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Golden Valley Industrial Park

SPECIFIC PLAN DISTRICT HANDBOOK

FINAL VERSION

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1. INTRODUCTION

Project Approval

At a regular meeting held December 13, 1994, and following a public hearing thereon, the City Council upheld the recommendation of the Planning Commission and approved a request for the following:

- A. A zoning map amendment from I (Industrial) to SPD (Specific Plan District), by resolution of intent, subject to final staff approval of the design guidelines, statement of purpose and plan and incorporation into the design guidelines, the conditions recommended for the tentative map, which shall be completed within four (4) months of the date of City Council approval of this project, or the tentative map and zoning map amendment shall be null and void;
- B. A special use permit to allow land fills exceeding 10 feet on a ±83 acre site located on the southeast corner of Golden Valley Road and U.S. Highway 395 North, subject to the conditions of the tentative map; and
- C. Approval of the tentative map, subject to final approval of the design guidelines and applicable conditions contained herein. The final map shall become null and void should the resolution of intent on the zoning map amendment expire as indicated in item A above. Upon approval of the final design guidelines and enactment of the SPD zoning ordinance, the tentative map shall be governed by the time limits set forth in State law with time constraints for approval of a final map beginning as of the date of City Council approval.
 1. The project shall comply with all applicable City codes, and plans, reports, materials, etc., as submitted. In the event of a conflict between said plans, reports and materials and City codes, City codes shall prevail.
 2. Prior to the issuance of any building permit and storage of combustibles on the site, the applicant shall install fire hydrants with adequate fire flows for fire fighting operations to the satisfaction of Reno Fire Department staff.
 3. The applicant shall obtain approval of the Public Service Commission and obtain a "will serve" letter from Sierra Pacific Power Company to place the property within the Westpac Utilities water service area in order to serve an adequate water supply to the proposed industrial development prior to approval of a final map or issuance of any permit to develop the property.
 4. Prior to the approval of a final map, the applicant shall submit plans approved by the Community Development Department to buffer the project along the west boundary of the project adjacent to U.S. Highway 395. The plan will include similar design features as indicated in the I.B.27 Policy except that the landscaped buffer will vary between 20 feet to 30 feet of landscaping along the freeway. (See Appendix A-2).
 5. The applicant shall comply with all applicable Washoe County District Health Department regulations.
 6. Prior to the issuance of any certificate of occupancy, the applicant shall construct half street improvements to Golden Valley Road, a minor arterial, adjacent to this property.
 7. With development of the first final map and prior to the issuance of any certificate of occupancy, the applicant shall construct all off-site improvements to standards approved by the City Engineer.

8. The applicant shall have an encroachment permit from N.D.O.T. for any facility encroaching upon State right-of-way and for any drainage disposed on State right-of-way.
9. Prior to approval of each building permit, the applicant shall submit a sewerage report to the approval of the City Engineer. Off-site improvements may be necessary based on said sewer study.
10. Prior to the issuance of any certificate of occupancy, the applicant shall paint the curb red and place identification markers at all fire hydrant locations, to the approval of the Fire Chief.
11. Prior to Council approval of any final map, the applicant shall have approved plans only to extend North Hills Blvd. and utilities to the subdivision boundary for future access to adjacent property. Construction and bonding of the extension is not required. (See Appendix A-2).
12. Prior to approval of any final map, the applicant shall submit a detailed drainage study of the entire site including flow-through storm drainage, obtain any necessary easements, and obtain approval of said study by staff. Security and bonding shall be required for both on-site and off-site construction of improvements as needed for each final map.
13. Prior to the issuance of any building permit, the applicant shall have a grading and drainage plan approved by City staff.
14. All on-site private improvements shall be certified to the Community Development Department.
15. Prior to the issuance of any building permit, the applicant shall have approved plans for the disposition of storm waters generated on-site up to and including a 100 year frequency storm, including any necessary easements; and provide for an on-site engineered retention system designed to contain the storm waters.
16. Prior to the issuance of any building permit, the applicant shall provide an improvement agreement and security for public improvements in compliance with R.M.C. 18.08.080(c).
17. Prior to the issuance of any certificate of occupancy, the applicant shall construct to City standards, and have verified by the Engineer of Record, all public improvements.
18. Prior to the issuance of any permit, the applicant shall comply with the Quality Assurance Program as set forth in the Public Works Design Manual, Chapter VI, titles "Inspection, Testing and Verification" and "Quality Assurance Program".
19. Prior to the issuance of any certificate of occupancy, the applicant shall construct a 5 foot sidewalk on one side of North Hills Boulevard adjacent to this property to City standards.
20. Prior to approval of the final design guidelines, the applicant shall submit architectural guidelines that break up the long uninterrupted horizontal building planes.
21. Prior to approval of a final map, the applicant shall submit improvement plans for the entry lane for the street section from the intersection at Golden Valley Road to a point 300 feet south (Figure 4-6) to be increased to 18 feet to assure of vehicle movement in the event disabled or utility/maintenance vehicles are temporarily parked in this area. The travel lane widths on Figures 4-7 and 4-8 shall be changed to 14 feet and the two way left turn lane shall be changed to 12 feet. Parking along North Hills Boulevard shall be prohibited.
22. Prior to the issuance of any certificate of occupancy, the applicant shall prohibit parking along North Hills Boulevard and along Golden Valley Road adjacent to the site, to the approval of the Community Development Department.

23. Prior to the issuance of any final map or any permit, the applicant shall submit plans for the installation of street lighting along sections of North Hills Boulevard and along Golden Valley Road adjacent to the site for each final map, and shall install street lighting prior to issuance of any certificate of occupancy.
24. Prior to approval of a final map, a final detailed landscaping and irrigation plan shall be submitted for review and approval by the Community Development Department for the landscaping buffers required along the street frontages, the U.S. Highway 395, and the large existing cut slope.
25. A maximum of two (2) final maps shall be recorded for this project to allow two (2) construction phases.
26. Prior to approval of the final design guidelines, the applicant shall submit a boundary line adjustment and a revised tentative map to reflect the adjusted revisions of land ownership and the boundaries of the tentative map.
27. Prior to the issuance of a building permit, the property owner(s) shall grant an avigation easement to, and acceptable to, the Airport Authority of Washoe County over the entire property. The property owner(s) shall provide the Building Department with appropriate documentation indicating the Avigation Easement has been granted and accepted by the Airport Authority of Washoe County.

The approved zoning map amendment will become effective upon compliance with the above conditions and passage and adoption of the appropriate ordinance.

Background/Location

Golden Valley Industrial Park is a master-planned industrial park on 83.37± acres. The plan includes landscaped common areas, signage and lighting that creates a unified and quality-oriented setting.

The master plan includes approximately 1.103 million square feet of industrial space at build-out with convenient employee and visitor parking and prudent service zones to accommodate a wide variety of tenants. Several building parcels will be available.

Roadways will be landscaped in a consistent and unified way with trees, walkway, lighting and entry signage.

The purpose of the Specific Plan District Handbook is to provide a custom-tailored set of development standards for the development of a 83+/- acre property that is situated at the southeast corner of the intersection of Golden Valley Road with the U.S. 395 freeway. The project is adjacent to Highway 395 at the Golden Valley interchange in North Reno. Access is from Golden Valley Drive via a southeasterly extension of North Hills Boulevard. Adjacent uses include residential parcels to the east and west and commercial development (Raley's Shopping center) to the north. (Prior Approvals) The location of the project is depicted in Figure 1-1.

The project site is extremely conveniently located with respect to major highways. It is located approximately 5 miles north of Interstate 80, the principal east-west highway linking San Francisco and Salt Lake City. U.S. 395, which borders the Golden Valley Industrial Park on the west, is a limited access north-south freeway linking Reno with Susanville, California to the north and Carson City, (Nevada's capital city) to the south. Downtown Reno is equally convenient from the site - a ten to fifteen minute automobile trip.

Golden Valley Drive is a diamond freeway interchange serving the project from Highway 395. North Hills boulevard - some 800 feet east of the interchange will be extended southward from Golden Valley Drive as the principal roadway "spine" of the industrial park.

Secondary access ways (to meet City of Reno access requirements) will be provided through the project. An easement for a secondary access for Panther Valley residents will also be provided for future construction by others.

Railway access is available along the southwest corner of the project site. A drill line and several spur lines are proposed from Union Pacific's tracks. Parcels 2, 3, 5, 6, and 7 could have rail access from this drill line if needed.

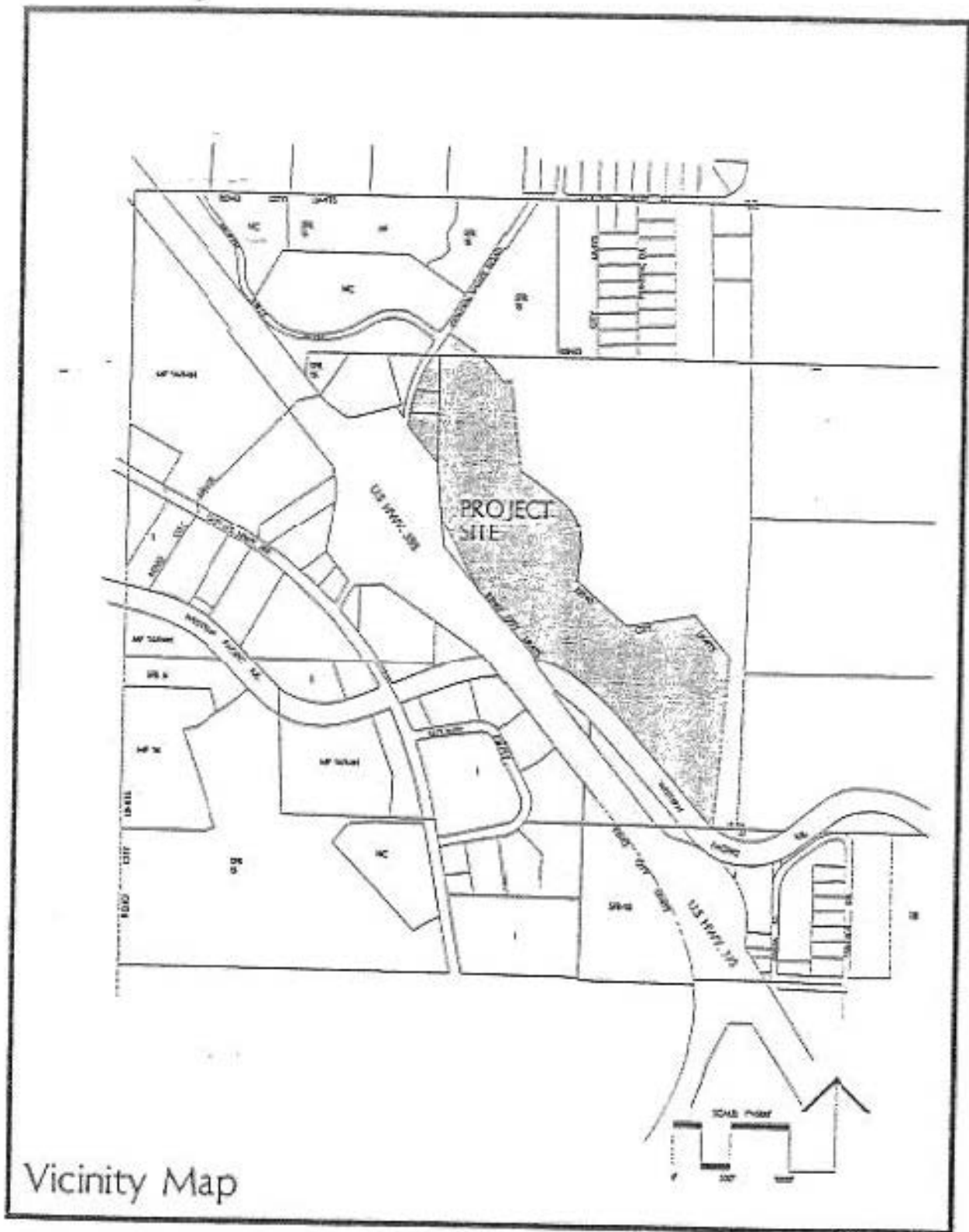
The Reno-Cannon International Airport, with convenient passenger and air freight service to domestic and international cities by nine major airlines, is only a fifteen to twenty minute drive south of the project via U.S. 395.

Surrounding land uses include the U.S. 395 freeway and industrial to the west, Golden Valley Road (a minor arterial) and the Commercial Uses to the north, vacant residentially-zoned property to the east, and a railroad line and vacant property to the south, with Panther Valley just beyond. A large existing cut slope placed by the state D.O.T. shelters the site from residentially zoned properties to the east.

The specific plan district has replaced the previous Industrial zoning, which was also granted under a "resolution of intent."

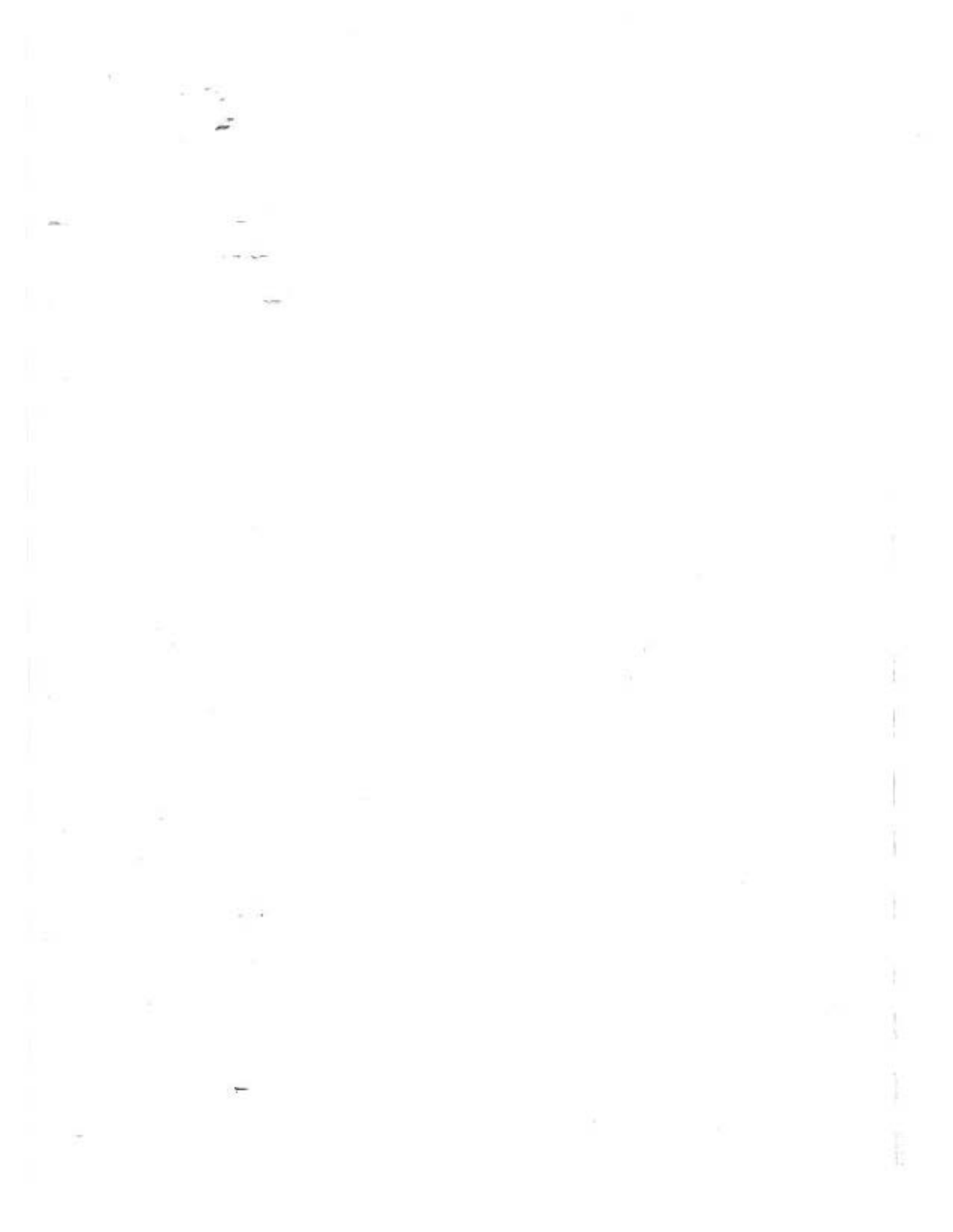
Applications

Three applications were included in the original submittal. Most importantly, a zone change from Industrial (under a resolution of intent) to Specific Plan District (SPD) was proposed to provide a custom-tailored set of land uses and development standards for the property. Rather than use the "conditional" zoning, the SPD zone provides for proper use and development standards directly in the zoning. The SPD zone also provides design and operational standards that ensure compatibility, buffering, and a proper scale and texture. The tentative map application provides for the subdividing of the site and the provision of the necessary public infrastructure. The special use permit allows for cuts greater than twenty and fills over ten feet in height.



Vicinity Map

GOLDEN VALLEY INDUSTRIAL PARK



2. PROJECT DESCRIPTION

Project Concept

A Specific Plan District (SPD) approach is appropriate for the Golden Valley Industrial Park for several reasons. First it is in the best interest of the property owner and the community to see the holding develop in an integrated and complementary fashion. This form of development ensures that the individual pieces of the project fit together better than is the case with traditional zoning practices. Certainly with consistent and custom-tailored design standards, the area will develop with a much more aesthetically pleasing result than as an agglomeration of individual development decisions being made without the benefit of these standards over time. Second, this approach provides a more specific range of land uses than does traditional zoning. This affords greater precision in planning for project impacts/needs and yields greater certainty for project and area property owners regarding future land use relationships. Third, the SPD provides the opportunity to directly deal with site/area specific land use relationships "up front." This provides certainty to project developers and neighbors alike.

The uses planned for the Golden Valley Industrial Park are all designed to properly relate to each other and the surrounding land uses. The uses are also situated to reflect proper relationships with the existing and proposed adjacent roadways. The table below statistically describes the development scenario planned for Golden Valley Industrial Park.

Table 2-1
Development Data

Use	Acres (Sq. Ft.)	Coverage (%)
Public Street right-of-way	4.27	5.10
Common Area		
Disturbed (Landscaped or Seeded Erosion Control)	2.65	3.18
Undisturbed (Not Landscaped)	12.87	15.44
Landscaped Area (Within Parcels)	9.52	11.41
Undisturbed Within Parcels/Retention Areas	5.69	6.82
Building Area		
All Allowed Uses in Table 3-1	25.32	30.37
Not Marked with an (*)	(1,102,830)	
Uses in Table 3-1	0.23	
Marked with an (*)	(10,000)	
Parking/Loading Area	22.82±	27.40
Total	83.37	100%

Master Plan/Specific Plan District Purposes

Land Use Compatibility

The SPD Zone is designed to provide land use compatibility both internally and externally. All of the Golden Valley Industrial Park uses are generally compatible with each other. Standards related to screening, aesthetics, access and function ensure heightened compatibility.

Enhanced Community Design

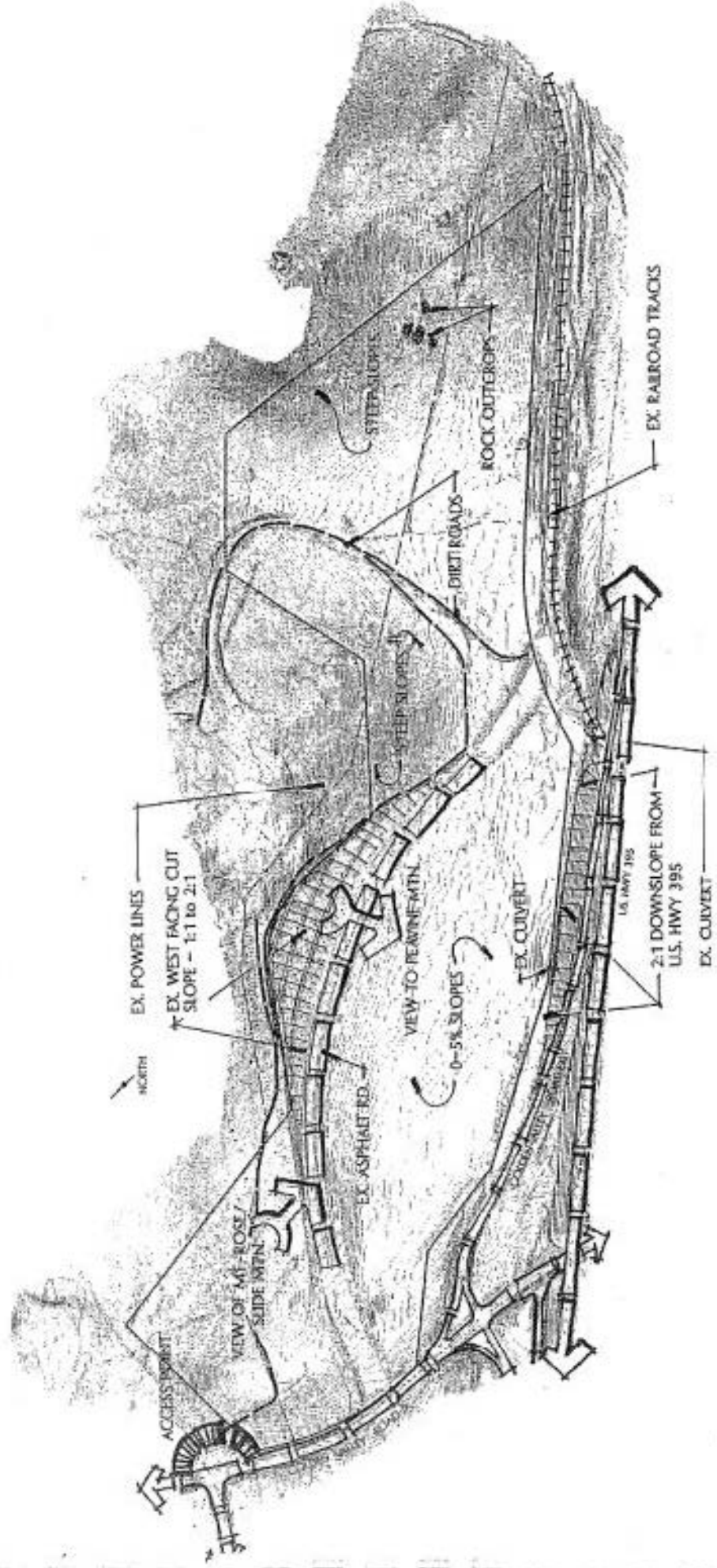
By establishing design standards and planning criteria, the individual project design decisions will be complementary and cohesive. With this approach the cumulative impact of these individual choices will establish a much greater sense of community design than would a collection of proper but uncoordinated designs.

Cost Effective Infrastructure

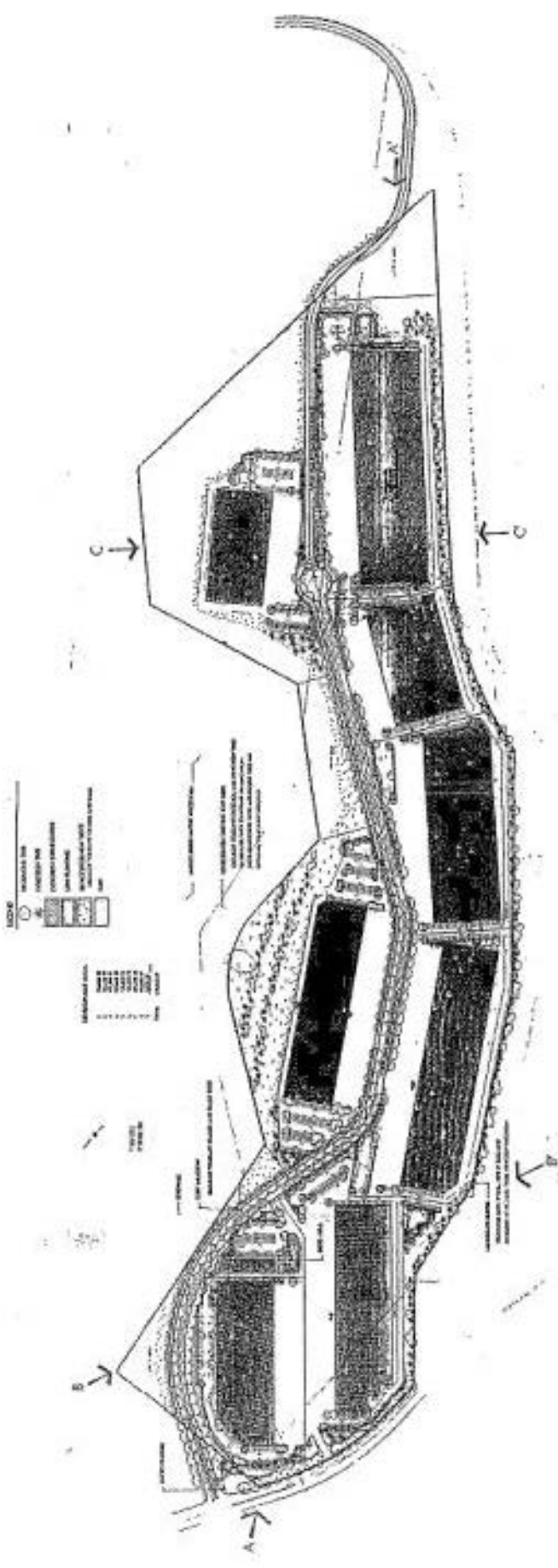
This master-planning will also serve to make infrastructure decisions cost effective. Roadway, access and utility considerations can be better coordinated. Provisions can be made for future infrastructure needs and at the same time not require investments in these facilities before it is warranted. Streetscaping can also be more efficiently and effectively maintained with a project-wide approach.

Distinctive Identity

The aim of the Golden Valley Industrial Park is to nurture its own distinctive, yet relatively simple identity. Consistent, carefully conceived streetscaping, landscaping, signage and lighting will be used to present a proper image.



2-1. Site Analysis Map



SECURITY CAPITAL INDUSTRIAL
 GOLDEN VALLEY INDUSTRIAL PARK
 SITE PLAN - ILLUSTRATIVE PLAN
 SHEET 1 OF 1

2-2. Illustrative Plan



 SHEET 1 OF 1
 2-4

3. LAND USES

Industrial Park Uses

The purpose of this land use precinct is to provide for warehouse and distribution, light industrial, light manufacturing and supporting small scale commercial/accessory uses. The Golden Valley Industrial Park has convenient access to the nearby transportation corridors, but generally has a more limited traffic exposure than typical commercial areas within the City of Reno.

Planned uses include corporate offices/office parks, "back-of-the-house" operations, manufacturing, warehousing and distribution facilities. A variety of support and/or accessory uses such as child care centers, fitness centers and restaurants are also appropriate, with a combined maximum area of 10,000 ft² (uses marked with an asterisk).

Table 3-1
Golden Valley Industrial Park Permitted Uses

1. Automated Teller Machines
2. Baker, wholesale.
3. Business schools, vocational and trade schools.
4. Child care centers.*
5. Financial institutions, excluding banks
6. Fitness centers.*
7. Indoor manufacturing, processing, assembly, and fabrication businesses.
8. Laboratories.
9. Maintenance, repair and renovation businesses.
10. Office supply stores.*
11. Overhead power lines carrying more than 25 kv.
12. Printing, reproduction or publishing businesses.
13. Professional, business, financial, civic or public utility offices.
14. Recording studios.
15. Residential quarters for guards or caretakers in connection with allowed uses.
16. Restaurants, with or without cocktail lounges.*
17. Retail businesses which deal in the sale of low-volume, bulky goods.
18. Retail outlets incidental to manufacturing or wholesaling.
19. Satellite or microwave stations provided they are located on top of a building and fully screened
20. Uses adjacent to residentially zoned property.
21. Warehousing and/or distribution facilities.
22. Wholesale businesses.
23. Accessory uses which are incidental to and customarily associated with the above uses.
24. Rental businesses for APN 088-242-05 only.
25. Uses listed herein require no further review other than compliance with SPD standards.

Note: Uses listed with a * are limited to a combined maximum square footage of 10,000 SF.

Uses permitted with a Special Use Permit are:

1. Activities which produce, transport or store hazardous waste, incidental to allowed uses.
 2. Outdoor manufacturing, processing, etc.
 3. Rifle ranges within a building
 4. Transmission towers
 5. Truck, bus, or transportation terminals
 6. Outdoor storage (outdoor storage shall be visibly screened from streets)
 7. Uses operating greater than 17 hours per day.
-

Uses specifically prohibited are:

1. Adult business
2. Banks
3. Drive thru facilities
4. Convenience stores
5. Residential uses, except in conjunction with permitted uses
6. Churches, school, or institutions
7. Hotels with or without gaming
8. Service stations
9. Automobile repair establishments
10. Car washes
11. Open parking lot
12. Plant nurseries
13. Rental business (except for APN 088-242-05)
14. Wrecking, junk or salvage yard
15. Septic tank services

4. DESIGN STANDARDS

In the case where specific standards are not presented here, City code requirements shall apply.

Site Planning

Site planning standards will guide the execution of uses in the Golden Valley Industrial Park. The purpose of the site planning guidelines is to:

- Encourage visual and functional compatibility between internal uses and with the surrounding area.
- Encourage the success of the project by blending the character, scale and activities between internal uses and the surrounding area.

Landscaping

Landscaping will establish project identity and beautify both public streets and the industrial park. The concepts proposed will enhance visual character within the park and from Highway 395 and Golden Valley corridors.

Common areas include a formal landscape treatment at the main entry and along Golden Valley Drive, vegetative screening along Highway 395 and erosion control for both existing and proposed cuts and/or fills. Thus, all disturbed areas within common areas will be landscaped in the same fashion. The recommended plant list for the project is included as an appendix to this document. This list is not comprehensive, but is useful as a reference to plants which meet the landscape objectives of this project. More detailed information in regard to landscape statistics can be found in Chapter 7. General concepts are as follows:

- Provide landscaping to reduce heat, glare and to screen views of parking areas.
 - Provide minimum 1 tree for every ten parking spaces.
 - Trees provided should be medium/fast growing canopy trees of 1.5" minimum caliper or 6 ft. minimum height evergreen species.
 - Where desired, provide architectural solutions to shade such as trellises, carports, awnings or locating parking on the north side of buildings.
- Use drought tolerant plants and drip irrigation in non-turf areas to minimize use of/conserv water.
- Establish site lines at driveway entry points to parking lots and individual aisles.
- Provide consistency in individual parking lot planting design by using the same tree species in end-aisle planting islands. The same species, or limited additional species may be used for landscaped islands between end-aisle planters.
- Plant shrub masses 36" in height in landscape islands to provide screening of vehicles in parking lots.

- Provide trees along walkways.
- Provide 25 foot minimum landscape buffers on Golden Valley Drive. Trees provided within the 25 foot buffer should be medium/fast growing canopy trees 2" minimum caliper deciduous and 6' minimum height evergreen species.
- Leave Undisturbed land areas in their natural state to reduce erosion and runoff, conserve water, and to help blend the site back into the natural surroundings, except for existing cut slopes along the east portion of the site.

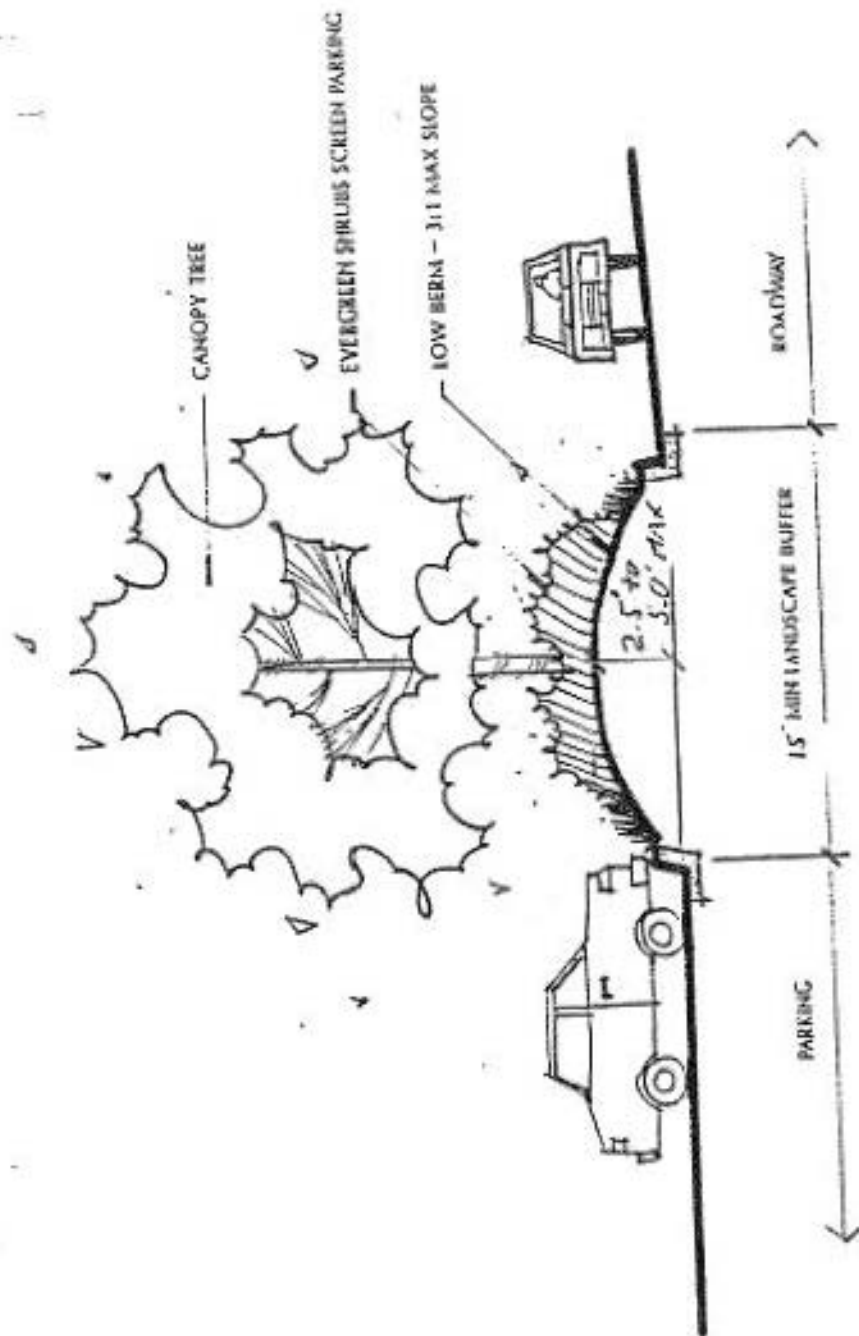


Figure 4-1. Site Planning - Parking Lot Landscaping South Side, North Hills

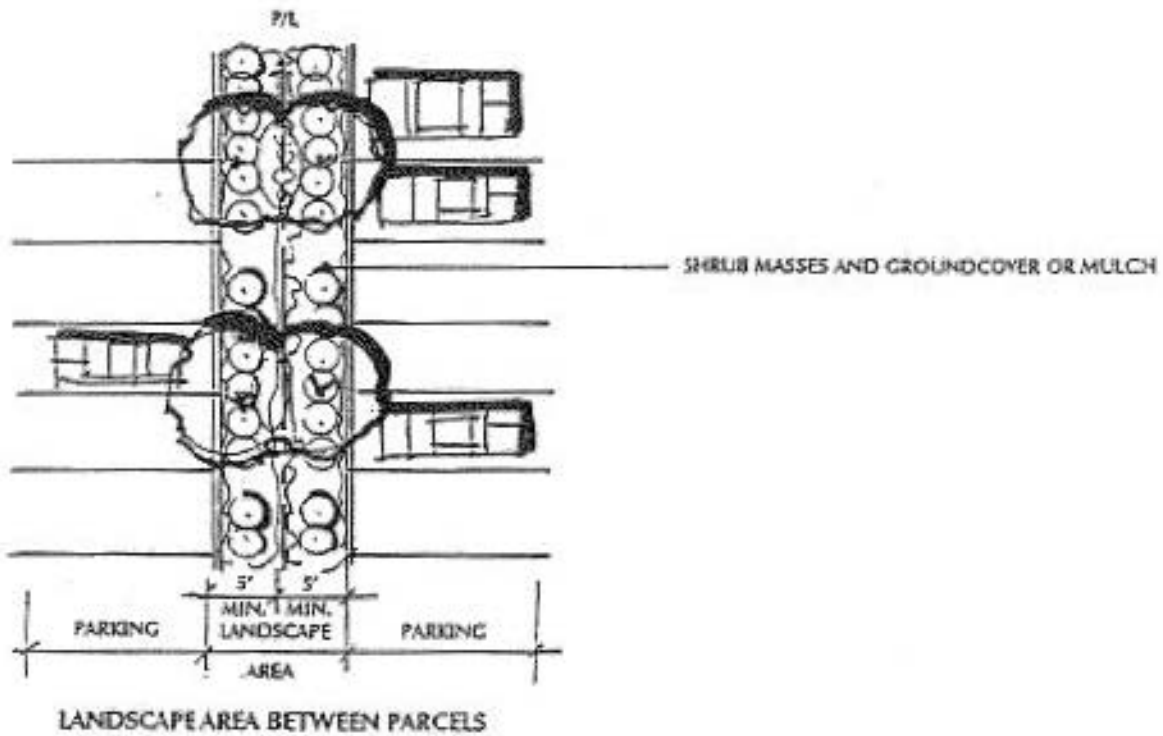
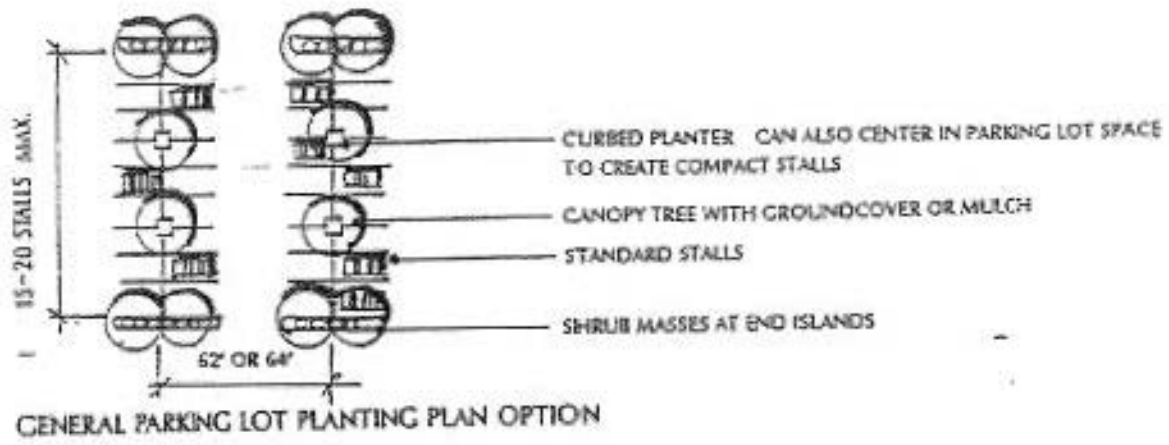


Figure 4-2. Site Planning - Parking Lot Landscaping

Screening Requirements

Landscape screening is proposed along the west side of the project bordering Highway 395. This screening will incorporate the following concepts:

- A 15 foot wide strip between the drainage ditch and rail spur is set aside for landscape screening of loading docks from Highway 395. The developer will pursue a maintenance agreement within the State NDOT as needed to provide the fifteen foot landscape buffers. Agreements will be in place prior to approval of the first final map.
- Screening will consist of an informal grouping of a combination of deciduous and evergreen trees.
- The plant material will be on a drip irrigation system for low water consumption.
- Screening will be maintained by the abutting property owners.
- Parking/Loading areas will be screened by the extensive landscaped areas along Golden Valley Road and the North Hills Boulevard streetscape.

Erosion Control on Cut/Fill Slopes in Common Area

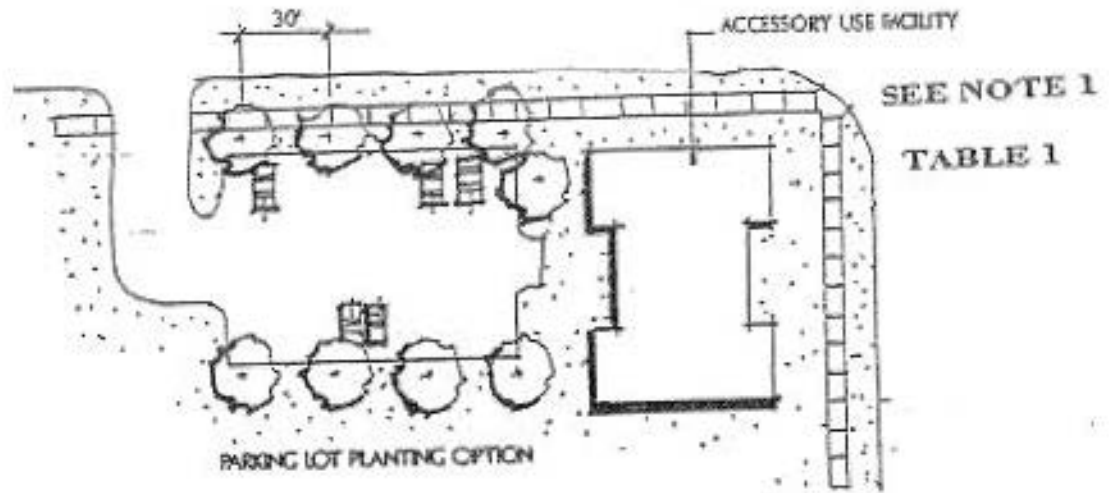
- Slopes newly graded at 3:1 or flatter are to receive a hydroseed application of drought tolerant grasses in late fall or early spring. Temporary irrigation for the grasses may be required to aid establishment.
- The existing cut slope to the east of North Hills Drive will receive a hydroseed application with a seed mix consisting of native desert grasses, shrubs, and forbs. Trees are to be planted on the benches to help screen views of this cut from the project site and highway. If seeding is performed during the late fall, prior to the onset of rains, no irrigation will be required. If seeding is not performed at this time, temporary irrigation will be required to aid establishment.

Landscape Plant List

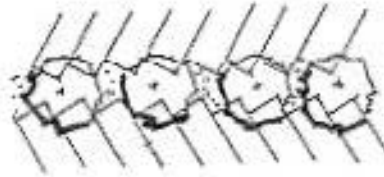
The following are intended for use in both common areas and private parcels landscaping. They were selected for interest, drought tolerance, and low maintenance characteristics.

Lawn

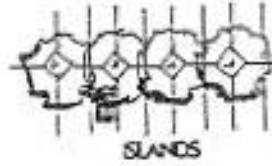
Turf grass is to be 75 percent K-31 Tall Fescue, 20 percent Newport Kentucky Bluegrass and 5 percent Creeping Red Fescue. Selection was for deep rooting, a coarse texture and heat tolerance.



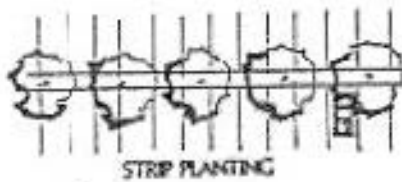
DIAGONAL BRIDGING
CREATES INTERESTING
PLANTING ISLANDS



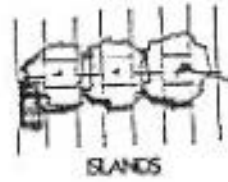
ISLANDS



ISLANDS



STRIP PLANTING



PLANTERS CAN CREATE
COMPACT STALL

PARKING LOT SCREENING OPTIONS

Figure 4-3. Site Planning - Parking Lot Screening Options

Erosion Control Seeding

A preliminary mix would include the following grasses. Final selection will be based on a complete soils report.

Botanical Name	Common Name
<i>Agropyron cristatum</i>	Fairway Crested Wheatgrass
<i>Agropyron sibericum</i> 'P-27'	P-27 Siberian Streambank Wheatgrass
<i>Agropyron riparium</i> 'Sodar'	Sodar Streambank Wheatgrass
<i>Artemesia tridentata</i> 'Wyomingensis'	Wyoming Sagebrush

Seeding will be covered with hydromulch or straw and tackifier to protect the seeds.

Ground Covers/Perennials

Botanical Name	Common Name
<i>Ajuga reptans</i>	Carpet Bugle
<i>Arctostaphylos uva-ursi</i>	Bearberry
<i>Genista lydia</i>	Broom
<i>Hemerocallis</i> sp.	Daylily
<i>Iberis sempervirens</i>	Candy tuft
<i>Pennisetum alopecuroides</i>	Fountain Grass
<i>Potentilla</i> spp	Cinquefoil
<i>Santolina</i> spp	Lavender Cotton
<i>Vinca minor</i>	Dwarf periwinkle

Shrubs

Botanical Name	Common Name
<i>Artemesia tridentata</i>	Big Sagebrush
<i>Atriplex caescens</i>	Four-Wing Saltbrush
<i>Berberis thunbergii</i>	Japanese Barberry
<i>Cercocarpus ledifolius</i>	Mountain Mahogany
<i>Chrysothamnus nauseosus</i>	Rabbitbrush
<i>Cotoneaster</i> sp.	Cotoneaster
<i>Cytissus praecox</i> 'Moonlight'	Moonlight Broom
<i>Euonymus alata</i>	Winged Euonymus
<i>Pinus mugo mugo</i>	Mugho Pine
<i>Rhus</i> spp	Sumac
<i>Ribes aureum</i>	Golden Current
<i>Spirea</i> sp.	Spirea
<i>Tamarix</i> spp	Tamarisk

Deciduous Trees - Small**Botanical Name**

Acer ginnala
Eleagnus angustifolia 'Cardinal'
Koelreuteria paniculata
Malus sp.
Prunus serrulata

Common Name

Amur Maple
 Cardinal Russian Olive
 Golden Rain Tree
 Crabapple
 Flowering Cherry

Deciduous Trees - Medium/Large**Botanical Name**

Celtis occidentalis
Fraxinus americana
Platanus acerifolia
Quercus macrocarpa
Quercus palustris
Robinia ambigua 'Idahoensis'

Common Name

Western Hackberry
 White Ash
 London Plane Tree
 Bur Oak
 Pin Oak
 Idaho Flowering Locust

Evergreen Trees**Botanical Name**

Juniperus scopularum
Picea pungens 'glauca'
Pinus nigra
Pinus edulis
Pinus sylvestris
Sequoiadendron gigantea

Common Name

Rocky Mountain Juniper
 Colorado Blue Spruce
 Austrian Pine
 Pinyon Pine
 Scotch Pine
 Giant Sequoia

Parking Location/Layout

- Promote accessible, efficient and safe vehicular and pedestrian circulation.
- Reduce the visual impact of large expanses of pavement in large paving areas, particularly along major streets.
- Provide shade and protection from heat.
- Establish adequate on-site parking for the use of each project within the Golden Valley Industrial Park.

Standards

Detailed information on stall sizes and number of spaces to be provided is listed in Chapter 7. General concepts are as follows:

Configuration/Location Standards

- Divide large parking areas into an interconnected series of smaller dispersed parking areas to reduce the visual impact of large parking areas.
- Separate parking areas by landscaping and/or buildings.
- Parking lot planting will be compatible with adjacent common area landscape where applicable.
- Provide shared circulation and access for lots on adjacent parcels where practical.
- Parking and service areas will share common driveways from North Hills Boulevard.
- Reduce the total number of parking spaces and pavement by providing joint parking areas for proximate uses where practical. Where required by the City of Reno staff, documentation of parking demand by use will be provided. Such documentation will compare peak demands of each use by the time of day, day of the week, and season. Shared parking areas should be conveniently located to all uses but do not need to be located on the same parcel as the use if proper easements are provided.
- Conform to modern accepted standards for parking dimensions, utilizing a level of service concept that maximizes efficiency and minimizes vehicle conflicts as addressed in Chapter 7.
- Utilize planter or sidewalk curbs instead of wheel stops.
- Provide handicapped parking and access to code requirements.
- Parking areas must provide efficient and safe vehicular/pedestrian circulation.

Parking Design Standards

- The amount of required parking is established by the City of Reno and is dependent on building use and/or number of employees except as noted in Configuration/Location Standards above. The owner shall provide adequate parking (See Chapter 7).
- Dimensions of parking and aisle widths shall conform to requirements contained in Chapter 7.
- All parking areas must be paved with asphaltic or portland cement concrete and have portland cement concrete curbing.
- Provide 4-foot minimum width sidewalks between parking areas and all building entrances.
- Sight lines at entry points to parking and/or service areas are to be maintained.
- Trees wells and planter curbs will be used as a substitute for wheel stops. Plants behind the curbs cannot be struck by the bumper of the average vehicle.
 - Where planter curbs are used for wheel stops, trees shall be set back a minimum of six (6) feet from the back face of curb.
- No on-street parking is allowed on North Hills Boulevard. Sufficient and convenient parking for both vehicles and trucks will be provided by individual owners/tenants.
- CC&R's further address parking concerns.

Loading and Delivery

The purpose for loading and delivery standards is to provide for necessary functions while protecting from unsightly views.

- Where possible, locate loading facilities internal to the site where out of view from passing motorists.
 - Loading facilities should be screened with either walls, fences, and/or 10' minimum of dense landscaping.
 - Locate loading and delivery areas to minimize conflicts between street traffic and delivery traffic.
 - Provide complete separation of customer and service vehicle circulation patterns.
 - Provide screening for unsightly storage areas, trash enclosures, generators, transformers and the like with a decorative fence or wall and/or dense landscaping.
 - Denote access in and out of parking and loading areas with directional signage.
-

Driveways

The purpose for driveway standards is to promote safe, efficient and aesthetic access into and out of parcels.

- Use perimeter driveways to buffer between potentially incompatible adjacent uses.
- If adjacent uses are compatible, avoid perimeter driveways.
- Where practical, utilize common access drives for adjacent development parcels.
- Establish entry driveways off public roadways which are forty (40) feet desirable and twenty (20) feet minimum in length to provide adequate stacking distance and a sense of arrival into the development parcel.
- Extend the landscaped street character into each development parcel by providing a minimum ten (10) feet wide landscaped buffer along driveways with street trees placed approximately twenty-five (25) feet apart.
- Locate driveways as far as practical from each other to ease traffic and pedestrian flow and to minimize the number of curb cuts.
 - Design driveways curb cuts in conformance with the provisions of Reno City codes, in regards to spacing and design standards.
 - Repairs of landscaping disrupted as a part of driveway construction shall be conducted by the responsible owner or tenant.
- Efficient and safe vehicular travel within a development parcel should be provided internally and without re-entering a street.

Entries/Intersections

Purposes

Entries/Intersections will be used to establish an identity for the project at major intersections and entries as seen from off site and to create a distinctive character for the overall development. Functional requirements for site furnishings, lightings & pedestrian circulation will be integrated with landscaping, entry walls and pavements.

Standards

- Provide entry landscaping, signs, walls, walks, lighting, seating and pavements in a coordinated, integrated and consistent design.
- Establish signs per sign guidelines.

- Maintain safe vehicular travel at intersections with clear site lines.
- Maintain theme and character of landscaping, while allowing change in plant materials due to specific architectural/building requirements and environmental characteristics of soils, sun and wind.
- Provide integration of driveways with sidewalk on north side by provision of handicap ramps.

Streetscaping

- Street landscaping will contribute to overall project quality, will aid in visitor orientation and will provide visual unity throughout the project.
- Deciduous trees with good root structures and clean habits will form the basis of streetside landscaping. Overall plant form and size will be consistent with street function and width.

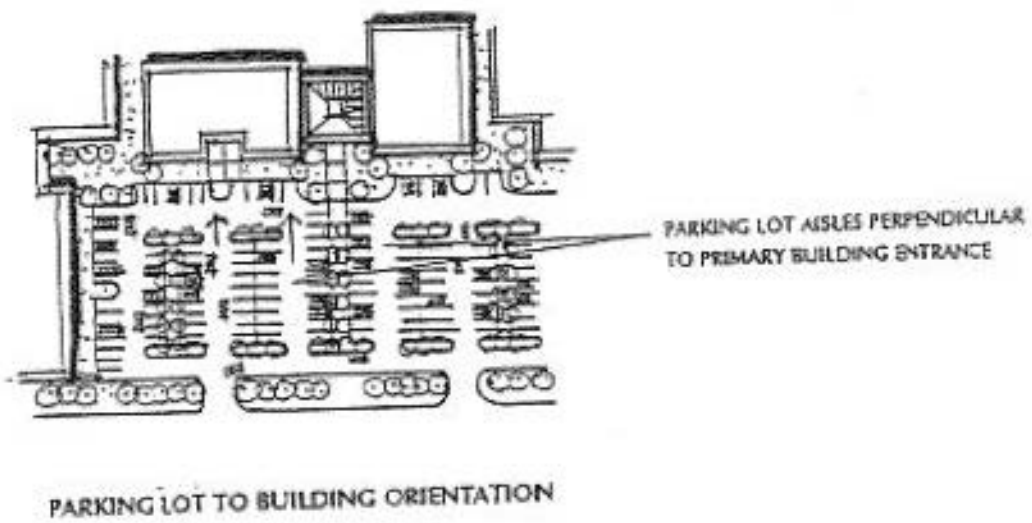
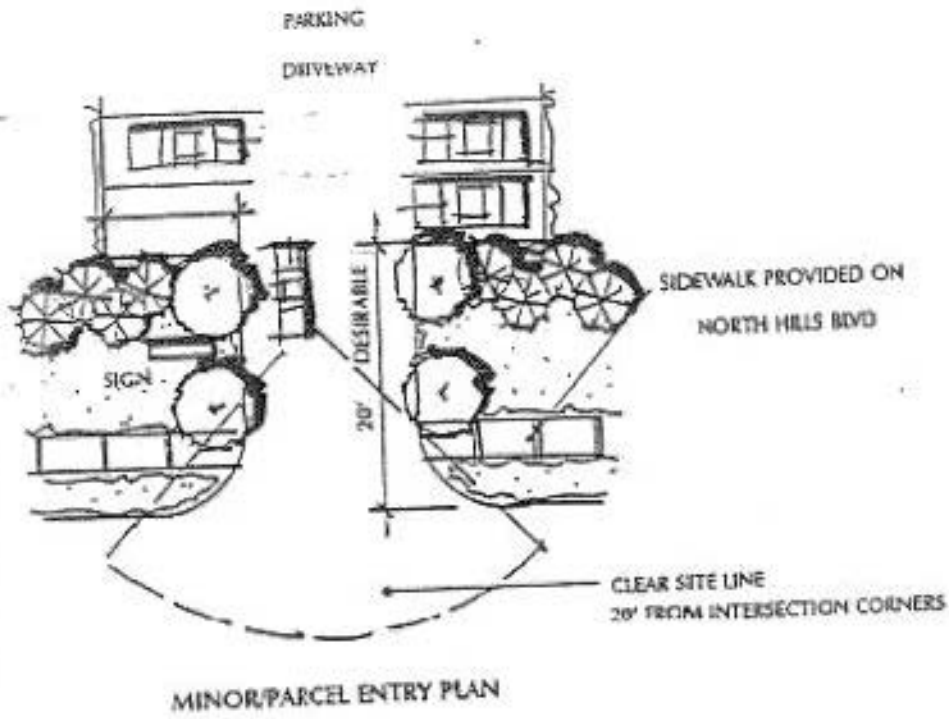


Figure 4-4. Site Planning - Driveway Locations/Standards

GOLDEN VALLEY INDUSTRIAL PARK

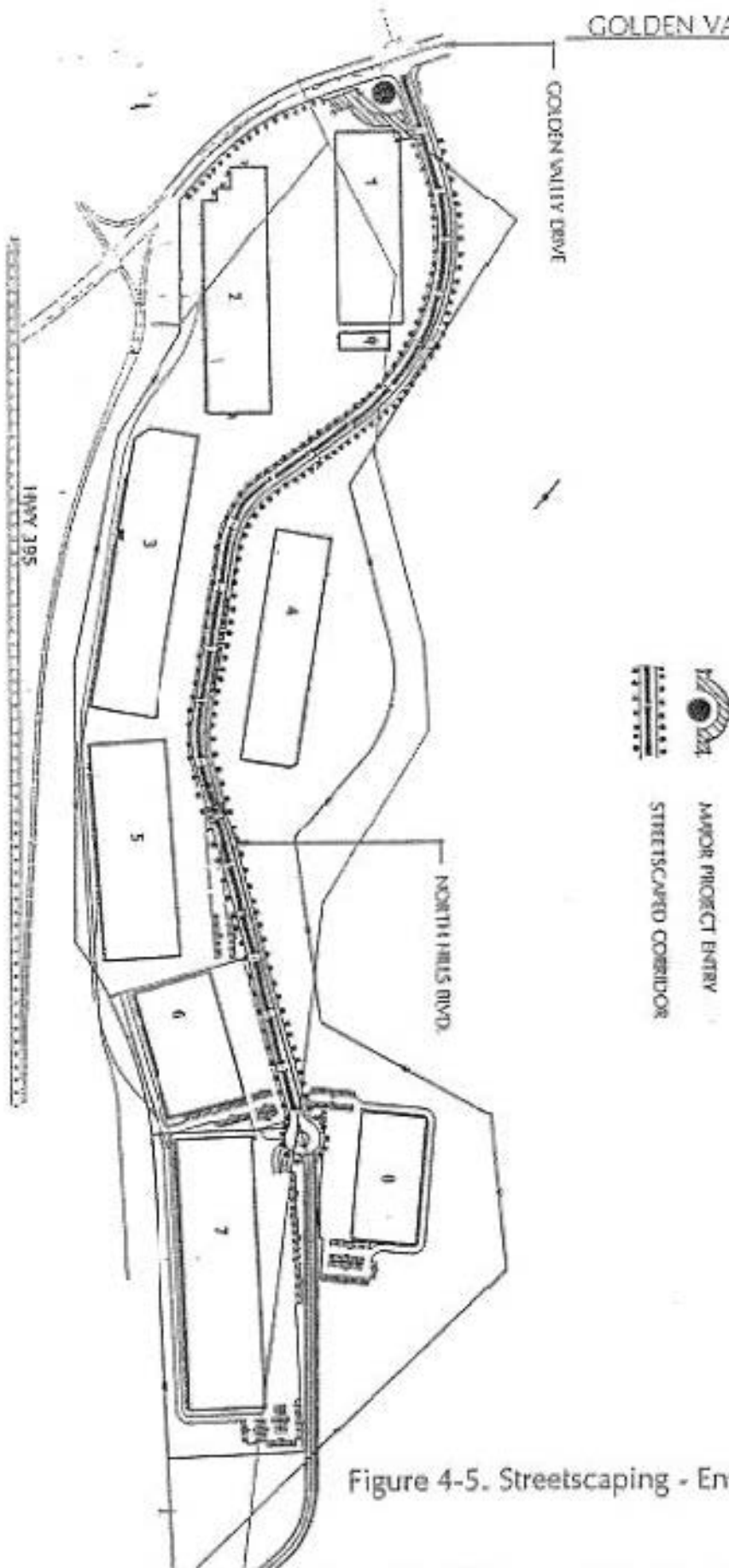


Figure 4-5. Streetscaping - Entry and Streetscape Concept

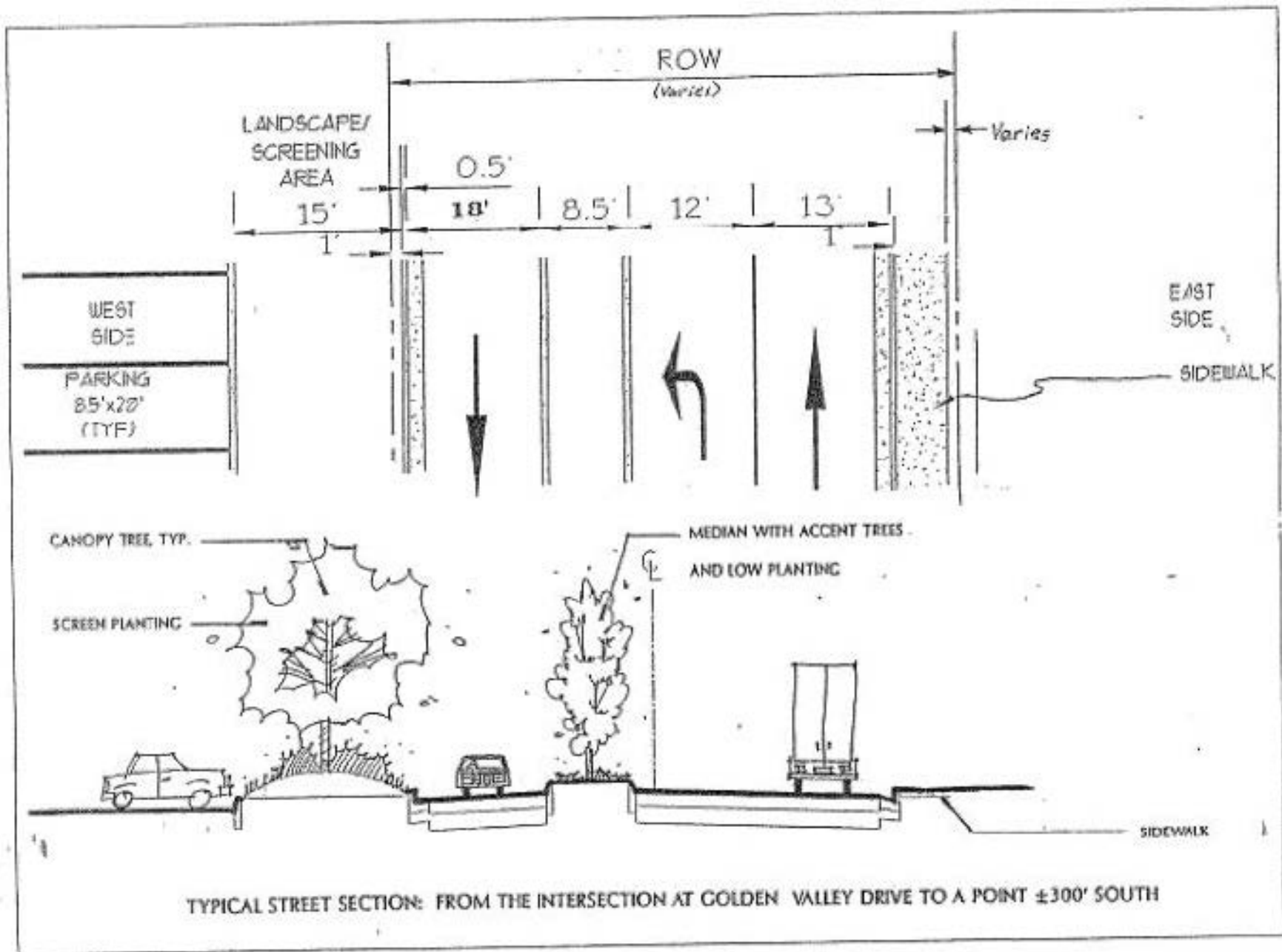


Figure 4-6. Streetscaping - Street Sections

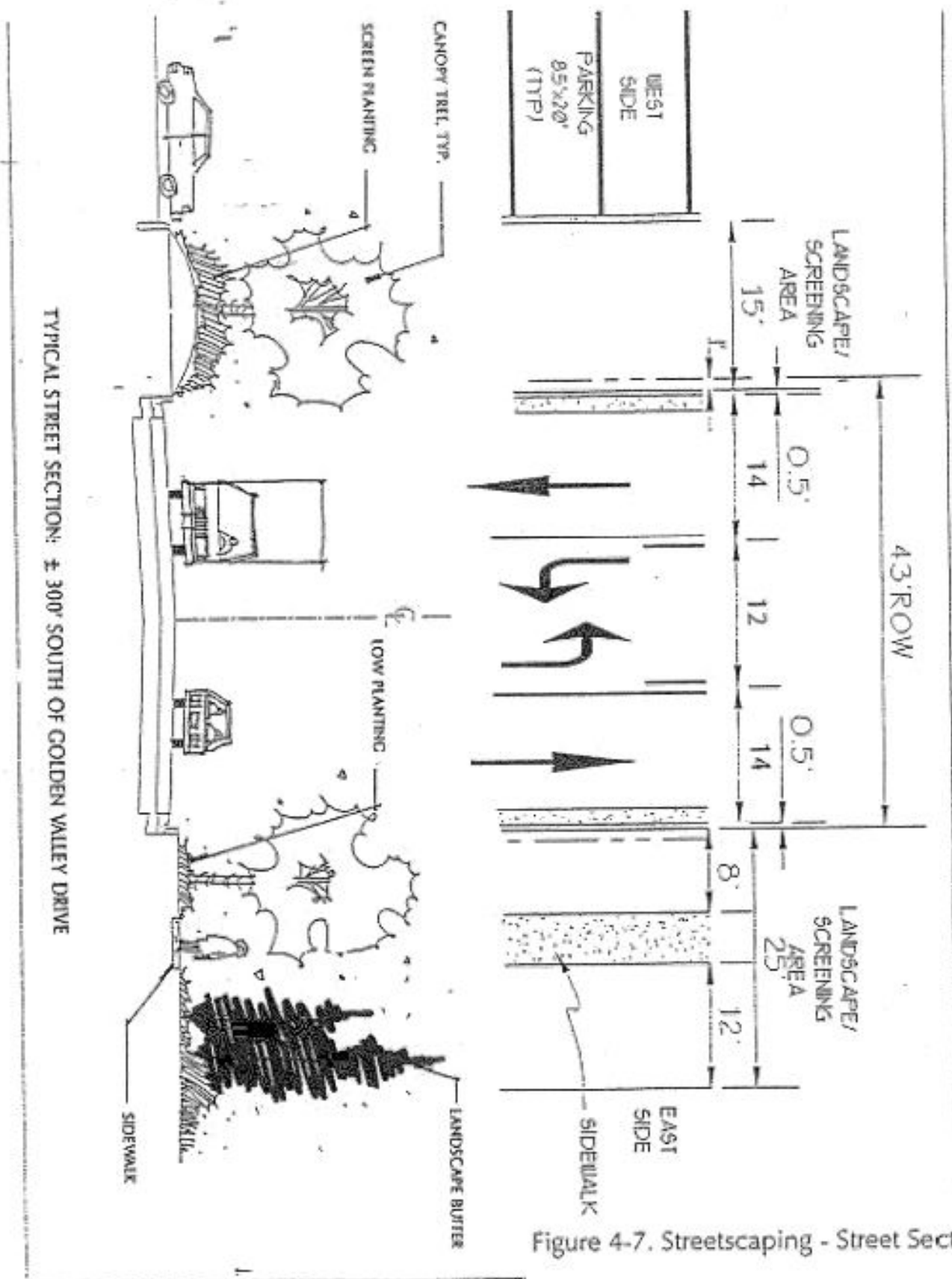


Figure 4-7. Streetscaping - Street Sections

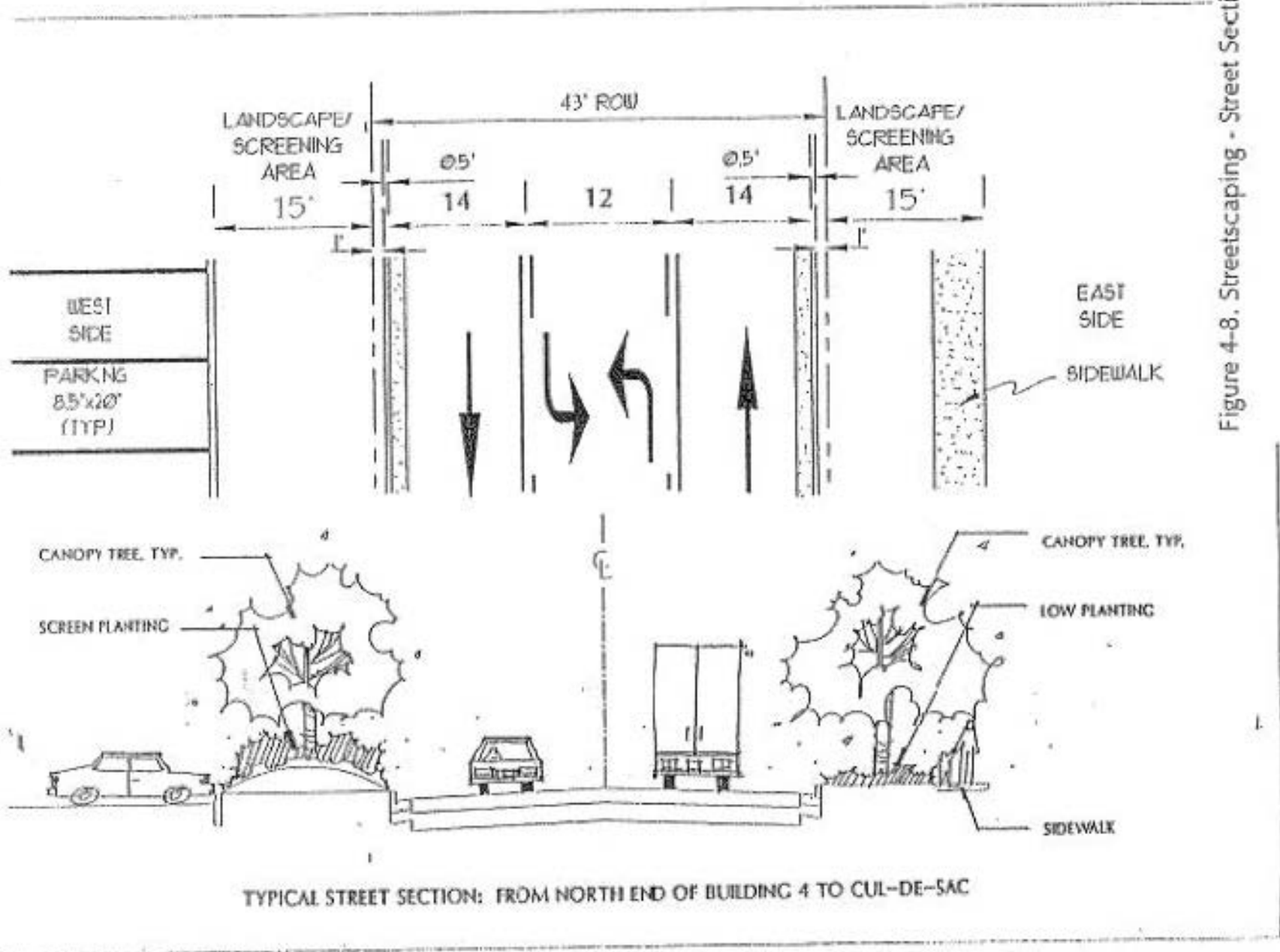
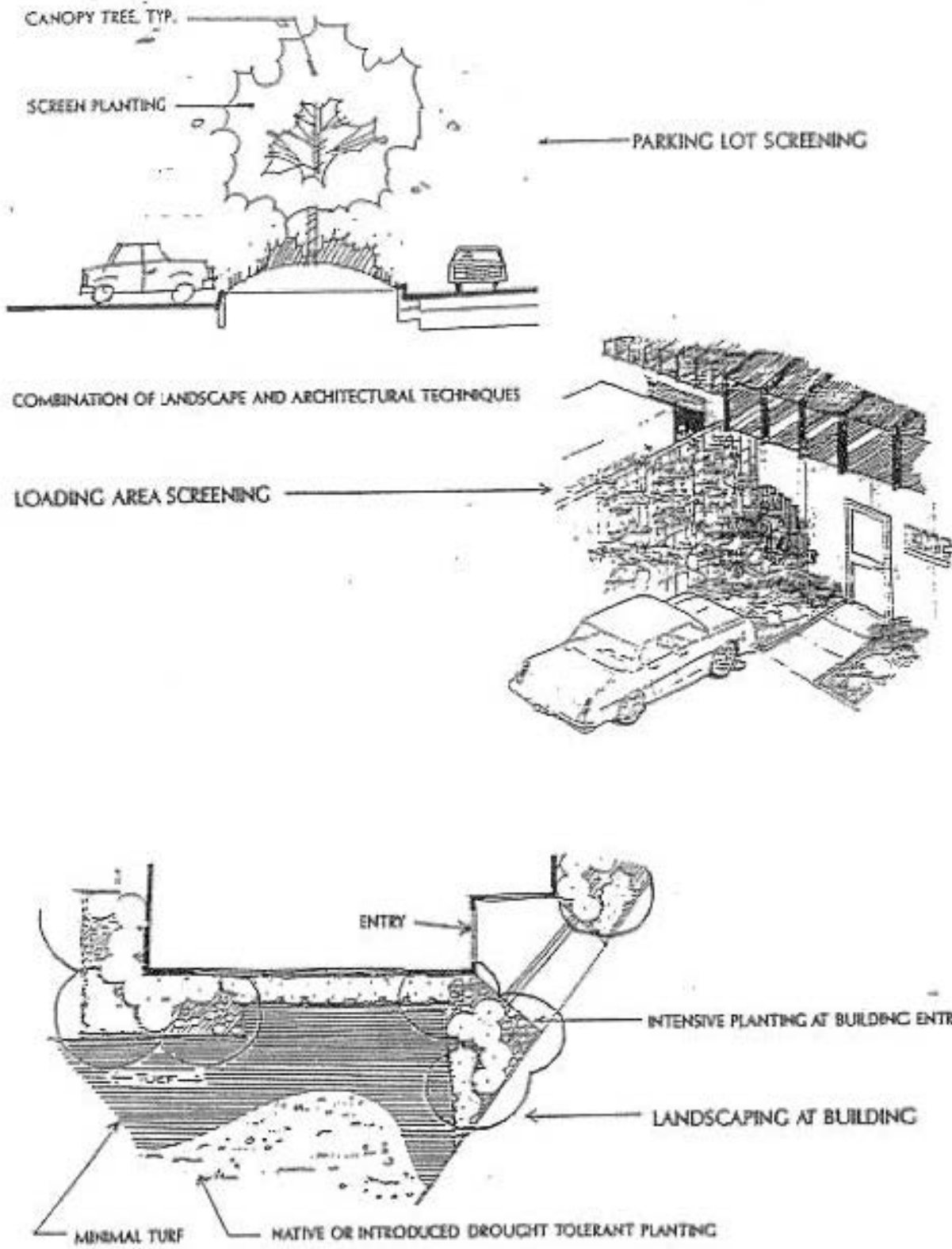


Figure 4-8. Streetscaping - Street Sections



4-9. Landscape & Screening Techniques

Purposes/Issues

- To establish a continuity within landscaped corridors and a distinctive character for the entire project by using a unified system of landscaping, signs, lighting, walls and fencing.
- To establish buffers between roadway travel lanes, parking lots and interior parcel land uses.
- To modify the heat and glare by providing shade for pedestrians.
- To establish an identity and rhythm for major project entries and minor entries at driveways and the corridors between them.

Table 4-1
Street Sections

Street	Width	Landscape Easement Widths	Curb Face to Curb Face Width	On Street Parking
North Hills Blvd.	43 ft.	0' + 15 ft.	40 ft.	No
Optional Local Streets	40 ft.	0' + 0'	30 ft.	No

Golden Valley Drive

Golden Valley serves as the main access to the project and defines the northern edge. It is also the primary entry into the Golden Valley community from Highway 395. Landscape treatment consists of 4:1 slopes with lawn and trees leading up to the North Hill Boulevard entry. Shrubs will be placed to screen parking above the road. A sidewalk is proposed for the east side of the road and will provide an east-west connection to the new elementary school northeast of the project site. (See discussion in "Traffic Information").

North Hills Boulevard

As the primary arterial entry road, North Hills Blvd. begins as a 60 foot right-of-way and tapers to 43 feet inside the project. An entry median in the 60 foot section includes extensive landscaping designed to provide a bold entry statement. Signage and landscaping on the east side of the entry will add to the sense of arrival.

Planting will be predominantly low ground covers, perennials and accent trees. Trees along both sides of the street will be the same species and will be spaced at maximum 40 foot centers to provide a continuous shade canopy at tree maturity.

A sidewalk will be installed on one side of the street to provide a pedestrian link to Golden Valley Road. No parking will be allowed along North Hills Boulevard. No Parking signs will be installed with construction and placed a maximum of 200 feet apart.

Streetscape Design Standards

- A. Street trees will be planted and irrigated by the developer and maintained by the City of Reno. Ground covers and shrubs below the trees will be added later by the tenant/owners as parcels are developed.
- B. Trees will be irrigated by a low volume drip system.
- C. Ground covers and shrubs will be low (under two feet of height at maturity) to ensure good site visibility and adequate sight-distance at driveway openings.
- D. Streetscape trees are to be a single species for the street type in order to maintain continuity of the landscape character throughout the project.
- E. A five foot wide sidewalk will be incorporated into the landscaping on the east side of North Hills Boulevard. This walk will link parcels together and provide handicap access.
- F. Crosswalk and pedestrian pathways will be placed at key locations to provide safe pedestrian access from all buildings to the North Hills Boulevard sidewalk. All crosswalk and pathways shall be installed in accordance with adopted City standards.

Site Lighting

These guidelines describe lighting in the common areas and individual development parcels. The intent is to reinforce the desired character of the park and provide nighttime security.

Lighting Standards

- Prevent on-site lighting from casting light or glare off-site, especially to Highway 395, by use of cut-off luminaires or other suitable means.
- Public roads and intersections are to be lit per Reno Standards using typical pole mounted lights.
- Interior parking, driveways and service zones will utilize a "shoe box" style light mounted on 15 to 20 foot tall poles. Locate fixtures to minimize shadow/light interference from trees and buildings.
- Pedestrian level lighting on individual parcels will be by 14-15 foot tall "shoe box" style lights. Lighting is intended to safely direct pedestrians from parking lots to building entries and service areas.
- Signs at the front entry will contain either high pressure sodium or metal halide uplighting hidden behind plant material and protected by a metal grill.
- Interior building courtyards not accessible to the general public can utilize bollard style lighting at a four foot height. Color is to be integrated with that of the building.

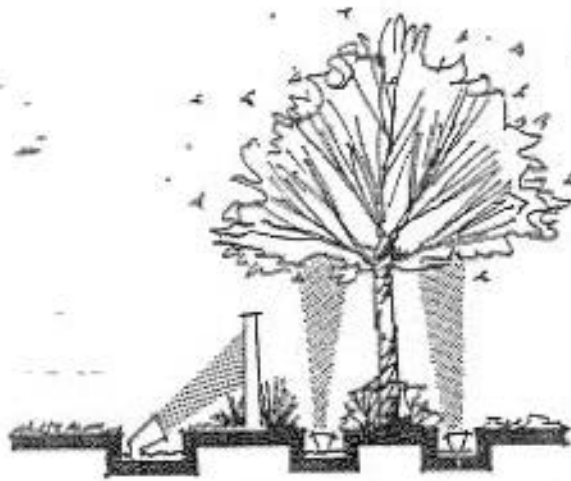
Signs

In business, signs have a number of functions. A retail enterprise may depend upon signage to attract customers. The function of an industrial park such as GVIP does not require such random attraction of customers. In this setting, signs serve more of an informational purpose than an advertising one. Employees, drivers of delivery vehicles, and public safety personnel need to know the location of a particular business

within the industrial park. Therefore, the following signage standards are intended to ensure that each business can be readily identified, but that the aesthetics of the CVIP are protected from garish, distracting, unsightly, and otherwise unnecessary signage.

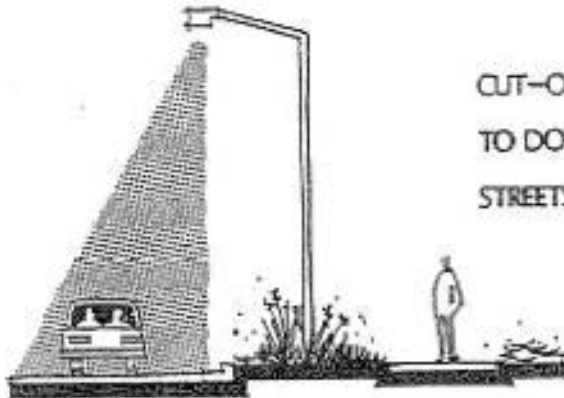
Sign Standards

- Each individual building may be identified by one two-faced monument sign not exceeding 6 feet in height (measured from the ground at the base of the sign to the top-most element of the sign), nor exceeding 100 square feet in overall area per sign face. Placement of monument signs may not obstruct sight distances. Monument signs must be integrated into the landscaping for the building. For multi-tenant buildings, each monument sign may display all tenant names or may merely identify a single building name. Monument signs may be back-lighted or lighted with small spotlights in front provided the spotlights do not "spill" off the face of the sign.



RECESSED LIGHTING CAN BE USED
TO ACCENTUATE SIGNS
AND LANDSCAPE FEATURES

UPLIGHTING AT ENTRY FEATURE



CUT-OFF LUMINARIES MUST BE USED
TO DOWN LIGHT STREET INTERSECTIONS,
STREETS, PARKING, AND SERVICE AREAS

CUT-OFF LUMINARIES - VEHICULAR AREAS

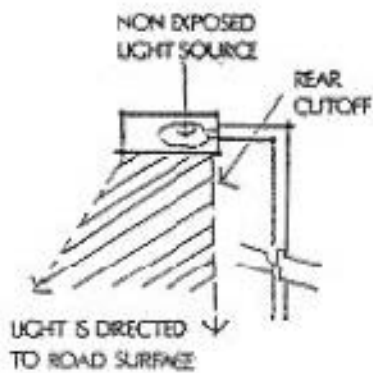
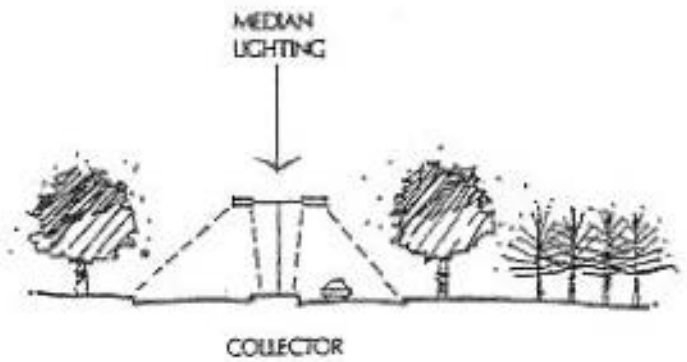
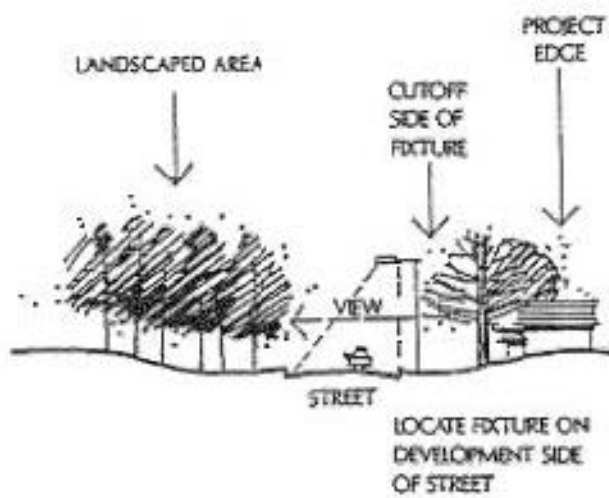
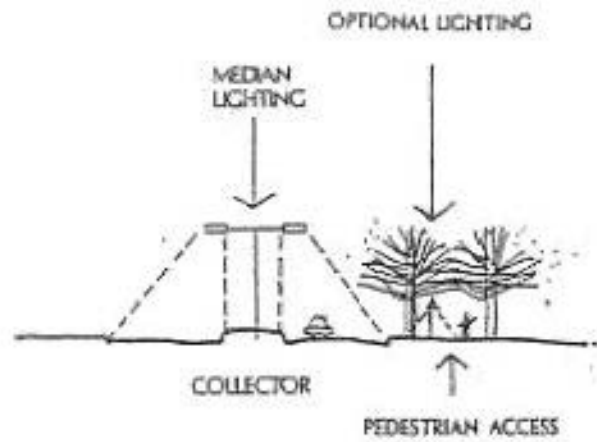
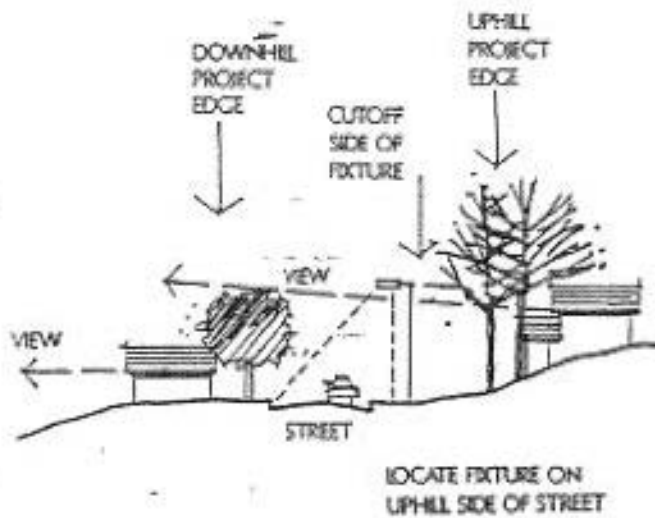


RECESSED LAMPS IN BOLLARDS AND SOFFITS
CAN BE USED TO ILLUMINATE
WALKWAYS AND DRIVEWAYS

CUT-OFF LUMINARIES - PEDESTRIAN AREAS

THE INTENT OF THESE DRAWINGS IS TO SUGGEST CONCEPTS IN
THE USE OF LIGHTING, BUT NOT THE ACTUAL LIGHTING FIXTURE DESIGN

Figure 4-10 Lighting - Directed Lighting



TYPICAL CUT-OFF LUMINAIRE

Figure 4- 11. Lighting - Concepts

- Business identification signs may be attached to any face of the building except those sides adjacent to U.S. 395. Exclude the rear walls presented to the freeway. Such sign area may not exceed 30 square feet per tenant. Each business may display identification sign(s) attached to any building face except those sides adjacent to U.S. 395. This sign displayed by any one business shall be proportionate in size to the amount of space occupied by the individual business within the building. If a multi-tenant building wishes to display a building name as an attached sign, this sign area will be counted as part of the total allowable area.
- Attached signs may be letters or logos painted on the building, raised attached individual letters, neon tubing, or "can" architecturally to the building upon which it is to be placed. All attached signs on any building must be of the same type for a unified appearance.
- No moving signs, flashing lights, runway lights, or other distracting displays are permitted. Sign lighting must be from the rear or otherwise indirect. No sign will be allowed which pose a problem of glare or otherwise impairs the vision of motorists or others.
- No portable signs (such as trailer mounted signs) will be allowed. No balloons or other aerial signs will be allowed.
- No billboards are allowed.
- Strictly informational signs such as street address numbers, building directories, "parking area", "loading zone", directional arrows, etc. will not be counted against the total allowable sign area. Such signs must relate architecturally to the building with which they are associated and must be sited so as not to interfere with driver visibility. Other signs required by local ordinance or city staff will not be counted against the total allowable sign area, such as no parking signs for the access purposes.
- A construction-related free-standing sign not exceeding 50 sq. ft. per side will be permitted during the building construction process.

Table 4-2
Sign Standards

Location	Type	Number	Area (ft ²)	Height (ft)	Width
Individual Buildings	Monument ¹	2	100 ea.	6'	--
Individual Buildings	Face of 1 per Buildings ²	30 per Tenant	-- Tenant	--	--
Individual Bldg. Facing U.S. 395	Building Face	1 ³	60	4	15
Project Entry	Monument (2 or 3 sided)	1	200 ea. Side	10'	20'

Notes:

(1) No sign shall be permitted to obstruct driveway or intersection sight distance.

(2) No sign shall be permitted to extend upwards beyond the roof line.

(3) These signs may identify the business park only and shall be designed such that no glare is created for motorists on U.S. 395. These signs shall have downward lighting only, to eliminate any chance of glare.

Major Entry Standards

- The landscape/hardscape will be maintained by the association.
- Sign provided is to identify project arrival and establish a quality development. Planting and lighting will complement the sign. (See Figures 4-12 and 4-13).
- Traffic sightlines across Golden Valley Drive will be maintained.
- The entry sign at Golden Valley and North Hills will be limited to 10 feet in height and 25 feet in length and may be either two or three sided (triangular).

Architecture

The purpose of providing architectural design standards is to promote a consistent level of design quality and visual continuity throughout the Golden Valley Industrial Park. Another reason for standards is to promote design creativity and diversity of building design, while fulfilling the aforementioned objectives by establishing architectural guidelines which are not overly prescriptive. A final reason is to avoid long uninterrupted horizontal planes through the use of appropriate architectural features.

Architectural Guidelines

- All buildings of a common type are to be designed using common architectural elements. Buildings will avoid an historical or highly thematic treatment not compatible with architecture of a contemporary nature.
- Buildings are to be simple in form with a minimum of complex or "busy" ornamentation.
- Long uninterrupted horizontal planes are not allowed. Architectural features are required to avoid this situation.
- Screen walls visible from public rights of way should be of common or complementary material and style to the building(s) with which they are associated.
- Articulate building facades with material changes, entry alcoves and landscaping treatment.
- The general tone of building facades will be light, with dark valued secondary accents around windows and doorways. Colors are to be warm in nature, with some diversity and contrast of color value, tone and hue.
- Acceptable exterior materials include stone, brick, tile, metal panels, tilt-up, poured in-place or precast concrete, glass or concrete block and cement plaster. The use of wood siding and wood or asphalt shingles will not be allowed.
- The passive solar orientation of buildings is encouraged. Roof top solar collectors will be allowed if hidden by architectural treatments. Other roof mounted equipment is to be hidden behind building parapets so they are hidden from adjacent buildings and streets on a horizontal sight line and from U.S. 395. Screens (if required) must be of similar form and color as the building.
- Exterior gutters, scuppers and leaders are allowed only if they are visually integrated into the building design.
- Special care shall be taken to ensure adequate screening from U.S. 395 for rooftop mounted mechanical equipment.

The following illustrations are typical architectural features that will be provided within the park. The more prominent features will be provided along Golden Valley Road where buildings are more visible to passing motorists.

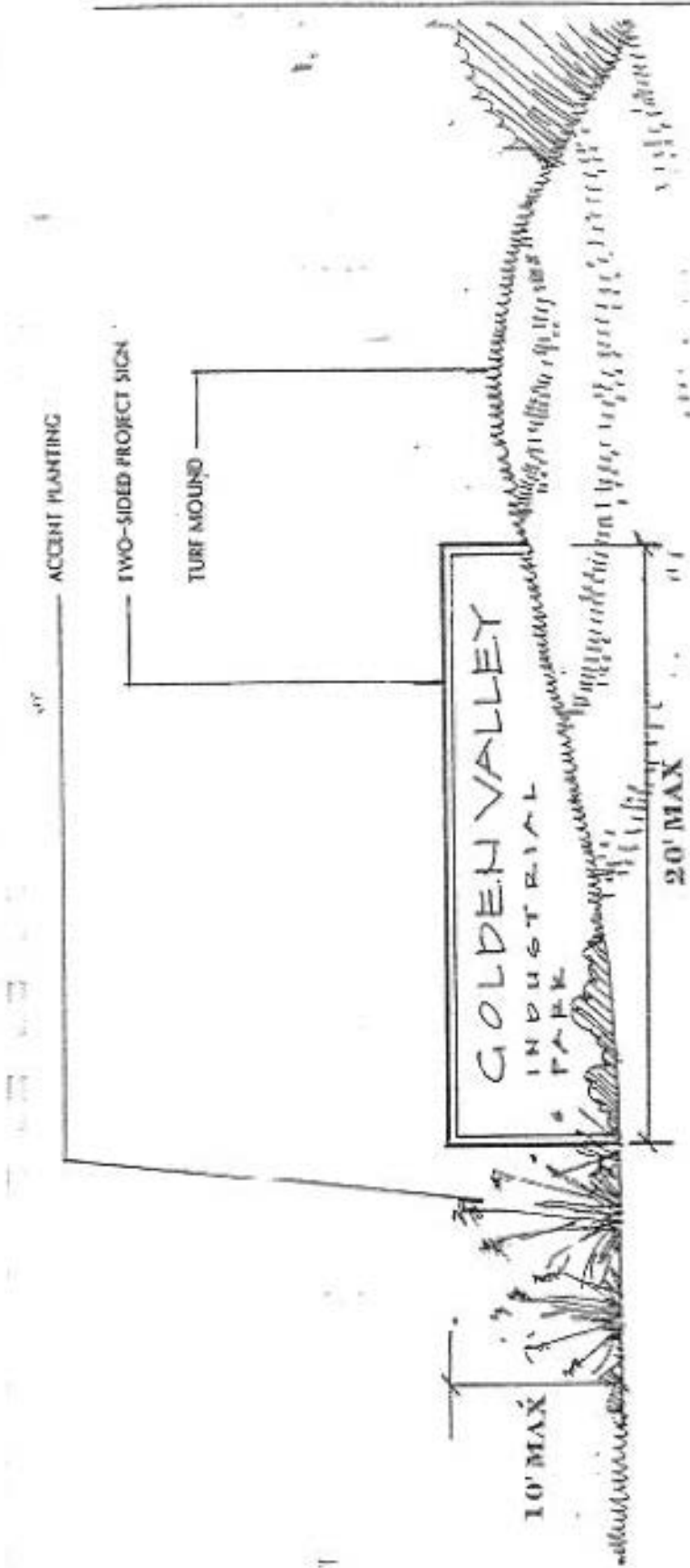


Figure 4-12. Entry Area Elevation

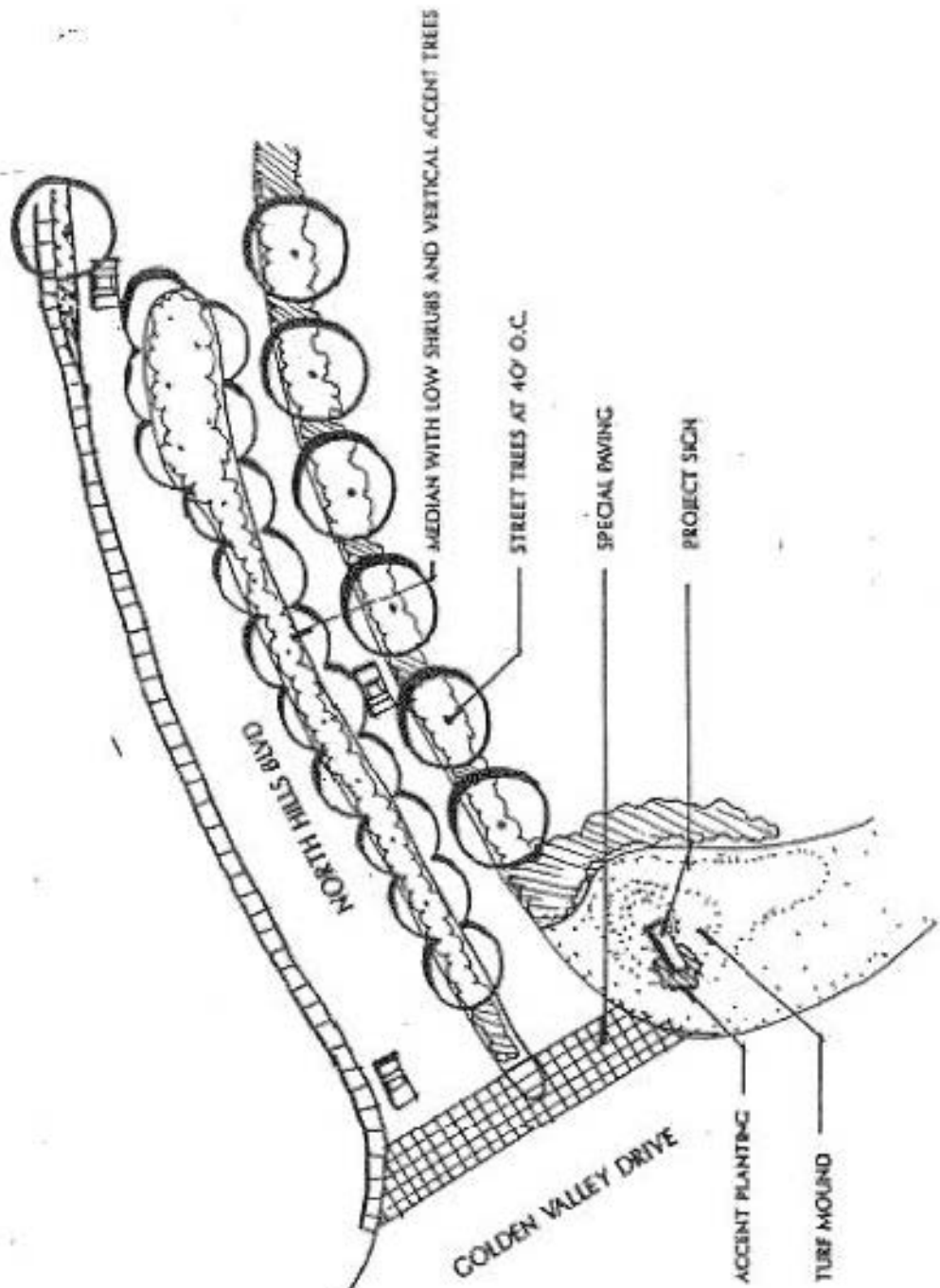


Figure 4-13. Entry Area Plan

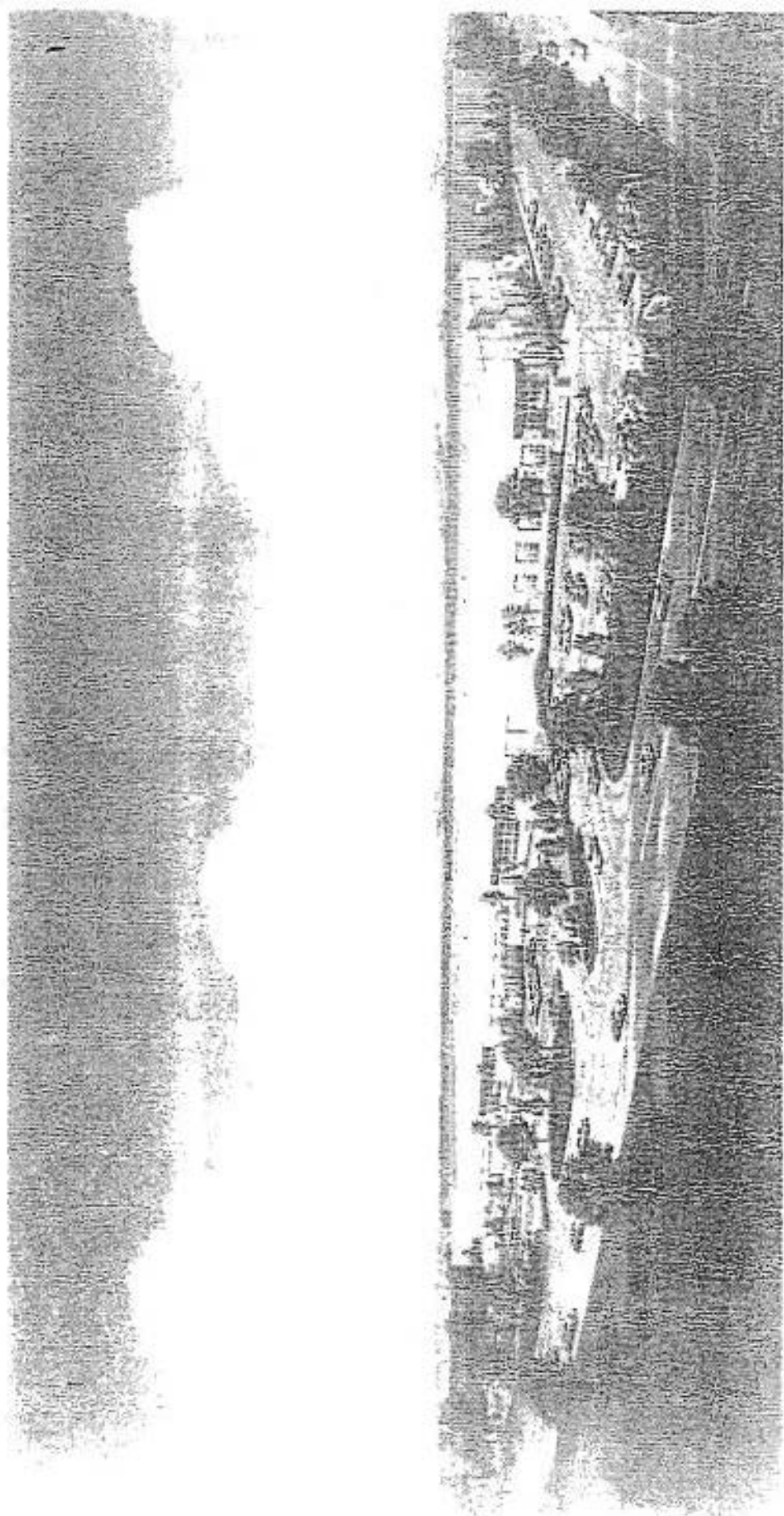


Figure 4-14. Architecture

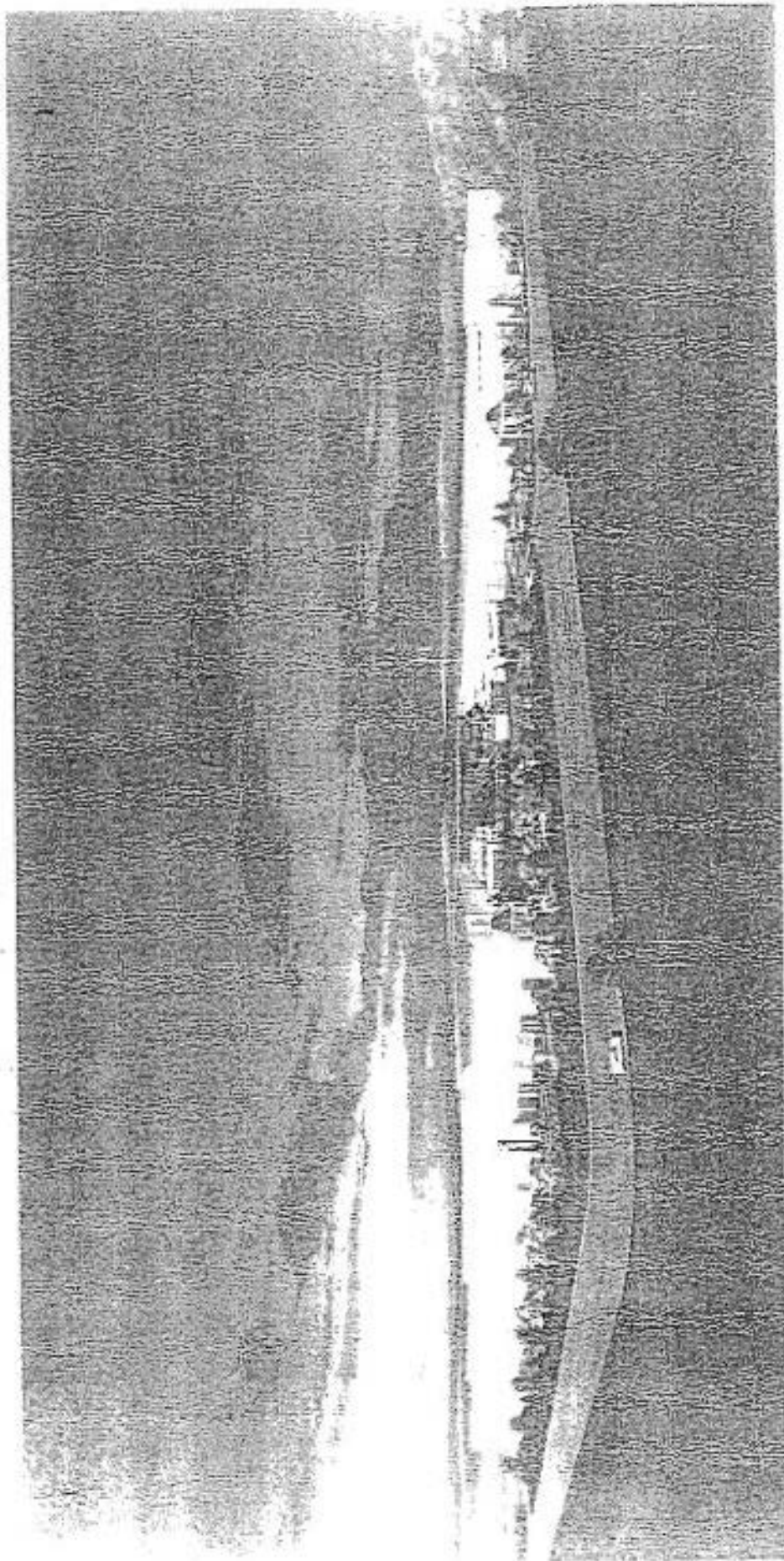


Figure 4-15. Architecture

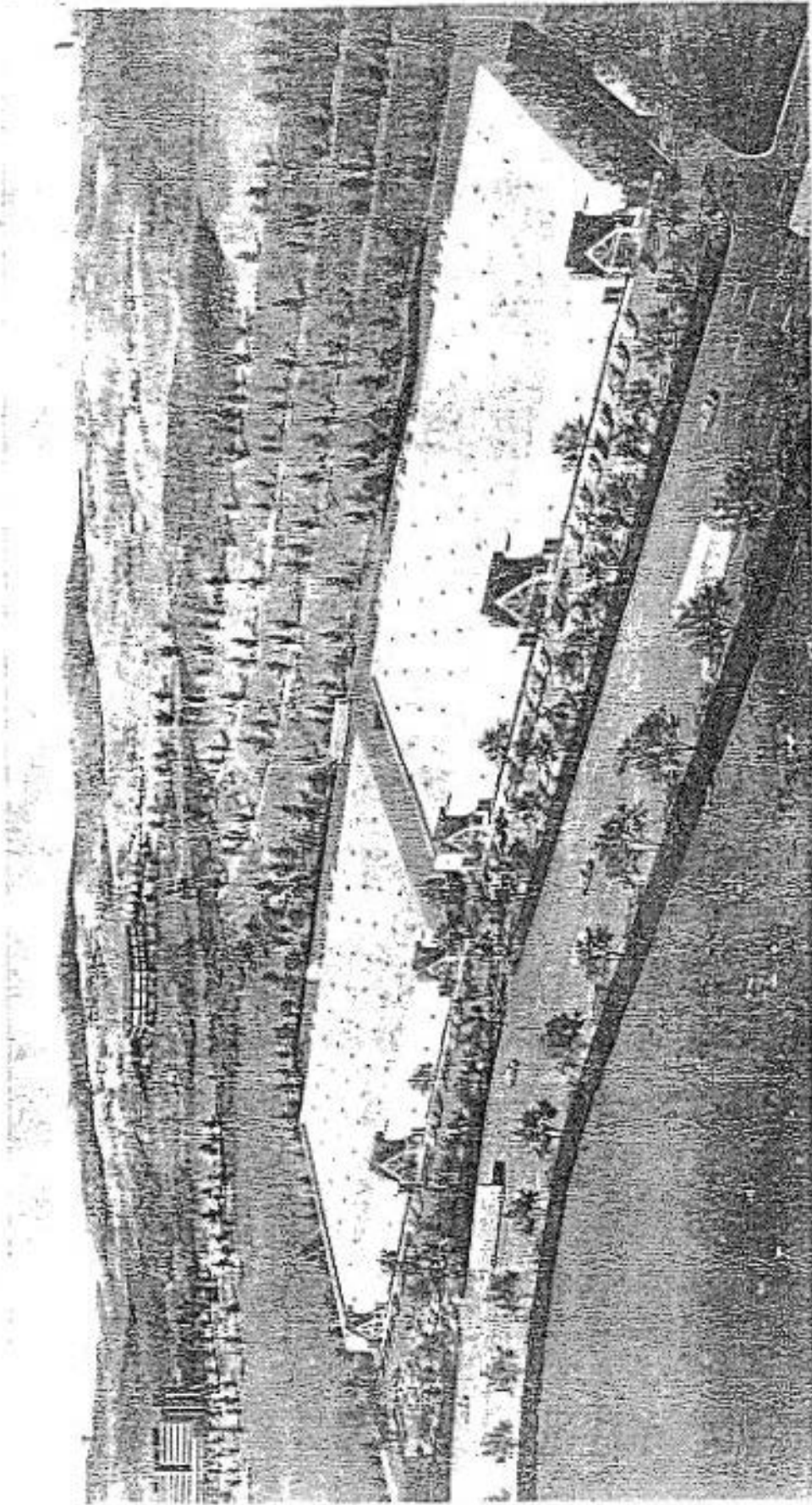


Figure 4-16. Architecture

Pedestrian Access

Sidewalks are currently provided along the north side of the new Golden Valley Drive improvements and will be constructed on both the south side of Golden Valley and one side of North Hills Boulevard. As the street section figures indicate, sidewalks will be five feet in width and will run parallel to the curb line. A crosswalk at the signalized intersection of Golden Valley Drive and North Hills Boulevard will allow employee access to the shopping center to the north.

Walks will provide pedestrian access to building entries and parking lots on private parcels. Pedestrian access will be provided from each building to the sidewalk on North Hills Boulevard with appropriately placed pedestrian paths and crosswalks. All crosswalks and pedestrian paths shall be installed in accordance with City standards.

Site Amenities

Individual owner and/or tenants are encouraged to create pedestrian use areas such as patios or plazas at entries and adjacent to buildings. These would provide attractive paving, planting and furniture for visitors and employee outdoor lunches. Such areas are to be integrated into the architectural style of the building. No "home made", "rustic", or junky picnic furniture will be allowed outside of any building. No portable outdoor furniture will be permitted on site.

Common Area Maintenance

- Maintenance of all common areas will be by the Association. Coordination will be required with adjacent owner/tenant landscape maintenance.
- Maintenance will consist of mowing, weeding, spraying, fertilizing and trimming plant material. Irrigation maintenance would include replacing heads, unclogging emitters, repairing leaks and winterizing the system.
- Annual flowers at the entry are to be set out in late spring to complement the permanent plantings and provide color around the sign.
- Slopes will require weeding and some re-seeding of bare spots/gullies. Diversion ditches at slope tops require dirt removal after winter months and heavy thundershowers.
- CC&R's further address Common Area Maintenance concerns.

Industrial Park Association

The Golden Valley Industrial Park Owner's Association is defined within the C.C.&R.'s. The primary functions of this association are as follows:

- Maintain the common area landscaping.

- Enforce the Covenants, Conditions, and Restrictions of the Golden Valley Industrial Park.
- Hear, evaluate, and respond to grievances from any member of the Association.
- Represent the members of the Association in dealings with public agencies relative to the entire industrial park or common areas within it.
- Collect dues from each member to cover the cost of administration of the Association and maintenance of the common areas. Dues are to be set by the Association and reviewed at least annually.
- Enact and collect special assessments from the members to cover the cost of projects benefitting the entire GVIP. (towing an abandoned automobile, for example).
- Lien properties not in conformance with CC&R's or not having paid special assessments or other authorized fees.
- Appoint a design review committee to review proposed development projects.
- Act as an appeal body for appeals from the design review committee.
- Undertake special projects for the benefit of the members of the Association.

5. DEVELOPMENT REGULATIONS

In cases where specific standards are not provided here, City code requirements shall apply.

Density/Intensity Standards

The purpose of this section is to set forth the regulations regarding the density and intensity of uses on a parcel. Table 5-1 sets forth the standards for the following:

- The maximum building coverage;
- The minimum percentage of the site that will be landscaped; and
- The maximum heights of buildings and structures. The maximum height standards do not apply to the following:
 - Belfries, cupolas, domes, chimneys, flues, antennas, satellite dishes, water towers, silos, windmills, and wind machines;
 - Parapet walls extending four (4) feet or less above the limiting height on which they rest; and
 - Bulkheads, elevator towers, one-story penthouses, water tanks, or similar structures, provided the aggregate floor area of such area of such structure is not greater than one-half (½) of the total roof area.

Parcel Size

The purpose of this section is to set forth the regulations governing the size and configuration of parcels. The minimum parcel area and parcel width are also shown in Table 5-1.

Setbacks

The purpose of this section is to set forth the regulations governing the placement of buildings on a parcel. The yard requirements and setback dimensions are set forth in Table 5-1. Front yards will comply with these provisions.

- **Through Parcels.** On through parcels, either end parcel lines may be considered the front line, in which case the minimum rear yard shall not be less than the required front yard.
- **Corner Parcels.** On a corner parcel, one yard abutting a street shall be considered as a side yard.
- **Obstructions to Vision.** There shall be no planting, fences, shrubbery, or other obstruction to vision more than two (2) feet higher than curb level within twenty (20) feet of the intersection of any two (2) streets on any corner parcel.
- **Architectural Features.** Cornices, canopies, chimneys, eaves, or other similar architectural features may extend into a required front yard not to exceed two (2) feet.

Rear yards shall comply with these provisions:

- **Outside Stairs.** Outside stairs or landing places, in unroofed or unenclosed, may extend into a required rear yard for a distance of not to exceed five (5) feet.
- **Architectural Features.** Cornices, canopies, chimneys, eaves, or other similar architectural features may extend into a required rear yard not to exceed two (2) feet.

Walls, fences, planting, and other visual obstruction not over six (6) feet in height may be erected, placed, or grown on parcel lines, except in required front yard areas. Walls, fences, planting, and other visual obstructions not over four-and-one-half (4½) feet in height may be erected, placed, or grown anywhere on the parcel except as provided in Obstruction to Vision under "front yards".

Table 5-1
Parcel Standards

Density Intensity Standards	Industrial Park Precinct
Building Coverage (% max.)	60
Floor Area Ratio ¹ (max.)	70
Landscape/Natural Area (% min.)	15
Height (feet, max.)	40
Parcel Size	
Minimum Parcel Area (1,000's of sq. ft.)	20
Minimum Parcel Width (feet)	125
Yard & Setback Dimensions	
Front Yard (feet)	30*
Side Yards (feet)	10*
Back Yard (feet)	30*

Note 1: Floor area ratio defined as building square footage over square footage of lot or parcel.

- * Minimum setback adjacent to residential zoned property is 2 feet per foot of building height above the grade of the adjacent residential property.

Parking and Loading

Number of off-street parking spaces shall be provided as established in the Reno Municipal Code. The requirements of the Reno Code may be modified by the Director of Community Development in cases in which, due to the unusual nature of the uses proposed or the development proposal submitted for it, the standards set forth herein may be considered insufficient or excessive. The Director may consider the complementary nature of parking demands for adjacent uses, the existence of special transit incentives and services, car pooling programs, and significant use of pedestrian and bicycle access. Tables list current code requirements regarding the number of spaces as well as requirements for stall size.

6. ARCHITECTURAL DESIGN REVIEW CHECKLIST

GOLDEN VALLEY INDUSTRIAL PARK Architectural Design Review Checklist

Note: Please explain how the following requirements have been met:

1. Describe how the architectural character shown on elevations is consistent with the character illustrated in the design standards handbook figures 4.3 and 4.4?

2. Does the structure(s) utilize one or more of the following: Yes No

- a. An indoor/outdoor relationship of structure to landscape using, patios decks, porches or other yard spaces
- b. A variety of pitched roofs
- c. Dormer
- d. Chimneys (where shown) which are generously proportioned to add to the structure silhouette and which are made of stone, brick masonry, wood, block or stucco?

If no, why not? _____

3. Does the structure utilize one or more of the following architectural features such as columns, brackets, railings, corbels, vents, dutch doors, barn type doors, trim work and/or flower boxes?

Yes No

If no, why not? _____

4. Are auxiliary features such as trash enclosures, phone booths, vending machines and storage areas compatible with the overall project character?

Yes (Answer must be yes)

5. Do individual building designs address their visual and physical relationship to adjacent uses by avoiding domination of the surroundings with relative size, activity, or function?

Yes (Answer must be yes)

6. Do building forms vary in height and massing to promote visual cohesion and to establish pedestrian spaces (where desired)?

Yes (Answer must be yes)

7. Do entrances to buildings occur as focal points of the structures?

Yes No

If no, why not? _____

8. Are building entrances articulated with one or more of the following: covered porches or projecting steps with columns, pergolas, archways, or awnings?

Yes No

If no, why not? _____

9. Are structure surfaces articulated by one or more of the following: off-set building walls, awnings, windows, columns, pilasters, brackets, railings, shutters, corbels, vents, dutch doors, barn type doors, color or change in material?

Yes (Answer must be yes)

10. Do multiple colors applied to a single building relate to changes in form and material?

Yes No Not applicable

If no, why not? _____

11. Are warm colors and earth tones used for the primary surface color and bright colors used only for accents such as window frames, doors and details?

Yes (Answer must be yes)

12. Do the building materials appear on the following list?

Yes (Answer must be yes)

Masonry Materials-

Brick
Painted brick
Concrete block
Stone, especially local stone

Exterior Siding-

Horizontally or vertically applied wood boards
Wood shingles
Stucco
Masonry
Hardboard siding or shingles

Roofing-

Wood shingles
Clay tile or concrete
Slate or simulated slate
Composition shingles
Metal roofing(not including unpainted galvanized metal)

13. Are openings composed in an ordered arrangement with attention paid to the entire elevation. Are windows and door proportion sympathetic to the particular style of the structure?

Yes (Answer must be yes)

14. The use of highly reflective mirror glass should be reserved for design accents. Is clear or moderately reflective glass the predominant type?

Yes No

If no, describe fit with this statement: _____

15. Are windows placed to respect privacy of adjacent property owners?

Yes (Answer must be yes)

16. Is screening provided for rooftop equipment to screen such equipment from view from a public street or adjacent residential property?

Yes (Answer must be yes)

17. Is the design character of rooftop screening compatible, with similar materials, form and color, as that of the building below?

Yes (Answer must be yes)

18. Does communication equipment if unscreened, visually blend with the building such as with a compatible color to the building or by it's location with the building?

Yes (Answer must be yes)

19. Is equipment to be screened on rooftops grouped together instead of dispersed throughout the roof?

Yes No

If no, why not? _____

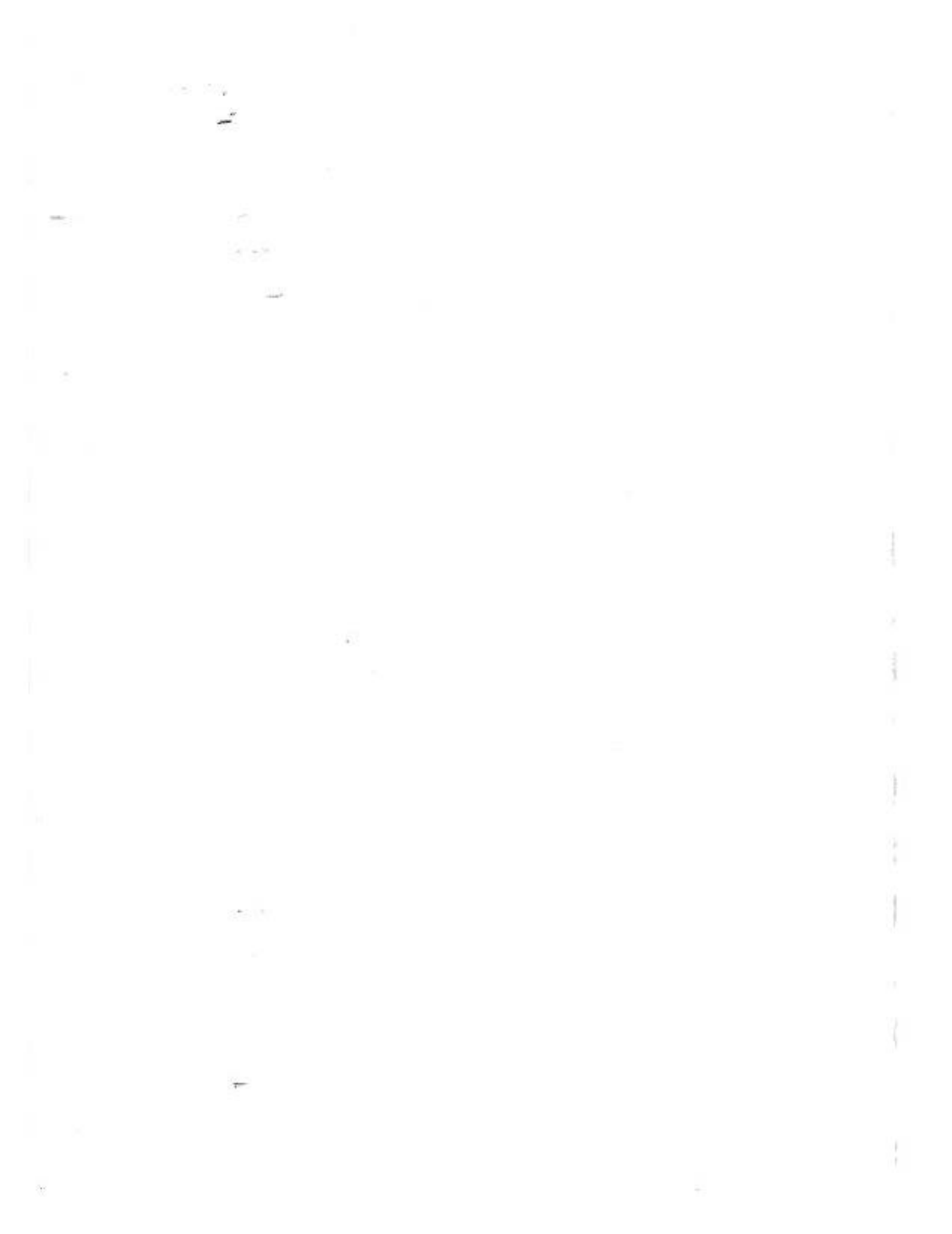
20. Does drainage equipment visually blend with the building and blend into the building design as an enhancement or an accent?

Yes (Answer must be yes)

21. Are service, maintenance and storage areas placed behind a visual barrier or inside buildings?
 Yes (Answer must be yes)
22. Are trash collection areas screened from adjacent streets and properties and located for efficient collection and deposit of refuse?
 Yes (Answer must be yes)
23. Are materials used for trash enclosures designed for durability, with colors and finishes complementary with the architectural character of the principal structures?
 Yes (Answer must be yes)
24. Is above ground utility equipment screened with berms, plantings or enclosures which are acceptable to the appropriate utility company? Enclosures should be designed to serve both transformers and trash containers if they can be located together.
 Yes No

If no, why not? _____

25. Is above ground equipment to be painted to visually blend in with their surroundings?
 Yes (Answer must be yes)
26. Are on-site utilities such as sewers, gas lines, water lines, drainage systems, electrical, telephone and communication systems designed for underground installation?
 Yes (Answer must be yes)



7. Traffic/Parking & Landscape Statistics

Table 7-1
Trip Generation Statistics

1. Industrial Portion
 Total Square Footage = 1,102,830 ft²
 Estimated maximum number of employees = 800
 (Avg. = 100 per building)
 Use ITE Land Use Code 150: Warehouse

Land Use	ITE Code	ADT ⁽¹⁾		
Warehouse & Distribution	150	2,760	Enter = 1380 Exit = 1380	
			<u>AM Peak</u> ⁽²⁾ 355	Enter = 256 Exit = 99
			<u>PM Peak</u> ⁽³⁾ 410	Enter = 144 Exit = 266

Notes:

(1) $ADT = 3.084(x) + 208.813$ $R^2 = 0.85$

(2) $AM\ Peak = 0.374(x) + 54.636$ $R^2 = 0.95$

(3) $PM\ Peak = 0.438(x) + 58.428$ $R^2 = 0.93$

x = Number of Employees

2. Accessory Use

SQ. FT. = 9,000 ft²

Assumed Uses

Deli, health club, child care, quick copy centers, restaurants, etc.

Assume

1. Health Club = 6,000 ft²
2. Deli/Restaurant = 1,000 ft²
3. Child Care = 2,000 ft²

Land Use	ITE Code	ADT	AM Peak	PM Peak
Health Club	493	300	5	30
Restaurant	832	205	16	17
Day Care	565	<u>150</u>	<u>32</u>	<u>32</u>
TOTAL		665	53	79

~ Assume 50% enter / 50% exit

AM Peak Enter = 27
 Exit = 26
 PM Peak Enter = 39
 Exit = 40

Total Trip Generation, EXTERNAL TO SITE

ADT = 3,100 trips

AM = 382 trips

PM = 450 trips

Enter = 270

Exit = 112

Enter = 164

Exit = 286

Trip Density = 37 trips/acre

Table 7-2

Trip Distribution / Assignment

- Assume 95% distribution to U.S. 395
- Assume 5% distribution east on Golden Valley
- Assume 10% distribution north on U.S. 395
- Assume 85% distribution south on U.S. 395

Traffic Volumes

East on Golden Valley	=	155 ADT
West on Golden Valley to U.S. 395	=	2,945 ADT
North on U.S. 395	=	310 ADT
South on U.S. 395	=	2,635 ADT

Street Project Impact Fees will be paid with Individual Building Permit Applications to address off-site impacts. Also, the Regional Transportation Commission will improve Golden Valley Drive to a four lane facility in 1995 or 1996 from U.S. 395 to east of North Hills Boulevard.

Under the current impact fee ordinance, (RMC 18.27) off-site traffic improvements cannot be required other than those needed to provide safe and adequate access. The developer will modify the traffic signal at Golden Valley Drive and North Hills Boulevard to allow for northbound movements. Yet, we request that either 1) the RTC construct curb, gutter and sidewalk along Golden Valley Drive adjacent to the site as part of their project or, 2) that the City enter into an agreement with the developer to allow credit against project impact fees for any required off-site improvements to Golden Valley Drive. (See Appendix A-17)

Overall, project impacts are expected to be minor. Therefore, this project will not unduly burden area streets and has safe and adequate access.

Parking/Circulation

The parking layout as depicted on the site plan is conceptual only and will obviously depend on actual owners and tenants that occupy each building. However, the layout shows that the site is able to accommodate the overall number of spaces that will be required based on a conservative estimate on the number of employees.

Modern manufacturers and assembly techniques, along with automation now found on warehouse type construction, have greatly reduced the number of employees in industrial areas since the 1970's. Thus, most

of the building sites depicted should have ample parking. If additional parking is needed for any given site, spaces will be provided in accordance with city code and provisions contained within the specific plan district zoning and CC&R's.

Table 7-3
Typical Code Requirement for Parking Space
(Non-Downtown Area)

Use	Required Space
General Commercial	1 per 200 ft ² GFA
Office	1 per 250 ft ² GFA
Lounge	1 per 100 ft ² GFA
Restaurant - High Volume	1.3 per 100 ft ² + 1 per employee
Financial Institution	1 per 250 ft ² GFA
Child Care Facility	1 per employee + 1 drop-off / 10 children
Manufacturing	1 per employee (largest shift) + 5 visitor spaces

Accessible as well as total required number of spaces will be provided in accordance with City code, SPD zoning and the CC&R's.

Overall site circulation as provided is excellent. Access Easements (24 feet) will be provided along all areas between adjacent buildings needed for fire access. Fire access is provided around all buildings. Shared driveways are also provided on several sites to minimize vehicle conflicts and enhance circulation. Easements will also be provided for any shared driveways.

Landscaping will be provided to either meet or exceed the above requirements. To provide adequate spacing between trees, preserve undisturbed/non-graded ground, preserve water, and preserve the natural surroundings, number of trees as required by City code will not be provided. Yet the number of trees provided per SPD zoning and CC&R requirements will be sufficient to meet the intent of Reno policies in regard to buffering, screening, shading and providing an aesthetic, pleasing appearance.

Table 7-4
Stall Width Classifications

Class	Width	Typical Turnover			Typical Uses
		Low	Medium	High	
A	9.00			X	Retail customers, banks, fast foods, other very high turnover
B	8.75		X	X	Retail customers, visitors
C	8.50	X	X		Visitors, office employees, residential, airport, hospitals
D	8.25	X			Industrial, commuter, university

X large-size vehicle, measured at right angles to stall

Table 7-5
Large-Size Parking Layout Dimension Guidelines

Parking Class ^b	S _w Basic Stall Width ^c (ft)	WP Stall Width Parallel to Aisle (ft)	VP _w Stall Depth to Wall (ft)	VP _i Stall Depth to Interlock ^d (ft)	AW Aisle Width ^e	Mobility	
						W ₂ Wall to Wall ^f	W ₁ Interlock to Interlock ^g (ft)
Two-Way Aisle - 90 Degrees							
A	9.00	9.00					
B	8.75	8.75					
C	8.50	8.50	17.5	17.5	26.0	61.0	61.0
D	8.25	8.25					
Two-Way Aisle - 60 Degrees							
A	9.00	10.4					
B	8.75	10.1					
C	8.50	9.8	18.0	16.5	26.0	62.0	59.0
D	8.25	9.5					
One-Way Aisle - 75 Degrees							
A	9.00	9.3					
B	8.50	9.0					
C	8.50	8.8	18.5	17.5	22.0	59.0	57.0
D	8.25	8.5					
One-Way Aisle - 60 Degrees							
A	9.00	10.4					
B	8.75	10.1					
C	8.50	9.8	18.0	16.5	18.0	54.0	51.0
D	8.25	9.5					
One-Way Aisle - 45 Degrees							
A	9.00	12.7					
B	8.75	12.4					
C	8.50	12.0	16.5	14.5	15.0	48.0	44.0
D	8.25	11.7					

^b See Table 6-4 for typical uses (A for high turnover, B and C for medium turnover, and C and D for low turnover)
^c Measured at right angles to stall lines
^d May also apply to boundary curb where bumper overhang is allowed
^e To vehicle corner
^f Rounded to nearest foot

Table 7-6
Small-Size Parking Layout Dimension Guidelines

Parking Class ^b	S _w Basic Stall Width ^c (ft)	Stall Width Parallel to Aisle (ft)	VP _w Stall Depth to Wall (ft)	VP _i Stall Depth to Interlock ^d (ft)	AW Aisle Width ^e	W ₂ Wall to Wall ^f	W ₁ Interlock to Interlock ^g (ft)
A/B	8.0	8.0	15.0	15.0	21.0	51.0	51.0
C/D	7.5	7.5					
Two-Way Aisle - 60 Degrees							
A/B	8.0	9.3	15.4	14.0	21.0	52.0	50.0
C/D	7.5	7.8					
One-Way Aisles - 75 Degrees							
A/B	8.0	8.3	16.0	15.1	17.0	49.0	47.0
C/D	7.5	7.8					
One-Way Aisles - 60 Degrees							
A/B	8.0	9.3	15.4	14.0	15.0	46.0	43.0
C/D	7.5	8.7					
One-Way Aisles - 45 Degrees							
A/B	8.0	11.3	14.2	12.3	13.0	42.0	38.0
C/D	7.5	10.6					

^b See Table 6-4 for typical uses (A for high turnover, B and C for medium turnover, and C and D for low turnover)
^c Measured at right angles to stall lines
^d May also apply to boundary curb where bumper overhang is allowed
^e To vehicle corner
^f Rounded to nearest foot

Table 7-7

Required Site Landscape Area

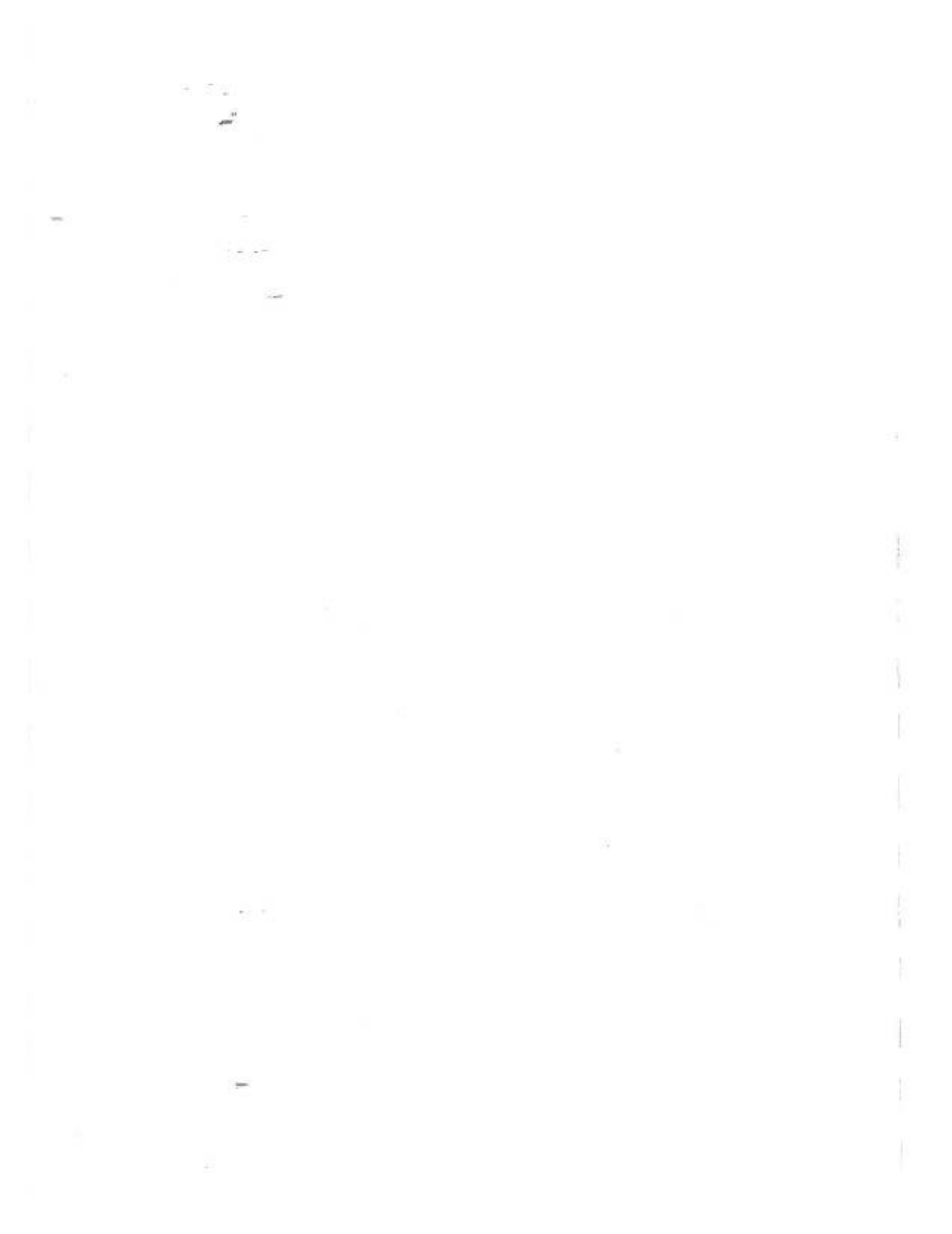
Parcel	Site Area (acres)	Landscape Area (ft ²)
1	6.36	41,500
2	8.91	58,200
3	8.71	56,900
4	8.24	53,800
5	7.55	49,400
6	4.94	32,300
7	11.04	72,100
8	6.21	40,600
9	1.50	9,700
TOTAL		414,500 ft²

Common Area (Acres)	Disturbed ⁽¹⁾ (ft ²)	Undisturbed (ft ²)
1 1.90	28,338	54,233
2 3.49	—	152,134
3 2.14	40,951	52,473
4 6.12	30,920	235,473
5 1.88	15,232	66,468
Total 15.52	115,441	560,781

Note (1) denotes landscaped areas

Summary of Landscaped Area

Parcel Landscaping	c415,000 ft ²
Common Area	c115,500 ft ²
TOTAL	530,550 ft²



8. APPENDICES



Lynnette R. Jones
City Clerk
(775) 334-2030
ljones@ci.reno.nv.us

Carmi D. Gundersen
Chief Deputy City Clerk
(775) 334-2030
gundersen@ci.reno.nv.us

Office of the City Clerk
Central Cashiering (775)334-2032
Parking Tickets (775)334-2279

Steven D. Whitaker, CRM
Revenue Systems Manager
(775) 326-6633

June 19, 2006

FILED THIS DATE
6/19/06
BY: [Signature]
CITY CLERK

Scott Owen
4480 Mountaingate Drive
Reno, NV 89509

RE: Case No. LDC06-00425 (Golden Valley Industrial Park SPD/H & E Equipment Services)

Dear Applicant:

At a regular meeting held June 14, 2006, and following a public hearing thereon, the City Council upheld the recommendation of the Planning Commission and approved the request for the following:

- A. A zoning map amendment from I (Industrial) to SPD (Specific Plan District) for ±83.37 acres located on the southeast corner of Golden Valley Road and US Highway 395 North, by ordinance; and
- B. A special use permit to allow: (a) outdoor storage and (b) nonresidential development adjacent to single family zoned property on a ±11.06 acre site located on the northeast side of North Hills Boulevard, ±3,300 feet south of its intersection with Golden Valley Road in the SPD zone, subject to the following conditions:

All conditions shall be met to the satisfaction of Community Development Department staff, unless otherwise noted.

Scott Owen

Case No. LDC06-00425 (Golden Valley Industrial Park SPD/H & E Equipment Services)

June 20, 2006

Page 2

SPD Amendment:


1. Approval of the amendments to the SPD Development Standards Handbook is subject to the revisions to the Handbook contained in Exhibit A attached to the staff report, and any modifications made by the Planning Commission and City Council at their respective public hearings. All revisions shall be incorporated into the Development Standards Handbook and submitted in electronic and hardcopy formats to staff for review within two (2) months of the date of City Council approval. The amendments to the SPD Handbook shall be approved by the City Council within three (3) months of the date of City Council's approval. Failure by the applicant to conform to either time deadline shall render this approval null and void.

Special Use Permit:

1. The project shall comply with all applicable City codes, plans, reports, materials, etc., as submitted. In the event of a conflict between said plans, reports, materials and City codes, City codes in effect at the time the building permit is applied for, shall prevail.
2. Approval of the text amendment shall include an added subsection to the "Introduction" chapter that includes a summary in chronological order of the revisions to the SPD handbook. All Clerk's letters and associated ordinances for the revisions shall be included as an appendix to the Handbook.
3. With development, the applicant shall mitigate onsite storm water flows to the pre-existing conditions for the 5 and 100-year return interval storm.

A copy of this letter must be attached to your building plans when making application for a building permit with the Community Development Department.

Sincerely,



Lynnette R. Jones
City Clerk

LRJ:cdg

Scott Owen

Case No. LDC06-00425 (Golden Valley Industrial Park SPD/H & E Equipment Services)

June 20, 2006

Page 3

xc: Community Development
Traffic Design Engineer
Al Rogers, Parks, Recreation & Community Services
Debra Goodwin, Regional Transportation Commission
H & E Equipment Services
Mike Railey, Jeff Codega Planning & Design

EXPLANATION: Matter underlined is new; matter in brackets [] is material to be omitted.

BILL NO. 6394

ORDINANCE NO. 5857

AN ORDINANCE TO AMEND TITLE 18, CHAPTER 18.08 OF THE RENO MUNICIPAL CODE, ENTITLED "ZONING", REZONING A ±83.37 ACRE SITE LOCATED ON THE SOUTHEAST CORNER OF GOLDEN VALLEY ROAD AND U.S. HIGHWAY 395 NORTH FROM I (INDUSTRIAL) TO SPD (SPECIFIC PLAN DISTRICT); TOGETHER WITH OTHER MATTERS PROPERLY RELATING THERETO.

SPONSORED BY: RENO CITY PLANNING COMMISSION

THE CITY COUNCIL OF THE CITY OF RENO DO ORDAIN:

SECTION 1. Chapter 18.08 of the Reno Municipal Code is hereby amended by adding thereto a new section to be known as Section 18.08.102(b).1177 relating to a ±83.37 acre site located on the southeast corner of Golden Valley Road and U.S. Highway 395 north and more particularly described in the attached "Exhibit A" and the standards contained in the SPD (Specific Plan District) handbook as contained in "Exhibit B" and rezoning said property from I (Industrial) to SPD (Specific Plan District), the same to read as follows:

Sec. 18.08.102(b).1177. The zoning of the City of Reno as heretofore established is hereby amended in the manner shown on the map labeled Case No. 5-91/File 2 and 5-91/File 5, thereby changing the use of land indicated therein, relating to a ±83.37 acre site located on the southeast corner of Golden Valley Road and U.S. Highway 395 north, and more particularly described in the attached "Exhibit A" and the standards contained in the SPD (Specific Plan District) handbook as contained in "Exhibit B" and rezoning said property from I (Industrial) to SPD (Specific Plan District).

-1-

CASE NO. LDC06-00425 (Golden Valley Industrial Park SPD/H & E Equipment Services)
APN NO. 088-242-05

SECTION 2. This Ordinance shall be in effect from and after its passage, adoption and publication in one issue of a newspaper printed and published in the City of Reno.

SECTION 3. The City Clerk and Clerk of the City Council of the City of Reno is hereby authorized and directed to have this Ordinance published in one issue of the Reno-Gazette Journal, a newspaper printed and published in the City of Reno.

PASSED AND ADOPTED this 12th day of July, 2006, by the following vote of the Council:

AYES: Dortch, Zadra, Hascheff, Gustin, Sferrazza, Aiazzi, Cashell

NAYS: None

ABSTAIN: None ABSENT: None

APPROVED this 12th day of July, 2006.

Spencer Zadra Asst.
MAYOR OF THE CITY OF RENO

ATTEST:

Carmi Henderson Chief Deputy
CITY CLERK AND CLERK OF THE CITY
COUNCIL OF THE CITY OF RENO, NEVADA



EFFECTIVE DATE: July 14, 2006

LEGAL DESCRIPTION

The land referred to herein is situated in the State of Nevada County of Washoe,, described as follows:

PARCEL 1:

Situate in the Southeast quarter of the Northwest quarter of Section 15, Township 20 North, Range 19 East, M.D.B. & M., more particularly described as follows:

Beginning at the Northeast corner of the Southeast quarter of the Northwest quarter of Section 15; thence South 0°18'32" East, along the Eastern line of said Southeast quarter of the Northwest quarter, a distance of 303.84 feet; thence North 89°56'32" West, 213.30 feet, more or less, to the Eastern line of a 60 foot roadway as described in the Deed to the City of Reno, recorded in Book 479, File No. 289443, Deed Records; thence Northerly along the last mentioned line to the Northern line of said Southeast quarter of the Northwest quarter; thence South 89°56'32" East, along the last mentioned line 66.20 feet, more or less, to the point of beginning.

APN: 088-202-18

PARCEL 2:

Situate in the Southeast quarter of the Northwest quarter of Section 15, Township 20 North, Range 19 East, M.D.B. & M., more particularly described as follows:

Commencing at the Northeast corner of the Southeast quarter of the Northwest quarter of said Section 15; thence South 0°18'32" East along the Eastern line of said Southeast quarter of the Northwest quarter, a distance of 303.84 feet to the point of beginning; thence South 0°18'32" East 189.00 feet; thence North 89°56'32" West 249.00 feet, more or less, to the Eastern line of 60 foot roadway as described in the Deed to the City of Reno, recorded in Book 479, File No. 289443, Deed Records; thence Northerly along the last mentioned line 192.10 feet to a line drawn North 89°56'32" West from the TRUE POINT OF BEGINNING; thence South 89°56'32" East 213.30 feet to the TRUE POINT OF BEGINNING.

APN: 088-202-19

PARCEL 3:

Being a portion of the east 1/2 of Section 15, T. 20 N., R. 19 E., MDM more particularly described as follows:

beginning at the northwest corner of the S 1/2 of the NE 1/4 of said Section 15;

thence along the north line of said S 1/2 of the NE 1/4
N 89°56'09" E. 596.34 feet;

thence S 06°56'29" E, 967.20 feet;

thence S 53°54'05" E, 495.59 feet to the beginning of a tangent
400.00 foot radius curve to the right;

thence along the arc of said curve through a central angle of
56°09'40" a distance of 392.08 feet;

thence S 02°15'35" W. 326.86 feet;

thence S 47°35'19" E. 572.33 feet;

thence N 78°58'41" E, 595.00 feet;

thence S 45°01'19" E. 486.55 feet;

thence S 06°44'41" W. 1441.83 feet to a point on the easterly
line of the Western Pacific Railroad;

thence along said easterly right-of-way the following courses
and distances:

N 42°10'04" W. 1263.48 feet;

N 43°21'31" W. 146.08 feet along the chord of a curve 100.00
feet right of a spiral to the left, with spiral angle of
03°30'00" and a circle radius of 1146.28 feet; along the arc of
a 1246.28 foot radius curve to the left from a tangent bearing
of N 45°40'04" W. through a central angle of 29°42'12" a
distance of 646.10 feet to a point on the easterly right-of-way
of US Highway 395;

2686.0001



Office of the City Clerk

Donald J. Cook
City Clerk
P.O. Box 7
Reno, NV 89504

Telephone (702) 334-2030
Fax (702) 334-2432 - email dcook@reno.gov

July 23, 1997

SCI Development
14100 E. 35th
Aurora, CO 80011

FILED THIS DATE

7/24/97

BY: [Signature]
CITY CLERK

Amended letter - see
letter 04/03/97

RE: Case No. 5-91/File 5 (Golden Valley Industrial Park)

Dear Applicant:

At a regular meeting held July 22, 1997, and following a public hearing thereon, the City Council overruled the recommendation of the Planning Commission and approved your request for the following:

- A. A zoning text amendment to amend the Specific Plan District Handbook for the Golden Valley Industrial Park, located on an ±83 acre site located on the east side of U. S. 395 and south of Golden Valley Road, in an SPD (Specific Plan District) zone, to increase the allowed number of signs and sign areas, by ordinance:

Prior to issuance of any sign permits, the applicant shall revise the Golden Valley Industrial Park Handbook to incorporate the revised sign standards relative to sign design, sign number, and sign area to the approval of the Community Development Department staff.

- B. A special use permit to allow wall or freestanding signs to be located within 300 feet of the U.S. 395 freeway, and visible from the freeway, subject to the following conditions:

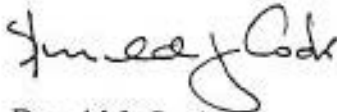
1. The project shall comply with all applicable City codes, and plans, reports, materials, etc., as submitted. In the event of a conflict between said plans, reports and materials and City codes, City codes in effect at the time the permit is applied for shall prevail.
2. The applicant shall apply for a building permit for the project within eighteen (18) months of the date of City Council approval, and continuously maintain the validity of that permit, or this approval shall be null and void.
3. Signs will be non-illuminated on the side of the buildings facing Highway 395; and
 - a) Lettering height will be two (2) feet (no more, no less); not to exceed 100 square feet; logos are not permitted;
 - b) Letters will be five (5) inches thick (from the building plane);
 - c) Letters will be all upper case with no script lettering allowed;
 - d) Letter color will match the color of the cap trim on the building;
 - e) A maximum of four signs per building will face U.S. 395;
 - f) No building signs will face Golden Valley Road;
 - g) Building signs facing U.S. 395 and on Building 1, facing North Hills Blvd., will be non-illuminated; and
 - h) All illuminated building signs will be turned off at 10:30 p.m.;
 - i) Building and sign colors are to be verified as to conformance with the Specific Plan District Handbook prior to painting or installation.

The approved zoning map amendment will become effective upon passage and adoption of the appropriate ordinance.

A copy of this letter must be attached to your building plans when making application for a building permit with the Community Development Department.

SCI Development
Case No. 5-91/File 5 (Golden Valley Industrial Park)
July 23, 1997
Page 3

Sincerely,



Donald J. Cook
City Clerk

DJC:cdg

xc: Development Services
Traffic Design Engineer
Ed Schenk, Parks, Recreation & Community Dev.
Hillary Vonich, Security Capital



Office of the City Clerk

Donald J. Cook
City Clerk
P.O. Box 7
Reno, NV 89504

Telephone (702) 334-2030
Fax (702) 334-2432 - email dcook@reno.gov

April 3, 1997

SCI Development
14100 E. 35th
Aurora, CO 80011

FILED THIS DATE
4 / 10 / 97
BY: CCJ
CITY CLERK

RE: Case No. 5-91/File 5 (Golden Valley Industrial Park)

Dear Applicant:

At a regular meeting held March 25, 1997, and following a public hearing thereon, the City Council overruled the recommendation of the Planning Commission and approved your request for the following:

- A. A zoning text amendment to amend the Specific Plan District Handbook for the Golden Valley Industrial Park, located on an ±83 acre site located on the east side of U. S. 395 and south of Golden Valley Road, in an SPD (Specific Plan District) zone, to increase the allowed number of signs and sign areas, by ordinance:

Prior to issuance of any sign permits, the applicant shall revise the Golden Valley Industrial Park Handbook to incorporate the revised sign standards relative to sign design, sign number, and sign area to the approval of the Community Development Department staff.

Wall mounted signs facing North Hills Boulevard, on Building No. 1, will be non-illuminated.

- B. A special use permit to allow wall or freestanding signs to be located within 300 feet of the U.S. 395 freeway, and visible from the freeway, subject to the following conditions:

1. The project shall comply with all applicable City codes, and plans, reports, materials, etc., as submitted. In the event of a conflict between said plans, reports and materials and City codes, City codes in effect at the time the permit is applied for shall prevail.
2. The applicant shall apply for a building permit for the project within eighteen (18) months of the date of City Council approval, and continuously maintain the validity of that permit, or this approval shall be null and void.
3. Signs will be non-illuminated on the side of the buildings facing Highway 395 and no larger than 100 square feet.

The Council also directed staff to negotiate with the applicant and the neighborhood to determine color and whether or not logos will be included, and return to Council for final approval within 30 days.

The approved zoning map amendment will become effective upon passage and adoption of the appropriate ordinance.

A copy of this letter must be attached to your building plans when making application for a building permit with the Community Development Department.

Sincerely,



Donald J. Cook
City Clerk

DJC:cdg

xc: Development Services
Traffic Design Engineer
Ed Schenk, Parks, Recreation & Community Dev.
Hillary Vonich, Security Capital



OFFICE OF THE CITY CLERK
Donald J. Cook
City Clerk

P.O. Box 7 • Reno, NV 89504
(702) 334-2030

December 15, 1994

FILED THIS DATE

12, 15, 94

BY: [Signature]
CITY CLERK

Redfield Trust
c/o Gerald Smith
1755 E. Plumb #121
Reno, NV 89502

RE: Case No. S-91/File 2 (Golden Valley Industrial Park)

Dear Applicant:

At a regular meeting held December 13, 1994, and following a public hearing thereon, the City Council upheld the recommendation of the Planning Commission and approved your request for the following:

- A. A zoning map amendment from I (Industrial) to SPD (Specific Plan District), by resolution of intent, subject to final staff approval of the design guidelines, statement of purpose and plan and incorporation into the design guidelines, the conditions recommended for the tentative map, which shall be completed within four (4) months of the date of City Council approval of this project, or the tentative map and zoning map amendment shall be null and void;
- B. A special use permit to allow land fills exceeding 10 feet on a \pm 1/2 acre site located on the southeast corner of Golden Valley Road and U.S. Highway 395 North, subject to the conditions of the tentative map; and
- C. Approval of the tentative map, subject to final approval of the design guidelines and applicable conditions contained herein. The final map shall become null and void should the resolution of intent on the zoning map amendment expire as indicated in item A above. Upon approval of the final design guidelines and enactment of the SPD zoning ordinance, the tentative map shall be governed by the time limits set forth in State law with time constraints for approval of a final map beginning as of the date of City Council approval.

1. The project shall comply with all applicable City codes, and plans, reports, materials, etc., as submitted. In the event of a conflict between said plans, reports and materials and City codes, City codes shall prevail.
2. Prior to the issuance of any building permit and storage of combustibles on the site, the applicant shall install fire hydrants with adequate fire flows for fire fighting operations to the satisfaction of Reno Fire Department staff.
3. The applicant shall obtain approval of the Public Service Commission and obtain a "will serve" letter from Sierra Pacific Power Company to place the property within the Westpac Utilities water service area in order to serve an adequate water supply to the proposed industrial development prior to approval of a final map or issuance of any permit to develop the property.
4. Prior to the approval of a final map, the applicant shall submit plans approved by the Community Development Department to buffer the project along the west boundary of the project adjacent to U.S. Highway 395. The plan will include similar design features as indicated in the II.B.27 Policy except with 20 feet to 30 feet of landscaping along the freeway.
5. The applicant shall comply with all applicable Washoe County District Health Department regulations.
6. Prior to the issuance of any certificate of occupancy, the applicant shall construct half street improvements to Golden Valley Road, a minor arterial, adjacent to this property.
7. With development of the first final map and prior to the issuance of any certificate of occupancy, the applicant shall construct all off-site improvements to standards approved by the City Engineer.
8. The applicant shall have an encroachment permit from W.D.O.T. for any facility encroaching upon State right-of-way and for any drainage disposed on State right-of-way.
9. Prior to approval of each building permit, the applicant shall submit a sewerage report to the approval of the City Engineer. Off-site improvements may be necessary based on said sewer study.

10. Prior to the issuance of any certificate of occupancy, the applicant shall paint the curb red and place identification markers at all fire hydrant locations, to the approval of the Fire Chief.
11. Prior to Council approval of any final map, the applicant shall have approved plans to extend North Hills Boulevard and utilities to the subdivision boundary for future access to adjacent property.
12. Prior to approval of any final map, the applicant shall submit a detailed drainage study of the entire site including flow-through storm drainage, obtain any necessary easements, and obtain approval of said study by staff. Security and bonding shall be required for both on-site and off-site construction of improvements as needed for each final map.
13. Prior to the issuance of any building permit, the applicant shall have a grading and drainage plan approved by City staff.
14. All on-site private improvements shall be certified to the Community Development Department.
15. Prior to the issuance of any building permit, the applicant shall have approved plans for the disposition of storm waters generated on-site up to and including a 100 year frequency storm, including any necessary easements; and provide for an on-site engineered retention system designed to contain the storm waters.
16. Prior to the issuance of any building permit, the applicant shall provide an improvement agreement and security for public improvements in compliance with R.M.C. 18.09.080(c).
17. Prior to the issuance of any certificate of occupancy, the applicant shall construct to City standards, and have verified by the Engineer of Record, all public improvements.
18. Prior to the issuance of any permit, the applicant shall comply with the Quality Assurance Program as set forth in the Public Works Design Manual, Chapter VI, titles "Inspection, Testing and Verification" and "Quality Assurance Program".

19. Prior to the issuance of any certificate of occupancy, the applicant shall construct a 5 foot sidewalk on one side of North Hills Boulevard adjacent to this property to City standards.
20. Prior to approval of the final design guidelines, the applicant shall submit architectural guidelines that break up the long uninterrupted horizontal building planes.
21. Prior to the approval of a final map, the applicant shall submit improvement plans for the entry lane for the street section from the intersection at Golden Valley Road to a point 300 feet south (Figure 4-6) to be increased to 18 feet to assure of vehicle movement in the event disabled or utility/maintenance vehicles are temporarily parked in this area. The travel lane widths on Figures 4-7 and 4-8 shall be changed to 14 feet and the two way left turn lane shall be changed to 12 feet. Parking along North Hills Boulevard shall be prohibited.
22. Prior to the issuance of any certificate of occupancy, the applicant shall prohibit parking along North Hills Boulevard and along Golden Valley Road adjacent to the site, to the approval of the Community Development Department.
23. Prior to the issuance of any final map or any permit, the applicant shall submit plans for the installation of street lighting along sections North Hills Boulevard and along Golden Valley Road adjacent to the site for each final map, and shall install street lighting prior to issuance of any certificate of occupancy.
24. Prior to approval of a final map, a final detailed landscaping and irrigation plan shall be submitted for review and approval by the Community Development Department for the landscaping buffers required along the street frontages, the U.S. Highway 395, and the large existing cut slope.
25. A maximum of two (2) final maps shall be recorded for this project to allow two (2) construction phases.
26. Prior to approval of the final design guidelines, the applicant shall submit a boundary line adjustment and a revised tentative map to reflect the adjusted revisions of land ownership and the boundaries of the tentative map.

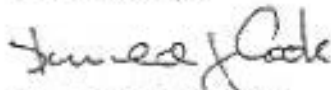
Redfield Trst, c/o Gerald Smith
Case No. 5-91/File 2 (Golden Valley Industrial Park)
December 15, 1994.
Page 5

27. Prior to the issuance of a building permit, the property owner(s) shall grant an avigation easement to, and acceptable to, the Airport Authority of Washoe County over the entire property. The property owner(s) shall provide the Building Department with appropriate documentation indicating the Avigation Easement has been granted and accepted by the Airport Authority of Washoe County.

The approved zoning map amendment will become effective upon compliance with the above conditions and passage and adoption of the appropriate ordinance.

A copy of this letter must be attached to your building plans when making application for a building permit with the Community Development Department.

Sincerely,



Donald J. Cook
City Clerk

DJC:cdg

xc: Development Services
Reno Fire Department
District Health Department
Nevada Department of Transportation
Airport Authority of Washoe County
Jeff Codega, Codega Planning & Design

City Clerks Letter/Conditions of Approval

Planning Commission Meeting Minutes

EXCERPTS FROM RENO CITY PLANNING COMMISSION MINUTES

NOVEMBER 16, 1994

CASE NO. 5-31/FILE 2 (GOLDEN VALLEY INDUSTRIAL PARK) - A request for: (1) a zoning map amendment from I (Industrial) to SPD (Specific Plan District); (2) a tentative map containing 9 lots; and (3) a special use permit to allow land fills exceeding 10 feet on an ±83 acre site located on the northeast corner of Golden Valley Road and U.S. 395 North.

Dean Detton, Associate Planner, presented the staff report. He explained that the benefit of the SPD was the control of intense uses which are not as controlled within the "I" zone. He advised that with the development standards being proposed and with the uses being limited, staff feels that this is a better project than what was approved a couple of years ago. Staff felt that the project would be compatible and staff recommends approval of the project.

With regards to the conditions of approval, Mr. Detton stated that staff would like to clarify several of the conditions. With regard to Condition No. 4 which requires a 20 to 30 foot landscape area along the freeway, the applicant will provide this and, in fact, will provide landscaping widths as much as 40 feet. To clarify this condition, the required landscaping will be required to meander between 20 and 30 feet; it will not be required to be 30 feet along the entire freeway.

With regards to Condition No. 11, Mr. Detton stated that the intent of this condition is to require that the applicant dedicate the land and provide plans only to extend to North Hills Boulevard to the south boundary of the site. It is not the intent to extend the roadway through to Panther Valley.

With regards to Condition No. 12, Mr. Detton clarified that the requirement for drainage, etc., would be required prior to the issuance of any final map for the entire site. Presently, staff was concerned about the drainage and how it would be accommodated. The applicant was asking for clarification with regards to the last sentence concerning bonding. Mr. Detton stated that bonding would only be required as needed for each final map. He stated that Condition No. 12 should read as follows:

12. Prior to approval of any final map, the applicant shall submit a detailed drainage study of the entire site including flow-through storm drainage, obtain any necessary easements, and obtain approval of said study by staff. Security and bonding shall be required for both on-site and off-site construction of public improvements as needed for each final map.

With regards to Condition No. 19, Mr. Detton explained that the applicant was concerned about providing sidewalks on both sides of North Hills Boulevard and staff was adamant and felt that sidewalks should be required on both sides of the street.

With regards to Condition No. 23, Mr. Detton advised that the applicant was requesting this condition be modified as follows:

23. Prior to the issuance of any final map or any permit, the applicant shall submit plans for the installation of street lighting along sections of North Hills Boulevard and along sections of Golden Valley Road adjacent to the site, in conjunction with each final map and shall install that street lighting prior to issuance of any certificate of occupancy.

He stated that staff had no objection to this wording of Condition No. 23.

Mr. Detton stated that the design standards on page 3-1 speak to land uses and under #19, it states that "satellite or microwave stations provided that they are located on top of a building..." - staff wants to delete the wording "of three stories or greater in height" and add the wording "and fully screened". In other words, the applicant will be required, if he does install satellite or microwave stations on top of the buildings they will have to be fully screened to the satisfaction of staff. Mr. Detton stated that based on the architecture submitted as a conceptual plan, most of the buildings will be one-story in height, some will be two-stories and it was doubtful that any of the buildings would be three stories.

Mr. Detton stated that staff has not received any telephone calls objecting to this project.

Commissioner Griffin asked about notification to property owners. Mr. Detton replied that the Stead Neighborhood Council recommended approval of this project and the applicant met with the Golden

Valley Homeowners Association and the President of this Association states that they have recommended approval of this project.

Vice-Chair McMillan opened the public hearing and asked if anyone cared to speak in favor of the request.

Ken Krater of Jeff Codega Planning and Design, representing Security Capital Industrial, who will both own and develop the site, appeared before the Commission. Mr. Krater introduced persons from Security Capital present in the audience. Mr. Krater stated that the applicant feels that the Specific Plan District allows for a better project than the currently approved resolution of intent zoning for Industrial. He stated that this project was submitted in order to clarify and modify some of the existing conditions of approval and reviewed those items. Mr. Krater also advised that the Specific Plan District zoning would provide better control of the project, now and in the future, than with the Industrial zoning, explaining that many of the obnoxious uses were eliminated and there are tighter controls on issues such as landscaping, screening, parking, etc. He stated that they were planning a warehouse, light manufacturing, light industrial project primarily with dry goods. He noted that the site was well located for an industrial project and noted the potential for railroad access along the western boundary of the project as well as direct access to the Golden Valley/U.S. 395 interchange. He advised that this was the type of project that could provide for economic diversification in the community. He explained that the applicant was providing substantial screening and buffering with the site and far more than with the previously approved project. He advised that there were several access and circulation improvements with the project and they have allowed for shared driveways. They have good grading throughout the site as far as truck access and have created a tree-lined street with a streetscape and plan on using a London Plane or sycamore tree to create an identifiable project as you enter North Hills Boulevard. He also noted that the SPD zoning allows for a limited amount of commercial uses, basically 10,000 square feet. He advised that they planned land uses such as childcare facilities, exercise facilities and things compatible and that would support the industrial uses in the area. He noted that the SPD eliminates many obnoxious uses such as adult businesses, car wash/convenience stores and auto repair/wrecking yards. Other uses require special use permits such as for outdoor store or a truck or bus terminal. Therefore, those uses could only be allowed after coming back to the Homeowners Association, the Planning Commission and the City Council in order to make sure of mitigation of impacts of those types of projects. He reviewed an

artist's rendering as well as a conceptual site plan for the proposed project. He presented photographs of projects that the applicant has developed in the City of Sparks. He advised that signage would also be controlled through the SPD, noting that the signage on the site was limited to monument signs and business identification signs. He noted that the SPD and CC&R's guarantee the standards of this project. Mr. Krater stated that the applicant met with the Golden Valley Homeowners Association and they had several concerns and he stated for the record that the applicant would definitely allow the Golden Valley Board of Directors to review the CC&R's, now and in the future, and the applicant would work with them to make sure that the CC&R's are acceptable. One of the Association's other concerns was the access off Golden Valley Road - they were concerned that improvements were put in place prior to construction and prior to occupancy of the site. For the record, Mr. Krater stated that the applicant would go to great lengths to make sure that the truck access has minimal impacts during construction and would also be working with the State Department of Transportation to see if they could clean up a couple of sight distance and signage problems at the interchange itself. He advised that substantial screening was provided through the SPD and the CC&R's. Mr. Krater also advised that the bulk of obnoxious uses were eliminated and any remaining uses now require a special use permit.

Mr. Krater stated that the applicant agrees with the staff report as written and Mr. Detton's clarifications. Mr. Krater advised that with regards to Condition No. 6, it requires the applicant to do half-street improvements on Golden Valley Road prior to the issuance of a certificate of occupancy. He stated that they would certainly do that, but explained that this project was originally contained on the impact fee capital improvement program and was dropped because of the fact that RTC came in with a project to do the widening improvement. However, the current plan now is for RTC to only do the widening and not provide the curb, gutter, sidewalk and street lights. For the record, Mr. Krater stated that they would be making a request to the RTC to place this project back on the CIP in order to allow credit against the impact fees.

With regards to Condition No. 19, that requires sidewalks along both sides of North Hills Boulevard, Mr. Krater stated that they feel that sidewalk on one side was more than adequate to serve the project as they were only expecting to generate around 3,000 trips per day, which was a low volume and would be providing pedestrian improvements to allow access to the sidewalk on the other side from every single building pad, and this is contained in the SPD. Also,

he felt that the Council had set a policy in not asking industrial developments to provide sidewalk on more than one side and pointed out Silver Lake Business Park, Dermody Business Park and B-Line was approved without any sidewalk.

Mr. Krater advised that as far as a tentative map, the SPD assures compliance with applicable State and city laws for tentative maps and noted that the cuts and fills were minor in nature and the applicant would provide erosion control and landscape features in those areas to minimize the visual impacts and also the cut and fill slopes were needed for safe access as they minimize the grades coming into the site on North Hills Boulevard.

Chuck Marks, 9125 Rain Dance Way, appeared before the Commission. Mr. Marks gave a brief background of the project that occurred four years ago. He advised that the Homeowners Association feels that Security Capital's project is a better project than was brought forth four years ago. He advised that they concur with the remarks of Mr. Krater. Mr. Marks stated that the Association did not have a real good opportunity to review this project and had heard about it through the Stead Neighborhood Council. He advised that the Golden Valley Homeowners Association would like to be notified in more of a timely manner in order to have several meetings with their board and developers. Mr. Marks stated that the Association did meet with the developer and felt that they were proceeding in good faith on this project. He advised that they felt the temporary widening of Golden Valley Road for construction was an important feature in order to keep the traffic off the main road, as it is currently only a two-lane road. Mr. Marks further advised that they felt there should be a four lane road between the off-ramp to the freeway and North Hills Boulevard before occupancy of this project. Mr. Marks stated that the Association also wanted to maintain the SFR-15 zoning on the property northeast of the proposed project.

Laura Link, 150 Marmac Way which is in an area called Anderson Acres, appeared before the Commission. Ms. Link stated that this was the first time she had seen this project and advised that it was not brought to the North Valleys Advisory Board. She felt that there was a problem of communication in notifying County boards of projects that may affect them. She advised that she felt the project was nice but could not speak in favor of it or in opposition to it. She advised her issue this evening was to have the Planning Commission direct its staff to require projects that abut County or will impact County properties to speak with the

County and require the developers to go before the appropriate County organization.

No one else cared to speak. Vice-Chair McMillan closed the public hearing.

Commissioner Griffin asked if this were a project of regional significance. Mr. Detton stated no. Mr. Detton stated that this project was referred to the County early in the process and City of Reno staff relies on County staff to advise the City of who should be contacted within their jurisdiction and City staff had not received notification from the County one way or the other.

Responding to Vice-Chair McMillan, Mr. Detton stated that the project information goes to Development Review Department of Washoe County.

Mr. Krater stated that the applicant did not go to the Golden Valley Homeowners Association as an afterthought. He had been speaking with a member of the Stead Neighborhood Council before he was able to make contact with Golden Valley. It was always the applicant's intent to appear before the Golden Valley Homeowners Association. Mr. Krater further advised that he did speak with one person of the North Valleys Advisory Board but felt that since Golden Valley had the largest impact that this was the appropriate board to meet with.

Mr. Detton addressed the Commission's questions concerning screening, obnoxious uses that would require a special use permit, uses that were prohibited and the development standards for the SPD.

The Commission discussed the need for sidewalks on both sides of North Hills Boulevard and the applicant's request for sidewalk on only one side.

Keith Lockard, Senior Traffic Engineer, explained that normal City requirements would require a sidewalk on both sides of the street, such as in the proposed project. He advised that previously sidewalks were not required in industrial areas and in some of the areas cited by Mr. Krater, the City has sought to achieve sidewalks on one side of the street because it was not very feasible, given patterns of development, to achieve them on both. In this particular area, he felt there would be pedestrian movement associated with this development that may have some attractions to the CitiFare bus stops that are located along Golden Valley and

North Hills, and on the opposite side of Golden Valley there is currently Wendy's, a shopping center and a public library. He felt that conceivably in the future with a road extension, there would be other generators of pedestrian traffic. So, to comply with normal City standards, staff feels there should be sidewalk on both sides of the street for the convenience of pedestrians.

Vice-Chair McMillan asked if Lear Boulevard only had a sidewalk on one side. Mr. Lockard stated yes.

Further discussion followed among the Commission and Mr. Lockard with regards to the need for sidewalks on both sides of North Hills Boulevard.

Mr. Krater explained that one of the unique features of the site was that they had free-flow not only on the street but internal through all the parking areas and they have provided easements throughout which allow for emergency vehicle access and allow for the provision of pedestrian improvements to allow some leaving one building to walk through the parking area and access the crosswalk to get over to the side of the street where the sidewalk is. Mr. Krater stated that the applicant felt that if they could provide for safe pedestrian access by only having sidewalk on one side of the street and lower the cost, it would allow them to further diversify the economy. The SPD handbook does have specific provisions in it that state that the applicant will provide safe and adequate pedestrian access from every building to the sidewalk on the east side of North Hills Boulevard through the use of crosswalks or handicap ramps.

Commissioner Zeh asked where the crosswalks and handicap ramps were located, their spacing and number. Mr. Krater replied that they did not have that information available at this time because basically this was a preliminary site plan at this point and it depended upon which tenant came in first, etc. Mr. Krater explained that the SPD handbook provides those provisions to make sure that regardless of which tenant comes in and how the buildings are oriented, that the applicant will provide the pedestrian access onto the other side of North Hills Boulevard.

Commissioner Zeh asked if the pads shown on the site plan would be the specific pads ultimately constructed. Mr. Krater explained that the pads were likely to be the ultimate pads, but advised that there was one potential tenant who could provide a revision to the site plan that would involve the elimination of Building 7-A and instead allow a substitution of a larger building and it would

provide a slight modification of the cul-de-sac; however, the applicant would still meet all the requirements of the handbook for landscaping, parking, screening, buffering, signage, etc. He stated that regardless of what tenant goes in, the provisions are in place to ensure a safe pedestrian access.

Vice-Chair McMillan asked about crosswalks. Mr. Krater stated that the applicant left this general and more to City staff to determine the adequacy of crosswalks. In the revision submitted to the staff and copies submitted to the Commission, he included more language dealing with pedestrian safety.

At the request of Vice-Chair McMillan, Mr. Krater read into the record Page 4-22 of the development standards regarding "Pedestrian Access", which stated "Walks tie into pedestrian access to building entries and parking lots on private parcels. Pedestrian access will be provided from each building to the sidewalk on North Hills Boulevard." Mr. Krater stated that he would have no problem adding a statement "to staff's satisfaction"; or, "to include crosswalks, handicap ramps, etc.". Mr. Krater noted that the applicant had to meet ADA requirements regardless.

Commissioner Griffin observed that he had been in industrial areas for almost 20 years in Reno and Sparks and did not see the need for sidewalks on both sides. He did not see people walking currently in industrial areas where there were sidewalks and with no sidewalks.

Commissioner Newberg stated that with the provision of crosswalks for safe pedestrian access his concerns would be addressed.

Vice-Chair McMillan agreed that the addition of crosswalks would allow him to eliminate the need for sidewalks on both sides of North Hills Boulevard adjacent to the applicant's property. Vice-Chair McMillan felt that one sidewalk in an industrial area such as proposed where there is an SPD and a sidewalk is placed on one side with the provision for safe pedestrian access is provided through crosswalks or whatever means would be sufficient.

Commissioner Newberg asked that when the crosswalks were installed that they be similar to the one at Golden Valley and North Hills with the special paving for some type of speed bump.

Mr. Krater advised that the applicant proposed to provide a crosswalk that meets standards established by AASHTO handbook which is basically 12-inch stripes. He advised that the low volumes on the street did not dictate anything more and the speed humps were

not that well suited to truck traffic. He advised that the design speed was 30 MPH but would likely be posted at 25 MPH as a collector street.

Commissioner Griffin stated that he could make the necessary findings to approve the zoning map amendment.

It was moved by Commissioner Griffin, seconded by Commissioner Woods to approve the zoning map amendment for Case No. 5-91/File 2 (Golden Valley Industrial Park) by resolution of intent, subject to final staff approval of the design guidelines, statement of purpose and plan and incorporation into the design guidelines, the conditions recommended for the tentative map, which shall be completed within four (4) months of the date of City Council approval of this project, or the tentative map and zoning map amendment shall be null and void.

The motion was carried by a unanimous vote of the six (6) members present with Commissioner Farahi absent.

Commissioner Griffin advised that he could make the necessary findings to approve the special use permit for cuts and fills.

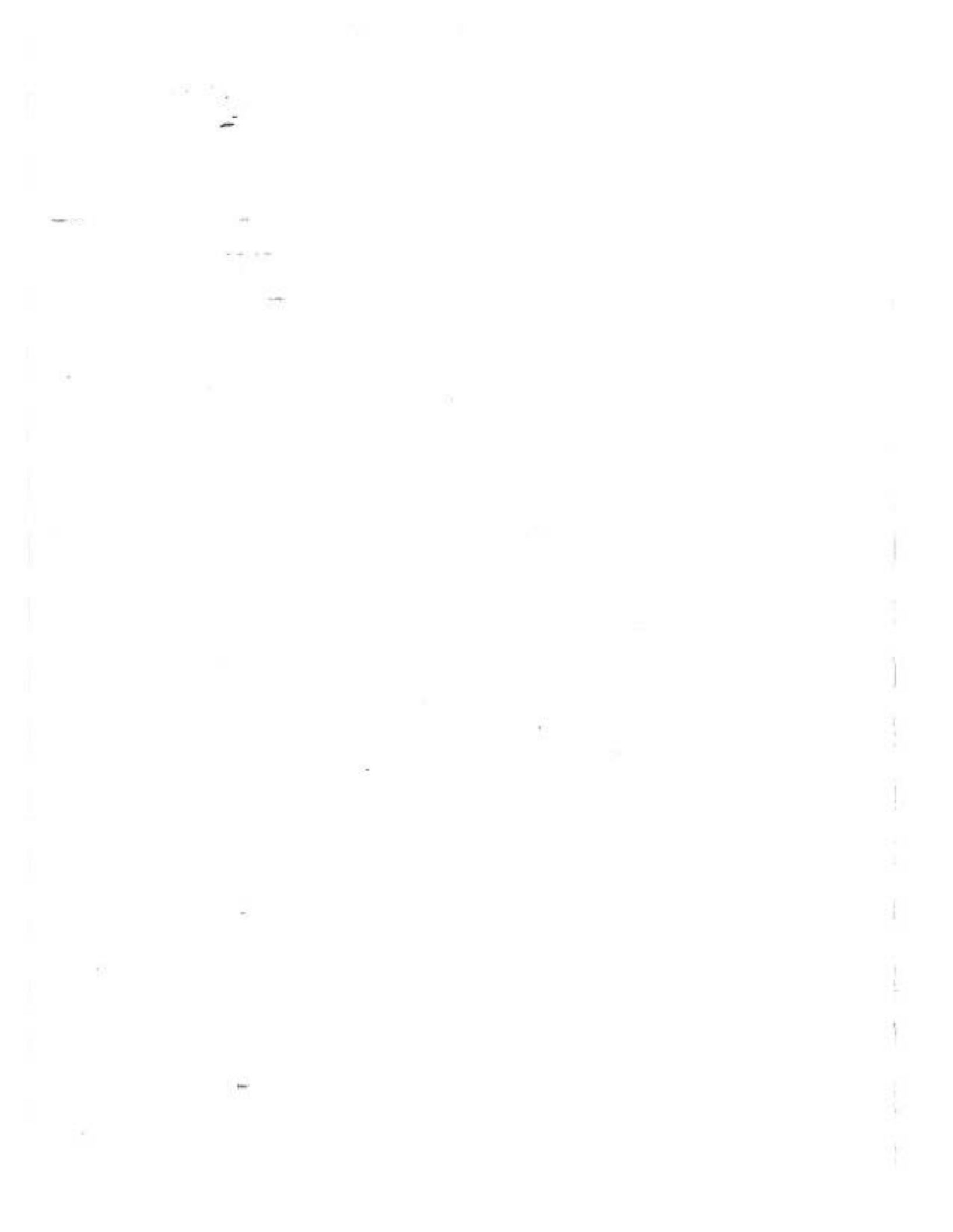
It was moved by Commissioner Griffin, seconded by Commissioner Newberg to approve the special use permit to allow land fills exceeding ten feet for Case No. 5-91/File 2 (Golden Valley Industrial Park), subject to the conditions of the tentative map with the modification to Condition #19 to require construction of a 5 foot sidewalk on only one side of North Hills Boulevard, the modifications to Conditions #12 and #23 presented by Mr. Detton and amendment to the SPD handbook, page 4-22, to include the provision/markings of crosswalks to the satisfaction of City staff.

The motion was carried by a unanimous vote of the six (6) members present with Commissioner Farahi absent.

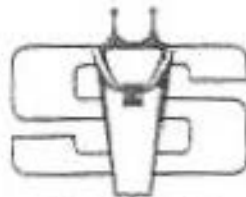
Commissioner Griffin stated that he could make the necessary findings to approve the tentative map.

It was moved by Commissioner Griffin, seconded by Commissioner Woods to approve the tentative map, subject to final approval of the design guidelines with the amendment to page 4-22 and applicable conditions, as clarified or amended by staff being conditions #4, 11, 12, 15 and 23. The final map shall become null and void should the resolution of intent on the zoning map amendment expire as indicated in the zoning map amendment approval. Upon approval of the final design guidelines and enactment of the SPD zoning ordinance, the tentative map shall be governed by the time limits set forth in State law with time constraints for approval of a final map beginning as of the date of City Council approval.

The motion was carried by a unanimous vote of the six (6) members present with Commissioner Farahi absent.



Legal Description



Service of Convenience

STEWART TITLE
OF NORTHERN NEVADA

401 Ryland Street • P.O. Box 11400 • Reno, Nevada 89510 • Tel (702) 789-1100 • FAX (702) 789-1112

April 20, 1994

The Nell J. Redfield Trust
Attn: Gerald C. Smith, Trustee
1755 East Plumb Lane, Suite 212
Reno, Nevada 89504

Security Capital Industrial Trust
Attn: Carl Mill
125 Lincoln Avenue
Santa Fe, New Mexico 87501

Re: Golden Valley Industrial Park
Our Escrow No. 94092001
Preliminary Report

Gentlemen:

In connection with the above referenced transaction, enclosed please find a copy of our Preliminary Title Report dated March 31, 1994.

Upon your receipt of the survey for the subject property, please be advised that Stewart Title of No. Nevada will require a copy of same for review prior to the issuance of the ALTA Owners Extended Coverage title insurance requested by the purchaser in the Agreement of Purchase and Sale.

Should you have any questions upon review of the enclosed preliminary report, please do not hesitate to contact the undersigned or Robert Christie, Title Supervisor at extension 129 or Bill Hanks, Manager at extension 101.

Sincerely,

Kelly E. Rowe
Escrow Officer

KLR:ss
Encs.

cc: Patrick Morrissey, Broker
Robert Watson, Security Capital Industrial
M. Marvin Katz, Mayer, Brown & Platt
Richard E. Wroblewski, Westech

PROPERTY ADDRESS:



ESCROW OFFICE:

STEWART TITLE OF NORTHERN NEVADA
401 Ryland Avenue
Reno, Nevada 89510

STEWART TITLE
of Northern Nevada

401 Ryland Avenue Reno, Nevada 89510 (702-789-4100)

PRELIMINARY REPORT

When replying please contact
Escrow Officer: Kelly Rowe

Our Order No. 94092001

This Preliminary Report on Title is delivered and accepted upon the understanding that you have no personal knowledge or intimation of any defect, objection, lien, or encumbrance affecting said premises other than those shown on succeeding pages hereof, and your failure to disclose any such personal knowledge or intimation shall render this Preliminary Report on Title and any policy issued based thereon, null and void as to such defect, objection, lien or encumbrance.

Nothing herein contained shall be construed as a guarantee against the consequences of the exercise and enforcement or attempted enforcement of governmental "police power" over the property described herein.

This report (and any supplements or amendments thereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a policy of title insurance, a Binder or Commitment should be requested.

Dated as of: March 31, 1994 at 7:30 a.m.



Cheryl L. Simpson, Title Officer

The estate or interest in the land hereinafter described or referred to covered by this Report is:
A FEE

Title to said estate or interest is vested in:
BETTY ALYCE JONES, HELEN JEANE JONES, IRIS C. BREWERTON,
KENNETH G. WALKER and GERALD C. SMITH, Trustees of the NELL J.
REDFIELD TRUST, AS TO PARCELS 1 AND 2; NELL J. REDFIELD TRUST,
as to PARCELS 3 and 4

LEGAL DESCRIPTION

The land referred to herein is situated in the State of Nevada County of Washoe,, described as follows:

- PARCEL 1:

Situate in the Southeast quarter of the Northwest quarter of Section 15, Township 20 North, Range 19 East, M.D.B. & M., more particularly described as follows:

Beginning at the Northeast corner of the Southeast quarter of the Northwest quarter of Section 15; thence South $0^{\circ}18'32''$ East, along the Eastern line of said Southeast quarter of the Northwest quarter, a distance of 303.84 feet; thence North $89^{\circ}56'32''$ West, 213.30 feet, more or less, to the Eastern line of a 60 foot roadway as described in the Deed to the City of Reno, recorded in Book 479, File No. 289443, Deed Records; thence Northerly along the last mentioned line to the Northern line of said Southeast quarter of the Northwest quarter; thence South $89^{\circ}56'32''$ East, along the last mentioned line 66.20 feet, more or less, to the point of beginning.

APN: 088-202-18

PARCEL 2:

Situate in the Southeast quarter of the Northwest quarter of Section 15, Township 20 North, Range 19 East, M.D.B. & M., more particularly described as follows:

Commencing at the Northeast corner of the Southeast quarter of the Northwest quarter of said Section 15; thence South $0^{\circ}18'32''$ East along the Eastern line of said Southeast quarter of the Northwest quarter, a distance of 303.84 feet to the point of beginning; thence South $0^{\circ}18'32''$ East 189.00 feet; thence North $89^{\circ}56'32''$ West 249.00 feet, more or less, to the Eastern line of a 60 foot roadway as described in the Deed to the City of Reno, recorded in Book 479, File No. 289443, Deed Records; thence Northerly along the last mentioned line 192.10 feet to a line drawn North $89^{\circ}56'32''$ West from the TRUE POINT OF BEGINNING; thence South $89^{\circ}56'32''$ East 213.30 feet to the TRUE POINT OF BEGINNING.

APN: 088-202-19

PARCEL 3:

Being a portion of the east 1/2 of Section 15, T. 20 N., R. 19 E., MDM more particularly described as follows:

Beginning at the northwest corner of the S 1/2 of the NE 1/4 of said Section 15;

thence along the north line of said S 1/2 of the NE 1/4
N 89°56'09" E. 596.34 feet;

thence S 06°56'29" E, 967.20 feet;

thence S 53°54'05" E, 495.59 feet to the beginning of a tangent
400.00 foot radius curve to the right;

thence along the arc of said curve through a central angle of
56°09'40" a distance of 392.08 feet;

thence S 02°15'35" W. 326.86 feet;

thence S 47°35'19" E. 572.33 feet;

thence N 78°58'41" E, 595.00 feet;

thence S 45°01'19" E. 486.55 feet;

thence S 06°44'41" W. 1441.83 feet to a point on the easterly
line of the Western Pacific Railroad;

thence along said easterly right-of-way the following courses
and distances:

N 42°10'04" W. 1263.48 feet;

N 43°21'31" W. 146.08 feet along the chord of a curve 100.00
feet right of a spiral to the left, with spiral angle of
03°30'00" and a circle radius of 1146.28 feet; along the arc of
a 1246.28 foot radius curve to the left from a tangent bearing
of N 45°40'04" W. through a central angle of 29°42'12" a
distance of 646.10 feet to a point on the easterly right-of-way
of US Highway 395;

thence along said easterly right-of-way of US Highway 395 the following courses and distances:

N 39°15'46" W. 866.14 feet;

N 28°15'00" W. 714.99 feet;

N 07°02'28" W. 374.00 feet;

N 39°15'46" W. 8.33 feet to a point on the west line of the said S 1/2 of the NE 1/4 of Section 15;

thence along said west line N 00°14'23" W. 929.88 feet to the point of beginning.

APN: 88-230-01

PARCEL 4:

A portion of the SE 1/4 of the NW 1/4 of Section 15, T. 20 N., R. 19 E., M.D.M., and more fully described by metes and bounds as follows, to wit:

BEGINNING at the intersection of the easterly right-of-way line of Golden Valley Road with the right or northerly right-of-way line of US-395 (Project F-395-2(11) 516.00 feet right of and at right angles to Highway Engineer's Station "XN" 292+76.60 P.O.T., said point of beginning further described as bearing S. 7°07'24" W., a distance of 1983.77 feet from the north quarter of Section 15, T. 20 N., R. 19 E., M.D.M.; thence N. 2°09'17" E., along the easterly right-of-way line of Golden Valley Road, a distance of 73.24 feet to a point; thence from a tangent which bears the last-described course curving to the right, along said right-of-way line, with a radius of 970 feet, through an angle of 2°33'27", an arc distance of 43.30 feet to a point; thence N. 89°23'05" E., a distance of 248.69 feet to an intersection with the north-south quarter section line of said Section 15; thence S. 0°14'55" E., along said quarter section line, a distance of 432.15 feet to an intersection with the right or northerly right-of-way line of said US-395; thence N. 39°15'46" W., along said right-of-way line, a distance of 404.35 feet to the point of beginning.

At the date hereof, exceptions to coverage in addition to the printed exceptions and exclusions in a Policy of Title Insurance are as follows:

1. Future real property taxes and any district assessments levied against said land by the County of Washoe, in accordance with the statutes of the State of Nevada, not yet due and payable.
2. The lien, if any, of supplemental taxes, assessed pursuant to provisions adopted by the Nevada Legislature, and as disclosed by the Nevada Revised Statutes.
3. Reservation contained in a Deed
Reserved by: : RUTE ANDERSON
Recorded : July 3, 1958
: in Book 479, Page 478, as Document No. 289443,
: Deed Records of Washoe County, Nevada.
Which provides in part as follows:
: A right of way for the purpose of installing
: water lines and a water system
AFFECTS PARCELS 1, 2 AND 4
4. An easement affecting a portion of said land for the purposes stated herein, together with incidental rights thereto,
Granted to : RUTE ANDERSON
Purpose : For concrete pipeline
Recorded : June 8, 1960
: in Book 547, Page 325, as Document No. 320884,
: Deed Records of Washoe County, Nevada.
AFFECTS PARCELS 1, 2 AND 4
5. Relinquishment of any and all Abutter's right of access, and waiver and release from any and all claims for damages, as contained in instrument
Recorded : June 8, 1960
: in Book 547, Page 330, as Document No. 320886,
: Deed Records of Washoe County, Nevada.
AFFECTS PARCELS 1, 2 AND 4
5. An easement affecting a portion of said land for the purposes stated herein, together with incidental rights thereto,
Granted to : SIERRA PACIFIC POWER COMPANY, a Nevada
: corporation
Purpose : A non-exclusive easement and right of way
: to construct, maintain and operate
: Overhead electric distribution facilities
Recorded : July 6, 1988
: in Book 2752, Page 560, as Document No. 1257948,
: Official Records of Washoe County, Nevada.
AFFECTS PARCEL 3

Continued on next page

SCHEDULE "B" CONTINUED:

Order No. 94092001

7. Waiver and release from any and all claims for damages and lien rights, in favor of THE STATE OF NEVADA, arising out of construction and maintenance of U.S. Highway 395 as referenced in an instrument
Recorded : January 20, 1988
: in Book 2678, Page 73, as Document No. 1220194,
: Official Records of Washoe County, Nevada.
AFFECTS PARCEL 3
8. An easement affecting a portion of said land for the purposes stated herein, together with incidental rights thereto,
Granted to : SIERRA PACIFIC POWER COMPANY, a Nevada
: corporation
Purpose : A non-exclusive easement and right of way
: to construct, maintain and operate
: overhead electric distribution facilities
Recorded : July 6, 1988
: in Book 2762, Page 560, as Document No. 1257948,
: Official Records of Washoe County, Nevada.
AFFECTS PARCEL 3
9. Easements, dedications, reservations, provisions, relinquishments, recitals, building set back lines, certificates, and other matters as provided for or delineated on the Survey Map No. 1996.
Recorded : July 11, 1988
: as Document No. 1258822,
: Official Records of Washoe County, Nevada
- Reference is herein made to said Plat for particulars. If one is not included herewith, one will be furnished upon request.
10. Easements, dedications, reservations, provisions, relinquishments, recitals, building set back lines, certificates, and other matters as provided for or delineated on the Survey Map No. 2264.
Recorded : February 15, 1991
: as Document No. 1460271,
: Official Records of Washoe County, Nevada

Reference is herein made to said Plat for particulars. If one is not included herewith, one will be furnished upon request.

Continued on next page

THIS DEED, made this 27th day of October, 1951, between
 RUTH ANDERSON of Yeaman County, Nevada, hereinafter called GRANTOR, and the STATE
 OF NEVADA, in relation of the Department of Highways, hereinafter called GRANTEE,
 WITNESSETH:

THAT the GRANTOR, for and in consideration of the sum of One Dollar (\$1.00),
 lawful money of the United States of America, and other good and valuable considera-
 tion, the receipt whereof is hereby acknowledged, and in accordance with Chapter
 408 of the Nevada Revised Statutes does, by these presents grant, convey and sell
 unto the GRANTEE and to its assigns forever, for those purposes as contained in
 the aforesaid act, all that certain real property together with any and all appurtenant
 RIGHTS, including access rights, appurtenant to the remaining property of said
 GRANTOR in and to Nevada State Highway Route 2 over and across the lands conveyed by
 this document; said real property situate, lying and being in the County of Yeaman,
 State of Nevada, and described as being a piece or parcel of land in the SW¹/₄ of the
 SW¹/₄ and the SW¹/₄ of the SW¹/₄ of Section 15, T. 22 N., R. 17 E., N. 2. S., 4 M., and
 more fully described by words and bounds as follows, to-wit:

BEGINNING at the intersection of the northwest
 cornerline of Nevada State Route 2 (U. S. 101) at High-
 way Engineer's Station 5+00-45.01 P.O.T. and to
 north-south meridian section line of said Section 15;
 said point of beginning further described as bearing S.
 14° 14' 30" E. a distance of 1233.40 feet from the north
 one-quarter corner of said Section 15; thence S.
 14° 14' 30" E. a distance of 132.70 feet to a point;
 thence West a distance of 714.73 feet to an intersection
 with the westerly boundary of the City of Reno road ex-
 cept; thence S. 3° 12' 47" W. a distance of 233.73 feet
 along said segment to the present highway right of way
 line; thence from a tangent bearing S. 42° 39' 20" W.,
 running to the left along said present right of way
 right of way line with a radius of 1040.37 feet, through
 an angle of 1° 41' 37" an arc distance of 62.73 feet to
 an intersection with the westerly boundary of the City
 of Reno road segment; thence S. 3° 12' 47" E. a distance
 of 714.73 feet along said westerly boundary to a point;
 thence S. 9° 21' 45" W. a distance of 124.47 feet to a
 point; thence S. 15° 12' W. a distance of 2.04 feet
 to an intersection with the westerly highway right of way

line; thence S. 29° 15' 21" W. a distance of 147.22 feet along said right of way line to a point; thence S. 8° 12' 45" E. a distance of 711.25 feet along said right of way line to a point; thence N. 29° 15' 21" W. a distance of 22.25 feet along said right of way line to a point; thence S. 34° 40' 12" E. a distance of 194.87 feet to a point; thence S. 15° 39' 40" W. a distance of 707.3 feet to a point; thence N. 4° 40' 42" E. a distance of 141.43 feet to an intersection with the westerly highway right of way line; thence S. 24° 35' 32" E. a distance of 27.23 feet along said right of way line to a point; thence S. 15° 57' 27" E. a distance of 226.84 feet along said right of way line to a point; thence N. 71° 07' 00" E. a distance of 479.40 feet along said right of way line to a point; thence S. 11° 15' 17" E. a distance of 111.45 feet along said right of way line to an intersection with the north- and one-quarter section line of said section 15; thence S. 14° 30' E. a distance of 407.12 feet along said one-quarter section line to the point of beginning; said parcel contains an area of 29.84 acres, more or less.

2. All bearings and distances are based on the Nevada Coordinate System.

BEARING AND DISTANCE, respectively, to the QUARTER, and to the point and bearing bearing; the point to the use of an easement over a strip of land at Highway Station 207.00; said easement to be 2 feet in width and extend N.E., 10 feet in length; a highway right of way line; the rest of lot or north- westerly of lot 15, 1/4 Sec. 15, T. 36 N., R. 10 E., 3rd Meridian; Nevada; bearing and distance said parcel; the rest of lot 15, 1/4 Sec. 15, T. 36 N., R. 10 E., 3rd Meridian; Nevada; and the highway right of way line; Nevada State Highway Route 9 (U.S. 93).

TOGETHER with all and singular the tenements, hereditaments and appurtenances thereto
belonging, or in any way appertaining, and the revenues and revenues, royalties and royalties, rents,
issues and profits thereof, with the exception of any and all mortgages as are previously recited, or
expressly excepted in this instrument.

TO HAVE AND TO HOLD all and singular the said real property together with the appurtenances,
rents and profits thereof, unto the said GRANTEE, and to his heirs forever.

IN WITNESS WHEREOF, the said GRANTOR hereunto set his hand and seal the day
and date first above written.

Paul Anderson

STATE OF Nebraska
County of Washington
the 27th day of May 1911 personally appeared before me,
the undersigned, a Notary Public, and for the County of Washington, State of
Nebraska

Whose name appears in and to be the person described in and who executed the foregoing instrument,
and acknowledged to me that he executed the same freely and voluntarily and for the use and
purpose therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and date
in this certificate first above written.

My commission expires July 1st 1912

JUN 1 1911
A. L. Anderson

after Recordation Return To: A.P.W.
82-290-62
SIERRA PACIFIC POWER COMPANY 88-201-16
Right-of-Way Department
P.O. Box 10100
Reno, Nevada 89320
Work Order Number
88-4573-11

1257048

GRANT OF EASEMENT
FOR
OVERHEAD ELECTRIC DISTRIBUTION

THIS INDENTURE, made and entered into this 5th day of June, 1988, by and between BETTY ALYCE JONES, HELEN JEANE JONES, IRIS G. BREWERTON, KENNETH G. WALKER and GERALD C. SMITH, as Trustees of the WELLS J. REDFIELD TRUST, (hereinafter referred to as "Grantor"), and SIERRA PACIFIC POWER COMPANY, a Nevada corporation (hereinafter referred to as "Grantee"),

WITNESSETH:

THAT THE GRANTOR, for and in consideration of the sum of One Dollar (\$1.00), in hand paid by the Grantee, and other good and valuable consideration, receipt of which is hereby acknowledged, does by these presents grant to Grantee, its successors and assigns, a non-exclusive easement and right of way to construct, erect, alter, maintain, inspect, repair, reconstruct and operate one or more overhead electric distribution facilities, together with the appropriate poles, necessary guys and anchors, supporting structures, insulators and cross-arms, wires, fixtures, and other necessary or convenient appurtenances connected therewith, across, over, upon, and through the following described property situated in the County of Washoe, State of Nevada, to-wit:

A portion of the South one-half of the Northeast one-quarter and the North one-half of the Southeast one-quarter of Section 15, Township 20 North, Range 19 East, N.D.S.M., Washoe County, Nevada.

An easement of 10.0 feet in width lying 5.0 feet each side of the following described centerline:

COMMENCING at the Southwest corner of the Northeast one-quarter of the property conveyed to Wells J. Redfield, Betty Alyce Jones, Helen Jeane Jones, Iris G. Brewerton, Kenneth G. Walker and Gerald C. Smith as Trustees by Quitclaim Deed, Document No. 875048, Filed May 14, 1980, Official Records of Washoe County.

Thence North 53° 01' 15" East, 876.91 feet to Sierra Pacific Power Company Pole No. 38489 in the centerline of the old Reno Air Base 11 KV Pole Line the True Point of Beginning.

Thence South 34° 41' 12" East 396.74 feet;

Thence South 41° 43' 41" East 173.37 feet;

Thence South 08° 17' 28" East 629.93 feet back to the centerline of the aforementioned existing 11 KV line, the Southerly terminus.

IT IS FURTHER AGREED:

1. That Grantee, its successors and assigns, shall have at all times ingress and egress to the above-described land for the purpose of constructing, repairing, removing, altering, changing, maintaining and operating said distribution facilities.

B2762P:560

1257048

2. That Grantee, its successors and assigns, shall be responsible for any damage to personal property or improvements suffered by Grantor, by reason of construction, maintenance, repair or performance of any other rights herein provided.

3. That Grantee, its successors and assigns, shall at all times save and hold harmless the Grantor, his heirs, successors and assigns, of any and all loss, damage or liability he may suffer or sustain by reason of any injury or damage to any person or property caused by the negligent construction, maintenance, or operation of said facilities by Grantee.

4. Grantor shall not erect or construct, nor permit to be erected or constructed any building or structure, or permit any activity which in the judgment of the Grantor is inconsistent with Grantor's use of said easements.

5. Grantee, its successors and assigns, shall have the right to remove or clear any and all buildings, structures, combustible materials, trees, brush, debris, or any other obstruction from said right of way, which in the judgment of Grantee may interfere with or endanger the construction, operation, and maintenance of said facilities.

6. That should Grantee, at any future time, cease using said easement, for the express use described above, this easement shall immediately terminate and automatically revert to and merge with the fee interest of the Grantor.

TOGETHER WITH ALL AND SIMILAR, the tenements, hereditaments, and appurtenances thereunto belonging or appertaining and the reversion or reversions, remainder and remainders, rents, issues and profits thereof.

TO HAVE AND TO HOLD all and singular the said premises, granted together with the appurtenances, unto said Grantee, its successors and assigns forever.

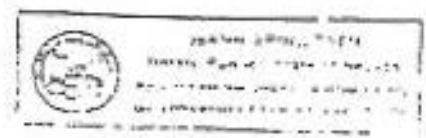
IN WITNESS WHEREOF, the Grantor has caused these presents duly to be executed the day and year first above written.

Betty Alyce Jones
BETTY ALYCE JONES
Helen Jeanne Jones
HELEN JEANNE JONES
Gerald C. Smith
GERALD C. SMITH

STATE OF NEVADA |
| SS:
COUNTY OF WASHOE |

On this 15th day of June, 1988, before me, a Notary Public, personally appeared BETTY ALYCE JONES, personally known to me to be the person whose name is subscribed to this instrument as Trustee, and acknowledged that said Trust executed it.

[Signature]
NOTARY PUBLIC



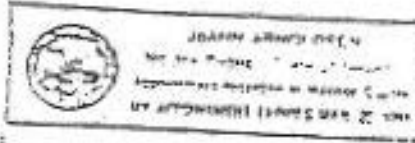
82762P0561

JUL 4 1988

STATE OF NEVADA)
) SS:
COUNTY OF WASHOE)

On this 15th day of June, 1988, before me, a Notary Public, personally appeared HELEN JEANE JONES, personally known to me to be the person whose name is subscribed to this instrument as Trustee, and acknowledged that said Trust executed it.

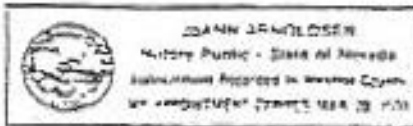
John Davidson
NOTARY PUBLIC



STATE OF NEVADA)
) SS:
COUNTY OF WASHOE)

On this 15th day of June, 1988, before me, a Notary Public, personally appeared GERALD C. SMITH, personally known to me to be the person whose name is subscribed to this instrument as Trustee, and acknowledged that said Trust executed it.

John Davidson
NOTARY PUBLIC



B2762P0562

STERRA PACIFIC POWER CO
JUN 16 1988

781 E.13

1257049

412

1952

THIS DEED, made this 27th day of August, 1952, between WILL J. REDFIELD TRUST hereinafter called GRANTOR, and the State of Nevada, acting by and through its Department of Transportation, hereinafter called GRANTEE,

WITNESSETH:

That the GRANTOR, for and in consideration of the sum of ONE (\$1.00) lawful money of the United States of America, and other good and valuable consideration, the receipt whereof is hereby acknowledged, does by these presents grant, bargain, and sell unto the GRANTEE and to its assigns forever, for those purposes as contained in Chapter 40B of the Nevada Revised Statutes, all that certain real property of GRANTOR, said real property situate, lying and being in the County of Washoe, State of Nevada, and more particularly described as being a portion of the SW 1/4 of the 27 1/2 and the SW 1/4 of the NE 1/4 of Section 15, T. 36 N., R. 19 E., M.D.M., and more fully described by notes and bounds as follows, to wit:

B2678P-073

BEGINNING at a point on the right or northerly right-of-way line of US-395 (Project F-395-2(11)), 145.70 feet right of and at right angles to Highway Engineer's Station "18" 270+26.82 P.O.I., said point of beginning further described as bearing S. 56°40'27" W., a distance of 2040.43 feet from the east quarter corner of Section 15, T. 36 N., R. 19 E., M.D.M.; thence N. 39°15'46" W., a distance of 873.58 feet to a point; thence N. 28°15'00" W., a distance of 878.12 feet to a point; thence N. 7°07'28" W., a distance of 96.74 feet to an intersection with the right or northerly right-of-way line of said US-395; thence along said right-of-way line the following three (3) courses and distances:

1. S. 78°15'00" E., 714.99 feet;
2. S. 35°15'46" E., 866.13 feet;
3. from a tangent which bears N. 75°25'59" W., curving to the left with a radius of 1246.28 feet through an angle of 2°38'37", an arc distance of 57.50 feet to the point of beginning; said parcel contains an area of 51.063 square feet (1.17 acres), more or less.

TOGETHER with all and singular the tenements, appurtenances and appurtenances thereto belonging, or in anywise connected therewith, and the square and lot thereof, and all rights and remainders, reversion, profits and profits thereunto with the exception of all and all reservations as are hereinafter expressly mentioned from this instrument.

To hereby waive, with full knowledge, that a public highway and the necessary improvements thereto are to be located upon, over and across the tract hereinafter described, and claim for any and all damages to the remaining adjacent lands and property of the grantee by reason of the location, construction, landscaping and maintenance of said highway and appurtenances to said location.

TO HAVE AND TO HOLD all and singular the said real property, together with the appurtenances, unto the said GRANTEE and to any heirs, successors and assigns, forever.

IN WITNESS WHEREOF said GRANTOR has hereunto signed on the day and year first above written.

Betty Alce Jones
BETTY ALCE JONES

Helen Jeanne Jones
HELEN JEANNE JONES

Gerald C. Smith
GERALD C. SMITH

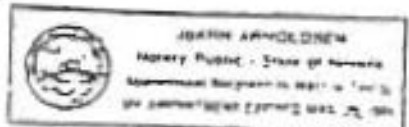
AS TRUSTEES OF THE HELL J. REDFIELD TRUST

02678P 074

STATE OF NEVADA
COUNTY OF WASHOE

On this 30th day of August, 1967, personally appeared before me, the undersigned, a Notary Public in and for the State of Nevada, Betty Alce Jones, Helen Jeanne Jones, Gerald C. Smith AS TRUSTEES OF THE HELL J. REDFIELD TRUST known to me to be the persons described in and who executed the foregoing instrument who acknowledged to me that they executed the same freely and voluntarily and for the uses and purposes therein mentioned.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.



12:20:19

SEP 11 1967
WASHOE COUNTY
CLERK'S OFFICE
SPRINGFIELD, NEVADA

NOT
030-514
REV. 12/66
D/87-91

CLERK'S OFFICE
SPRINGFIELD, NEVADA

JAN 20 1968

1258822

Record of Survey MAP

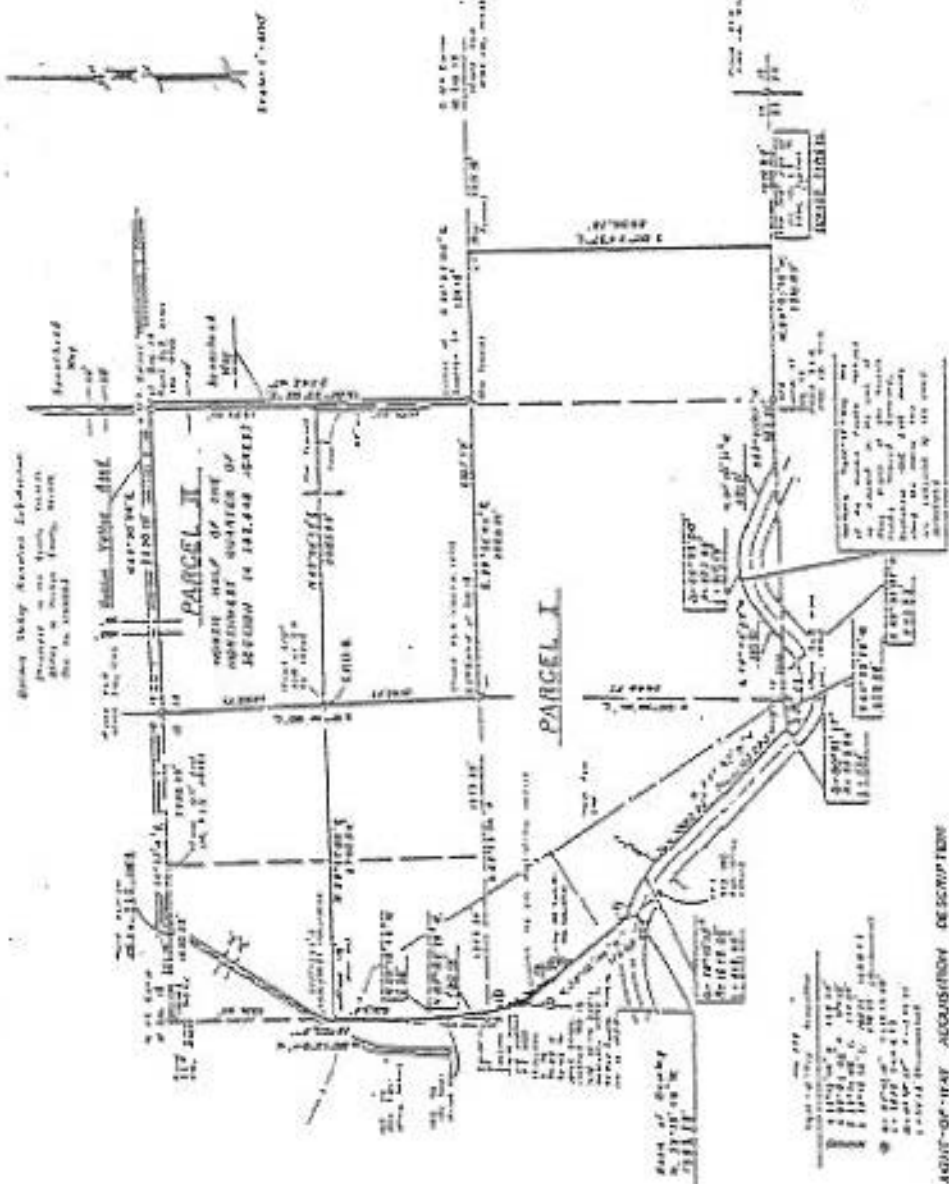
NAME PROFIELD LAND COMPANY
PARCEL 69

DESCRIPTION SECS 15 & 14, T20N R19E

92784F0481

Survey MAP
NO. 1996
7 SHEETS 2 LOTS

File No. 1258822
Official Record
Wascon County Nevada
Record Requested
By B. Erickson
7/11/86 2:06 PM
Time
JOE MELCHERT
COUNTY RECORDER
By J. Soder...
Date 7.10.86



AGENT-OF-WAY ACQUISITION DESCRIPTION
 The agent-of-way shown on this map is a 10-foot wide strip of land, 100 feet long, located on the east side of the road. It is bounded on the north by the boundary of Section 15, on the east by the boundary of Section 19, on the south by the boundary of Section 18, and on the west by the boundary of Section 14. The map shows various features including roads, fences, and utility lines.

BOUNDARY DESCRIPTION
 The boundary of this tract is described as follows: On the north, the boundary of Section 15; on the east, the boundary of Section 19; on the south, the boundary of Section 18; and on the west, the boundary of Section 14. The map shows various features including roads, fences, and utility lines.

PARCEL II
 The boundary of this tract is described as follows: On the north, the boundary of Section 15; on the east, the boundary of Section 19; on the south, the boundary of Section 18; and on the west, the boundary of Section 14. The map shows various features including roads, fences, and utility lines.

RECORD OF SURVEY MAP
 This map shows the boundaries of the land parcels and the location of the agent-of-way. The map is a detailed survey showing the boundaries of the land parcels and the location of the agent-of-way. The map is a detailed survey showing the boundaries of the land parcels and the location of the agent-of-way.



RECORD OF SURVEY MAP
OF
REDFIELD LAND COMF
PARCEL 69
 LOCATED IN SECTIONS 15 AND 19
 TOWNSHIP 20 NORTH, RANGE 19
 EAST, MT. DIABLO BASE & MERRI
 COUNTY, MONTANA

Witnessed by me
Surveyor
for the State of Montana

Witnessed by me
Recorder
for the State of Montana

1460271

Record of Survey MAP

Dormary Properties Inc.
NAME

Part of E² Sec 15 T20N R19E
DESCRIPTION

OK 321390850

SURVEY MAP

NO. 2264

1 SHEETS 2 LOTS

File No. 1460271

Official Records
Wasco County Nevada
Record Requested

CFA
2/15/01 2:15 PM

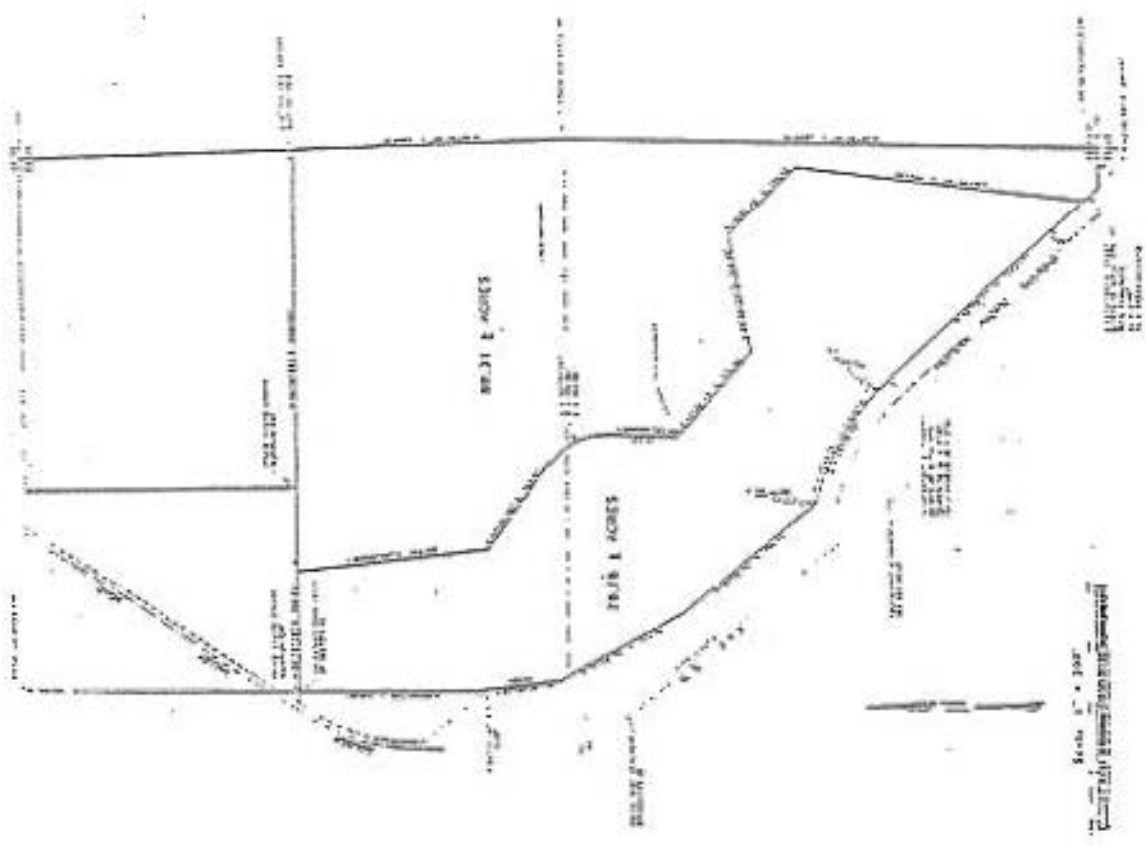
JOE WELCHER
COUNTY RECORDER

J. Salomon
Per 10.00

SURVEYOR'S CERTIFICATE

I hereby certify that the above is a true and correct copy of the original of the plat of the land described in the foregoing plat, as the same appears on the records of the County of ... State of ...

Surveyor



SECTION

...

DATE OF DEED

...

NOTE

...

REFERENCES

...

DIVISION OF SURVEY

...

...

...

...

...

...

...

...

...

...

...

...

Scale 1" = 200'

cfa

...



Draft Protective Covenants

Ken Kraker

MAYER BROWN & FLATT

700 LOUISIANA STREET

SUITE 3600

HOUSTON, TEXAS 77002-2730

713-221-1651
TELEX 772809
FACSIMILE
713-224-8410

CHICAGO
BERLIN
BRUSSELS
LONDON
LOS ANGELES
NEW YORK
TOKYO
WASHINGTON
MEMBER CITY CORRESPONDENT
JAUREGUI NAVARRETE, RADEF Y KONG

December 7, 1994

RECEIVED
DEC 14 1994
NEW YORKER PUBLISHING
DESK INC

M. MARVIN KATZ
713-244-0512

Mr. Jim Trout
Security Capital Industrial Incorporated
3200 Cherry Creek South Drive
Denver, Colorado 80209

Dear Jim:

Re: Golden Valley Industrial Park

We have drafted and enclose for your review proposed Declaration of Protective Covenants, Conditions and Restrictions for Golden Valley Industrial Park. Several things should be pointed out:

1. The exact corporate name of the owner of the parcel should be inserted on page 1.
2. All setback sign criteria, landscaping criteria, etc. were all taken from the draft which you submitted to us.
3. The declarant is given ten votes for each one vote of other owners so long as declarant owns at least ten percent of the total. Additionally, for the first five years of the term, declarant may amend or modify the restrictions without consent of others so long as it retains a fifty percent or more ownership.

Please review the document carefully and advise me of any changes which you desire to make.

Cordially,

M. Marvin Katz

MMK:djb
Enclosure

cc: George Ruhlen (Firm)

DECLARATION OF
PROTECTIVE COVENANTS, CONDITIONS AND RESTRICTIONS
FOR GOLDEN VALLEY INDUSTRIAL PARK

THE STATE OF NEVADA §
 §
COUNTY OF WASHOE §

KNOW ALL PERSONS BY THESE PRESENTS:

THAT, THIS DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS AND RESTRICTIONS (this "Declaration") is made effective as of the ____ day of _____, 199__, by SECURITY CAPITAL INDUSTRIAL _____, a Nevada [corporation?] (the "Declarant"), in favor and for the benefit of the Benefited Parties (as hereinafter defined and named).

WITNESSETH:

WHEREAS, Declarant is the owner of that certain tract or parcel containing approximately 83.4194 acres of land (the "Restricted Property"), located in the City of Reno, County of Washoe, State of Nevada, more particularly described on Exhibit "A" attached hereto and by reference made a part hereof for all purposes;

WHEREAS, Declarant desires to impose certain covenants, conditions and restrictions on the Restricted Property for the benefit of the Benefited Parties;

NOW, THEREFORE, Declarant hereby adopts and imposes upon the Restricted Property, as covenants, conditions and restrictions running with the title to the land, the following covenants, conditions, and restrictions, which shall run with the title to the Restricted Property and each part thereof and which (subject to the further terms and provisions hereof) shall bind all parties having or acquiring any right, title, estate or interest in or to the Restricted Property or any part thereof, and their respective heirs or successors in title, lessees, licensees, and assigns, and which shall inure to the benefit of each of the Benefited Parties:

ARTICLE I
DEFINITIONS

Section 1.1 Defined Terms. When used in this Declaration, the following terms shall have the following respective meanings:

- (a) "Association" means the Nevada nonprofit corporation to be organized by Declarant or the Owners to administer and enforce the provisions of this Declaration and to exercise the rights, powers and duties set forth herein, and its successors and assigns.

- (b) ~~"Benefitted Parties"~~ "Benefitted Parties" means and refers collectively to the following parties:
- (i) the Declarant and its assignees as provided for in Section 8.3 of Article VIII of this Declaration; and
 - (ii) the Restricted Property Owner(s).
- (c) "Building" means and includes, but is not limited to, a structure built for permanent use and all projections and extensions thereof, including but not limited to, garages, outside platforms and docks, storage tanks, carports, enclosed malls and porches.
- (d) "Committee" means and refers to the Architectural Control Committee established in accordance with Section 5.2 of Article V of this Declaration.
- (e) "Common Areas" means and refers collectively to any landscaping reserves, greenbelt reserves, street or boulevard esplanades, parks and other areas established from time to time (on the face of the Plat or by separate dedication instrument, recorded or unrecorded) for the purpose of providing open space for aesthetic and recreational uses, in common, for the Owners of the Property and their respective lessees, licensees, employees and agents, and the respective tenants, licensees, employees and agents of such lessees.
- (f) "Common Facilities" means and refers collectively to the shrubbery, trees, grass, flowers, other plants and plantings, sprinkler systems, lighting fixtures, statuary, fountains, benches, tables, signs, entrance monuments and markers, walls, fences, gazebos, kiosks, and other exterior decorative or functional materials or facilities installed, constructed or placed on the Common Areas from time to time.
- (g) "Improvements" means and refers to any and all buildings, structures, roadways, fixtures and other improvements of any kind affixed to or constructed, reconstructed, placed or otherwise situated on or under the Restricted Property or any portion thereof.
- (h) "Owner(s)" means and refers to the record owner (including Declarant), whether one or more persons or entities, of the fee simple title to all or any portion of the Restricted Property; provided, however, notwithstanding any applicable theory of mortgage, such term shall not mean or refer to any mortgagee unless and until such mortgagee has acquired title pursuant to foreclosure or any proceeding in lieu of foreclosure.
- (i) "Plat" means and refers to the map or plat of the Restricted Property recorded in Washoe County, Nevada, together with any and all replats or partial replats thereof.

(i) "Restricted Property Owner(s)" means and refers to Declarant and the successor Owner(s), from time to time and at any time, of all or any portion of the Restricted Property.

Section 1.2 Additional Defined Terms. The other and additional defined terms used in this Declaration which are defined in the introductory paragraphs of this Declaration, or in the further Articles of this Declaration, have the respective definitions therein ascribed to such terms.

ARTICLE II USE RESTRICTIONS

Section 2.1 General Use Restrictions.

(a) The Restricted Property shall be used for high-quality rail-served and non-rail-served commercial and industrial purposes. The foregoing shall not, however, prevent Declarant or the Association from constructing, owning, operating, leasing or conveying real property for services and accessory facilities otherwise consistent with this Declaration.

(b) The following uses of the Restricted Property shall be and are hereby prohibited:

(i) No use or operation of any part of the Restricted Property shall be permitted that results in the existence of a condition that constitutes, by reason of odor, fumes, dust, smoke, noise, vibration, pollution, hazard of fire or explosion or otherwise, a legal nuisance under any applicable law, statute, ordinance or regulation.

(ii) No use or operation of any part of the Restricted Property shall be permitted which involves, as the predominant purpose or result of such use or operation, the storage, transportation, processing, manufacture, or disposal of any toxic, explosive, radioactive or other material hazardous to human health or the environment, including, without limitation, "Hazardous Substances" as defined in the Comprehensive Environmental Response, Compensation and Liability Act, as amended (42 U.S.C. Section 9601 et seq.) (collectively, "Hazardous Materials"); provided, however, that nothing contained in the immediately preceding part of this sentence shall be construed to prohibit (A) the operation on the Restricted Property of an automobile service station (whether a full-service or self-service station), provided that all Hazardous Materials stored, handled, vended or otherwise dispensed on the Restricted Property as the result of the operation of such automobile service station shall be stored, handled, vended or otherwise dispensed in accordance with all applicable laws and regulations; or (B) the incidental use of Hazardous Materials for common household, garden, office or retail use or for other business use which is not the predominant purpose or result of the operation of such business, such as (without limitation) cleaners, solvents, fertilizers, medical radiology equipment, and microwave ovens (for example, it would be permissible for a

hospital, medical laboratory or Medical Services Facility, as hereinbelow defined, to use radioactive materials in radiology equipment or medical implants), provided that all such materials are handled, stored and disposed of in accordance with all applicable laws and regulations, and disposal occurs off the premises of the Restricted Property. No on-site disposal of Hazardous Materials shall be permitted under any circumstances within the Restricted Property.

(c) In addition to (and without limiting) the general use restrictions set forth in Section 2.2(a) above, the following specific uses of the Restricted Property shall be and are hereby prohibited:

(i) any trailer, mobile home or manufactured home court or park, junk yard, scrap metal yard or waste material business;

(ii) any dumping or storage of gravel, dirt, sand or other minerals on the Restricted Property or any portion thereof; provided, however, that reasonable amounts of gravel, dirt, sand or other minerals may be stored on the Restricted Property for reasonable periods of time for use in (and during the period of) construction of Improvements on the Restricted Property, or following the excavation of ditches or ponds for drainage or other public utility purposes (but, in such latter case, such excavated materials must, within a reasonable period of time following such excavation, be either spread over portions of the Restricted Property in a substantially level and uniform manner or disposed of off the premises of the Restricted Property); or any dumping, disposal, incineration (except as provided below) or reduction of garbage or refuse; it is expressly provided, however, that incineration of refuse or garbage from uses within the Restricted Property shall not be prohibited if such incineration is performed in accordance with all applicable laws, statutes, ordinances and regulations of any federal, state or local governmental authorities;

(iii) any establishment that, as the predominant purpose and result of its operation, conducts fire or bankruptcy sales or auctions or regularly conducts sales from non-permanent, outdoor structures, such as tents, trailers or mobile homes, stalls or the like; provided, however, that nurseries or other establishments selling plants, trees or any other horticultural products from outdoor display areas and establishments selling pottery or other clay or masonry decorative products from outdoor display areas shall not be prohibited;

(iv) any establishment: (A) which features topless, bottomless or totally nude performers, waitresses, waiters or other personnel; (B) which is not a motion picture theater, but that provides recorded, on-premises entertainment featuring nude or partially nude persons performing or simulating sexual acts; (C) which is not a motion picture theater, but that, as the predominant purpose and

result of its operation, sells or rents so-called "X-rated" or obscene movies or pornographic or sexually oriented materials or paraphernalia; (D) which is a motion picture theater and, as the predominant purpose and result of its operation, regularly shows so-called "X-rated" or obscene motion pictures or video tapes; (E) which operates as a massage parlor or sexually oriented modeling studio; or (F) which, as the predominant purpose and result of its operation, operates as a pool hall, game room or amusement parlor;

(v) except as provided below, any establishment that, as the predominant purpose and result of its operation, operates as a used car sales or storage lot, or as a place or location for the sale or storage of used cars, or as an outdoor place or location for the storage or sale of used car parts (the term "used cars" as used herein means and includes used passenger cars, used trucks, used vans, used buses and every other kind of used motor vehicle); it is expressly provided, however, that the conduct of a used car sales operation (whether resulting in the indoor display or outdoor display, or both, of used cars) as an element of the operation on the Restricted Property of an authorized new vehicle dealership shall not be prohibited;

(vi) a business the predominant purpose and result of the operation of which is the washing of cars, trucks or other motor vehicles (as distinguished from the washing of cars, trucks or other motor vehicles as a non-predominant element of the operation of an Automobile Service Station, an automobile dealership or other primary use not prohibited by this Declaration);

(vii) a rendering plant or a slaughter house;

(viii) any industrial use that would require a permit from any governmental authority, or that would involve the use of smokestacks, waste storage ponds, or other facilities, improvements or waste disposal techniques that are characteristic of heavy industrial or manufacturing use such as petrochemical plants, steel plants, fertilizer production facilities, waste incineration facilities or similar industrial uses;

(ix) except as provided below, any use which involves the installation or maintenance of underground or above ground storage tanks for gasoline or other Hazardous Materials; provided, however, that underground fuel storage tanks for use in the operation of an automobile service station or automobile dealerships, or for on-premises consumption by a business operation on the Restricted Property, or for fueling company-owned or company-supervised vehicles predominantly used in connection with a business operating on the Restricted Property shall not be prohibited, and that above ground storage tanks

for propane or other gaseous fuel for use in the operation of a business on the Restricted Property shall not be prohibited; and

(x) any use that is a prohibited use under any applicable law, statute, ordinance or regulation of any federal, state or local governmental authorities which governs the use of land or building structures or other Improvements located on land.

Section 2.2 Animal Husbandry. No sheep, goats, horses, cattle, swine, poultry, dangerous animals, snakes or livestock of any kind shall ever be kept on any part of the Restricted Property; provided, however, dangerous animals shall exclude trained guard dogs that are kept within a fenced area. No kennels or other establishments operating for the predominant purpose of boarding or training animals shall be operated on any part of the Restricted Property; provided, however, that veterinary clinics or hospitals and pet stores shall not be prohibited.

Section 2.3 Trash and Rubbish. All trash, rubbish, garbage, manure or debris of any kind shall be placed in sanitary refuse containers with tight fitting lids in an area adequately screened by planting or fencing so as not to be seen from neighboring tracts or public or private streets. Reasonable amounts of construction materials and equipment may be stored upon a tract for reasonable periods of time during the construction of Improvements thereon.

ARTICLE III

SET BACK LINES: UTILITY AND DRAINAGE EASEMENTS

Section 3.1 Set Back Lines.

(a) The following "Set Back Lines" are hereby established on the Restricted Property:

(i) Front Yard - Lowrise Building. All Buildings having a height less than twenty-four (24) feet shall be set back a minimum distance of twenty (20) feet from the front property line;

(ii) Front Yard - Highrise Building. All Buildings having a height of twenty-four (24) feet or higher shall be set back a minimum distance of forty (40) feet from the front property line;

(iii) Side Yard on Flanking Street or Corner Lot. All Buildings shall be set back a minimum of thirty (30) feet from a side property line adjacent to a street;

(iv) Side Yard. All Buildings shall be set back a minimum of twenty (20) feet from each side property line subject to the requirements of Section 3.1(a)(iii);

(v) Rear Yard. There shall be no minimum rear property set back; and

(vi) Detached Buildings. Detached buildings shall be set back from property lines and Buildings as required by local building or fire codes.

The set back requirements stated in this Section 3.1 are subject to any further requirements of local building or fire codes.

(b) That portion of the Restricted Property situated between the boundary lines of the Restricted Property and the above described Set Back Lines is herein referred to as the "Set Back Area(s)". No Improvements on or above natural ground level may be located within the Set Back Areas other than utility installations, landscaping (including berms or other sculptured landscaping), signs, lighting, sidewalks, walkways, streets, driveways, drives, and parking spaces and curbs. Notwithstanding the preceding, all electrical, telephone, water and other utility lines and the connection thereto shall in all instances be located underground, unless prohibited by the governmental body or public utility entity furnishing such utility service.

Section 3.2 Utility Easements. There is hereby reserved and created an easement for installing, replacing, repairing, and maintaining all utilities including, but not limited to, water, sewer, telephones, electricity, gas and appurtenances thereto, in, on or under that portion of the Restricted Property (a) between the building Set Back Lines created in Sections 3.1(a)(i), (ii) and (iii) above and any street right-of-way corresponding with and parallel to each such building Set Back Line. By virtue of this easement, it shall be expressly permissible for the utility companies and other entities supplying service to the Restricted Property to install and maintain pipes, wires, conduits, service lines, or other utility facilities or appurtenances thereto, on, above, across and under the Restricted Property within the Set Back Areas described in this Section 3.2. Further, Declarant reserves the right, without the necessity of joinder of any Owner or other person or entity, to grant, dedicate, reserve or otherwise create, in, on or under the Set Back Areas described in this Section 3.2, at any time or from time to time, easements for public utility purposes (and each and every Restricted Property Owner, by its acceptance of a deed covering any portion of the Restricted Property, hereby grants to Declarant such right, and agrees to join in said grants or dedications), including, without limitation, gas, electricity, water, sanitary sewer, telephone and drainage, in favor of any person or entity furnishing or to furnish utility services to the Restricted Property. Title to any portion of the Restricted Property conveyed by Declarant by deed or other conveyance shall not be held or construed in any event to include the title to any easement estates or any drainage, water, gas, sewer, storm sewer, electric light, electric power, telegraph or telephone way, or any pipes, lines, poles, or conduits on or in any utility or drainage easement or any utility facility or appurtenances thereto,

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Amendments to Golden Valley Industrial Park SPD Handbook

March 25, 1997- A zoning text amendment to amend the Specific Plan District Handbook regarding signs. Specifically, the amendment allowed for increased number signs and sign areas. The amendment also included a Special Use Permit to allow wall or freestanding signs within 300 feet of the U.S. 395 freeway, and visible from the freeway. On July 23rd 1997 wall sign standards conditions were added. Please see the staff report on the following page for specific details.

April 2006- Submitted Application for Zone change to amend the text of the Golden Valley Industrial Park SPD (Specific Plan District) development standards handbook to include rental businesses as a permitted use. Also, requested a Special Use Permit to allow: (a) outdoor storage; and (b) nonresidential development adjacent to single family zoned property on APN# 088-242-05. This parcel consists of 11.06± acres located on the east side of North Hills Boulevard.