on these project areas and also on other issues or modifications.

The form can also be submitted online. Visit Reno.Gov/Residents/Your-Neighborhood/Ward-1

Thank you!

Case #: LDC17-00043 Echeverria Peavine Property

Title: _____

Reviewer Name: ERIC KUHN

Reviewer Ward: 4

Reviewer Email Address: erick@collaborativedesignstudio.com

Reviewer Phone Number: 775 742 1101

Do you wish to opt-in to receive Reno Connect email newsletters? YES NO

Reno Connect is the best way to stay informed about the latest news and updates from the City of Reno. We'll never give your email address with third-party persons, companies, or organizations.

Compatibility of proposal with surrounding area: _____

WAY TOO DENSE FOR THE AREA. THE G.R. TO H.D.S. CONVERSION IS OVER 300 TIMES THE PREVIOUS DENSITY. FOR THE BASE OF PEAVINE THIS IS OUTRAGEOUS.

Attachment: Exhibit H - NAB Comments (7736 : LDC17-00043 (Echeverria Peavine Property))

Proposed design contributes to and enhances the character of the area:

Environmental impacts

- WATER TREATMENT @ shed → EFFLUENT PROBLEMS CONTINUE.
- MULE DEER HABITAT ENCROACHMENT - TOO DENSE @ SFS
LOT SIZING.

ppropriate signs

her Issues/Suggested Modifications

- WILD LAND URBAN INTERFACE - FIRE RISKS
EXCEEDINGLY HIGH FOR THAT DENSITY.